

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2014.10

LEWISTON INTERCHANGE IMPROVEMENTS
PHASE 2 (BRIDGE AND MAINLINE)
MILE 80.3

The bid opening date is Thursday 11/13/14 at 11am.

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

GENERAL

All questions regarding Contract 2014.10 shall be submitted by November 6, 2014 at 4pm. Questions received after that time may not be answered.

PROPOSAL

Proposal Sheet P-2 is deleted and replaced with P-2 (Revised 11/06/2014) attached hereto. The revision to this proposal sheet deletes Item 202.205 Rumble Strips.

SPECIFICATIONS

- Special Provision 202 REMOVING STRUCTURES AND OBSTRUCTIONS (Rumble Strips) shall be deleted and not replaced.
- Special Provision 526 Concrete Barrier (Temporary Concrete Barrier Type I – Supplied by Authority), Section 526.01 Description:
Add the following to Location in the fourth paragraph:

Exit 80 Northbound approach to Northbound bridge, right Approx 400 LF
- Special Provision 527 Energy Absorbing Unit (Work Zone Crash Cushion),
Section 527.01 Description:
Add the following:

The contractor shall remove the Authority owned Work Zone Crash Cushion from the Northbound Off-ramp gore, at the appropriate time, and stockpile onsite until the end of the contract or as directed by the Resident.

Section 527.04 Method of Measurement

The removal of Authority owned Work Zone Crash Cushion will not be measured separately for payment but will be incidental to Contract.

- On Page SP-30, under Subsection 107.8.1 “Fabrication Time”, the time allotted for structural steel fabrication/shop inspection is changed from 45 calendar days to 90 calendar days.
- On Page SP-30 the second paragraph of Subsection 107.8.1 “Fabrication Time” is deleted and replaced with the following:

The inspection time listed above is the total amount of time allotted for the project. The Contractor is responsible for requiring their fabricators, manufacturers and/or suppliers to produce these products for each bridge/phase of the project continuously until finished, including any needed actions to correct unacceptable workmanship or materials.

- On Page SP-218 the first paragraph of Subsection 636.11 “Backfill Placement” is deleted and replaced with the following:

Backfill shall not be placed between November 1st and April 1st unless approved by the Authority. Backfill placed between November 1st and April 1st shall consist of clean crushed stone. The crushed stone type, size and gradation shall be established by the wall Designer and submitted to the Authority for approval. All requests to place MSE wall fill between November 1st and April 1st shall be submitted to the Authority for approval in writing. The Contractor’s request shall include appropriate details, calculations and documentation from the MSE wall designer confirming the proposed crushed stone type, size and gradation is acceptable. The MSE wall designer’s documentation shall be signed and sealed by a Professional Engineer licensed in the State of Maine who specializes in geotechnical engineering. The compaction requirements for proposed crushed stone backfill shall meet or exceed the requirements specified for granular borrow.

Backfill placement shall closely follow erection of each course of panels. Backfill shall be placed and compacted in such a manner as to avoid any damage or disturbance of the wall materials or misalignment of the facing panels or reinforcing elements. Any wall materials which become damaged during backfill placement shall be removed and replaced at the Contractor’s expense. Any misalignment or distortion of the wall facing panels due to placement of backfill outside the limits of this specification shall be corrected by the Contractor at his expense. Prior to the placement of the soil reinforcement, the backfill elevation after compaction shall be at the required elevation of the reinforcements. At each reinforcement level, the backfill shall be placed to the level of the connection. Backfill placement methods near the panels shall assure that no voids exist directly beneath the reinforcing element.

The Contractor should construct each MSE wall to its finished height prior to the November 1st fill placement deadline. If the construction of an MSE wall will not be brought to

its finished elevation prior to November 1st, and wall construction will not continue through the winter months, the Contractor shall take appropriate measures recommended by the MSE wall manufacturer to control water and drainage during the winter and to prevent frost damage to the wall system. The MSE wall manufacturer's recommendations shall be submitted for approval and may include the following: Slope fill material over the MSE wall reinforced zone to drain water away from the wall, place a layer of heavy duty plastic sheeting atop the graded slope and place a minimum 6" lift of loose granular material over the plastic sheeting to prevent damaging or puncturing the sheeting. Prior to resuming construction all covered areas shall be uncovered and the alignment of the MSE wall panels and the density of the underlying soil will be verified. The Contractor shall be responsible for realigning wall panels and recompacting fill as necessary prior to resuming the placement of fill material.

PLANS

Sheet EQ-01 Sheet 2 of 155 is revised as follows: Delete Item 202.205 Rumble Strips

Sheet MD-04 Sheet 20 of 155 is revised as follows: Delete the Rumble Strips Detail.

QUESTIONS

The following are questions asked at the pre-bid meeting held on October 28, 2014 or submitted to the Maine Turnpike Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: We're requesting that you change the allowable fabrication time from 45 calendar days to at least 90 calendar days.

Answer: The structural steel fabrication time has been changed to 90 Days. Please see the above change to the Specifications.

Question 2: On contract sheet S-34, Section C, the dimensions of the slope for the abutment 2 are incorrect. It shows the low side of the bearing plate to be 2 11/16 inch and the high side to be 2 3/8 inch. Please clarify.

Answer: The dimensions provided are correct; the leveling plate detail is not drawn to scale.

Question 3: Pre-Bid Agenda item 15 e Section 655 Electrical Work was questioned for content.

Answer: The agenda item is deleted and replaced with the following: The project includes installation of numerous electrical and communication items necessary for lighting, tolling, and traffic signalization. The work will require direct coordination with the Turnpike.

Question 4: There are two sets of Wage Rates; can a station to station range be provided for each set of Wage Rates?

Answer: The MTA will not provide Wage Rate delineation for the project; this is the contractor's responsibility.

Question 5: Why or where is flowable fill used?

Answer: Flowable fill is to be used to fill two existing to be abandoned culverts.

Question 6: What will the project site look like at the start date of this contract and how does the start of the contract coordinate with the previous contract?

Answer: The existing contractor is substantially complete and substantially demobilized however punchlist items including landscape and grass remain through June 2015. The existing contract for Ramps construction should be considered an adjacent contract requiring cooperation per Special 104.4.7 Cooperation With Other Contractors.

Question 7: Will the Authority consider allowing the placement of MSE wall backfill materials between November 1st and April 1st?

Answer: Please see the above change to the Specifications.

ATTACHMENTS

- Proposal Sheet P-2 (1 page)
- Pre-Bid Agenda (6 pages)
- Pre-Bid Sign-In sheets (3 pages)

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

The total number of pages included with this addendum is Fifteen (15).

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-16 of the bid package.

Business Name

Print Name and Title

Signature

Date

December 06, 2013

Very truly yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Department
Maine Turnpike Authority

**SCHEDULE OF BID PRICES
 CONTRACT NO. 2014.10
 INTERCHANGE IMPROVEMENTS, LEWISTON (EXIT 80)
 PHASE 2 (BRIDGE AND MAINLINE)
 MILE 80.3**

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.071	Removing Asbestos Containing Materials, Electrical Conduit	Linear Foot	200				
202.191	Removing Existing Bridge – Exit 80 Southbound	Lump Sum	1				
202.192	Removing Existing Bridge – Exit 80 Northbound	Lump Sum	1				
202.15	Removing Existing Manhole or Catch Basin	Each	3				
202.202	Removing Pavement Surface	Square Yard	23,000				
202.203	Pavement Butt Joints	Square Yard	1,500				
202.205	Rumble Strips	Each	12,500				
203.20	Common Excavation	Cubic Yard	25,700				
203.21	Rock Excavation	Cubic Yard	50				
203.25	Granular Borrow	Cubic Yard	6,550				
203.26	Gravel Borrow	Cubic Yard	50				

CARRIED FORWARD:

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2014.10

Lewiston Interchange – Bridge and Mainline

Interchange 80

Mile 80.3

October 28, 2014 11:00 AM

1) Location:

The general limits of work are Mile 79.9 (Sta. 4036+00) to Mile 80.8 (Sta. 4084+50) on the Maine Turnpike in the City of Lewiston.

2) General Description:

The work consists of removing and replacing the existing Turnpike mainline bridges, northbound and southbound, over Alfred Plourde Parkway in the City of Lewiston as well as reconstructing both northbound and southbound mainlines approaching and departing these bridges. The work includes pavement overlay, full depth pavement, gravel, guardrail, structural concrete, concrete deck and parapets, fabrication and erection of steel beams, concrete and pile foundations, mechanically stabilized earth retaining walls, ramp construction, traffic signal installation, roadway lighting, and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) Opening: November 13, 2014 at 11:00 A.M. at MTA Headquarters 2360 Congress Street, Portland
- b) All bid and contractual questions shall be directed to Mr. Nathaniel Carll. Phone No. (207) 871-7771, Ext. 115.
- c) All questions on plans and specifications shall be in writing and shall be directed to Nate Carll, Purchasing Manager, of the Maine Turnpike Authority. Fax No. (207) 871-7739.

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) 871-7771, ext. 144.

5) Construction Schedule/Prosecution of Work:

- a) December 1, 2014 – estimated Contract Start Date
- b) October 15, 2016 – Substantial Completion (defined in Special Provision Section 107.1.1)
- c) June 30, 2017 – Contract Completion Date

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

- a) Contract includes Heavy and Bridge as well as Highway and Earthwork wage rates

7) Response to Damage Claims (General Provision 104.3.11):

a) Contractor responsible for responding to all damage claims, in writing, within 30 days.

8) Utilities

a) Buckeye Partners has a six inch cathodically protected coated oil pipeline crossing under the Maine Turnpike and the existing southbound deceleration lane at approximately Station 4070+50. The oil pipeline also crosses under the Ramp B at approximately Station 212+80. BUCKEYE has certain restrictions that need to be followed when blasting within 300 feet or 500 feet of their pipeline. BUCKEYE PARTNERS, LP AND AFFILIATES Right-of-Way Use Restrictions Specification, Revision 2 is included as Appendix B.

i) The contractor shall notify BUCKEYE two (2) weeks in advance of any work taking place over or near their oil pipeline. This includes earthwork, ditching and guardrail. Blasting shall require a 21 day written notice and submittal of a Blasting Plan for review and approval.

b) City of Lewiston has light poles near the limits of work on Alfred Plourde Parkway. Contractor shall notify LEW two (2) weeks in advance of any work impacting these light poles.

c) CMP has service along Alfred Plourde Parkway, originating from the East, to a new transformer at approximately Sta 520+90 LT. CMP does not have any utilities within the project limits that will require modification however CMP does supply power to the East and West project limits via Alfred Plourde Parkway. Contractor shall notify CMP two (2) weeks in advance of any work impacting these services.

d) Underground electrical and communication conduit, operated by the Maine Turnpike Authority, does exist on site along Alfred Plourde Parkway and the interchange ramps. These utilities are live and the contractor shall coordinate construction activity with the Authority per the Plans.

9) Cooperation With Other Contractors (Special Provision 104.4.7):

a) Multiple Maine Turnpike bridges (No Name River, Androscoggin River, Lisbon Street, Goddard Road), between Mile 53 and 102, are scheduled for various repairs as part of the Bridge Repair contract in 2014. The Maine Turnpike fore and back slopes are scheduled for a Clearing contract in 2015 and 2016. All construction Contracts associated with this work shall be considered adjacent Contracts.

10) Maintenance During Winter Construction (Special Provision 105.4.3)

a) The Contractor is responsible for the maintenance of erosion control and traffic control devices.

b) The Contractor is also responsible for snow and ice removal from all drainage paths and catch basins located behind traffic control devices, in order to maintain drainage away from the paved travel way.

c) The Authority is responsible for winter road maintenance including snow removal and application of salt on Maine Turnpike lanes open to traffic.

11) Permit Requirements

The permits for this phase of the project were issued for the complete Interchange construction which includes Phase 1 – Ramps (2013.07), and this contract Phase II – Mainline and Bridge (2014.10); they include:

- a) US Army Corps of Engineers Programmatic General Permit, Category 2.
- b) Maine Department of Environmental Protection, NRPA Permit By Rule – Section 11
- c) Maine Department of Environmental Protection, Individual Stream Permit
- d) Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity
- e) The permit expands the in-water work window for all project site streams by allowing in-water work within an April 1 to October 1 timeframe.
- f) MaineDOT Best Management Practices
- g) Spill Prevention, Control and Countermeasure Plan.
- h) Limit of Disturbance Plan
- i) Newly disturbed soils shall be mulched on a daily basis

12) General Safety Requirements

- a) U-Turns at toll plazas and median openings are not allowed (General Provision 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 company, personal, and delivery vehicles shall be equipped with amber flashing beacons in accordance with the General Provision 652.6.1.
- d) Class III safety vests must be worn at all times in accordance with Special Provision 652.2.5

13) Limitations of Operations (Special Provision 107.4.7)

- a) All ramps carrying traffic must have either temporary or permanent highway lighting in place and operational at the merge areas.
- b) All ramps and mainline must have either temporary or permanent pavement constructed prior to carrying traffic; aggregate or other surfaces will not be allowed to carry traffic.
- c) Any time the existing signal system at the intersection of the northbound ramps and Alfred Plourde Parkway is not operational; a police officer shall be on-site to direct traffic. The Contractor is responsible for the payment of the officer.
- d) Care shall be taken when working near catch basins and pipe inlets to ensure foreign material and contaminants do not enter them. If foreign material and/or contaminants enter the basin or pipe, it

shall be removed prior to the material exiting into a waterway. Removal shall be completed to the satisfaction of the Resident and payment shall be incidental to the Contract.

- e) The existing 42” diameter RCP culvert located beneath the highway embankment at approximate Station 4058+02 shall remain in place and in service until the new 42” culvert is installed and operational. Any proposed temporary earth support systems shall be located and designed to accommodate the existing and proposed culverts.
- f) Replacement of the existing 42” concrete pipe under the mainline at approximate Station 4058+00 will require temporary bypass flow of the perennial stream during the final stage of pipe replacement. The replacement work can be completed in two phases starting with the southbound side in 2015 and then the northbound side in 2016 and all work will occur within the permitted in-stream work window of April 1 to October 1. The duration of each replacement phase is estimated to take approximately 5-days with only the second phase requiring a short term bypass flow.
- g) The existing temporary concrete barrier located on the northbound and southbound bridges shall not be removed until after traffic has been removed from the structure.
- h) The pile installation sequence shall follow the procedure shown on the Contract plans.
- i) There shall be no H-pile or sheet pile driving during non-daylight hours. Pile driving will not be allowed within 10 feet of traffic.

14) Traffic Control (Special Provision Section 652):

- a) A minimum of one lane in each direction shall be maintained on Alfred Plourde Parkway at all times in accordance with the details shown on the Plans. See exceptions in Special Provision.
- b) A minimum of one lane in each direction shall remain open at all times on the Maine Turnpike mainline with the exception of during blasting.
- c) A minimum width of 14 feet is required for the open lane adjacent to all lane closures.
- d) A lane closure will be required whenever workers or equipment will be present within four feet of a travel lane. Dump trucks shall be parked at least six (6) feet from the travel lane when being loaded.
- e) The Resident is required to receive approval from the Maine Turnpike Authority for all lane closures. The request shall be submitted to the Authority by the Resident at least two (2) working days prior to the day of the requested lane closure.
- f) The Contractor is responsible for supplying, inspecting and maintaining traffic control devices in accordance with the project specifications.
- g) Blasting
 - i) Complete stoppages of traffic for blasting of ledge will be allowed as outlined in Special Provision Subsection 105.2.6 and Section 652, or as approved by the Resident.
 - ii) State Police will be used to stop traffic on the mainline. Cost for State Police will be the responsibility of the Authority. The times requested for troopers cannot be guaranteed. The

MTA will not be held responsible for any delays or costs associated with the delay, postponement or cancellation of an on-duty trooper.

- iii) The maximum time for which traffic may be stopped for blasting at any single time shall be eight (8) minutes.
 - iv) If, due to the throw of rock onto the highway or other blasting related activities, traffic is stopped for more than eight minutes, the Contractor shall pay a penalty of \$500.00 per minute for every minute traffic is stopped in each roadway (Maine Turnpike northbound or southbound, ramps or Alfred Plourde Parkway), in excess of the eight minute limit.
- h) All traffic control devices shall be NCHRP 350 compliant.

15) Specific Contract Items

a) Section 105.2.6 – Use of Explosives

- i) Blasting plan submittal required
- ii) Blasting meeting required

b) Section 203 – Excavation and Embankment

- i) The MTA owns a nearby pit that may be utilized per Special Provision 203.04.

c) Section 503 – Reinforcing Steel, ZBar Reinforcing Steel

- i) Zinc and epoxy dual-coated steel reinforcing bars (ZBar Reinforcing Steel) are specified for some concrete elements including the MSE wall copings, parapet, and portions of the overturning slabs and approach slabs.

d) Section 511 – Temporary Earth Support Systems

- i) The Contractor shall be responsible for the layout, design and construction of temporary earth support systems. Temporary supports are expected to be required between the northbound and southbound barrels during bridge and retaining wall construction, and at some pier locations during pier demolition.

e) Section 515 – Anti-Graffiti Coating

- i) This work consists of the surface preparation and application of an anti-graffiti coating to all exposed faces of the MSE wall panels (excluding copings) and single slope barrier.

f) Section 636 – Mechanically Stabilized Earth Retaining Wall

- i) The Contractor shall design, fabricate and erection a Mechanically Stabilized Earth (MSE) retaining wall system selected from one of the approved wall systems. The wall system shall consist of cruciform-shaped panels with an ashlar stone finish.
- ii) Structural excavation and granular backfill required to complete construction of the wall is incidental to the MSE wall pay item.

- iii) The work shall also consist of excavating and placing fill concrete around the existing 42 inch diameter RCP located beneath the highway embankment at approximate Station 4058+02.
- iv) The Contractor shall construct mock-ups of cast-in-place coping in accordance with Special Provision 636, Subsection 636.03(h), of this specification.
- v) This item also includes placing impervious membrane and underdrain as shown on the plans.

g) Section 643 – Traffic Signal

- i) A preconstruction meeting with the Contractor, signal Subcontractor, Engineer and Maine Turnpike Authority representative shall be arranged not less than 3 days prior to the start of signal installation, to resolve any problems.
- ii) Prior to placing the signals in operation, the signal housing shall be hooded with approved non-transparent material or turned to clearly indicate that the signals are not in operation.
- iii) The signal Subcontractor shall notify the Maine Turnpike Authority ITS / Toll Manager no less than 3 days prior to final inspection of signal installation. This final inspection is required prior to signal activation.

e) Section 655 Electrical Work

- i) The project includes installation of numerous electrical and communication items necessary for lighting, tolling and the Highway Advisory Radio. The work will require direct coordination with the Turnpike and its toll system integrator.

16) Other:

- a) The MaineDOT Standard Specifications, 2002, shall be used for this project NOT the new 2014 edition.

17) Questions

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2014.10

Interchange Improvements

Lewiston - Exit 80

Phase 2 (Bridge and Mainline)

Miles 80.3

October 28, 2014 11:00 AM

PLEASE PRINT

NAME	COMPANY OR FIRM	TELEPHONE NUMBER/FAX	EMAIL
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Andy McPherson	CPM Const.	207-865-0000	amcpherson@cpmconstruction.com
Sean Brown	TBUCK	207-783-6223	sean@s@tuck.com.NET
John Toelker	Moulson Dork	207 282 0759	JOHN@MOLSON.COM
Sean O'Leary	RS Grandis	207-854-1147	estimator@rsgrandisconstruction.com
George Condy	" "	" "	" "

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2014.10

Interchange Improvements

Lewiston - Exit 80

Phase 2 (Bridge and Mainline)

Miles 80.3

October 28, 2014 11:00 AM

PLEASE PRINT

NAME	COMPANY OR FIRM	TELEPHONE NUMBER/FAX	EMAIL
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