MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2022.04

BRIDGE REPAIRS
ROUTE 236 UNDERPASS (MM 1.25)
ROUTE 1 OFF-RAMP (RAMP J) UNDERPASS (MM 1.50)
ROUTE 1 ON-RAMP (RAMP H) UNDERPASS (MM 1.60)
WILSON ROAD UNDERPASS (MM 2.00)
SPRUCE CREEK OVERPASS (MM 2.20)
LITTLEFIELD ROAD (MM 17.30)

EMERGENCY VEHICLE RAMPS
LITTLEFIELD ROAD (MM 17.30)

General

The final addendum is scheduled to be issued on Friday February 11, 2022. All questions regarding Contract 2022.04 shall be submitted by **5:00pm on Tuesday February 8, 2022** to be answered in that addendum. Questions received after that time may not be answered.

Make the following changes to the bid documents:

In the Contract Plans, **REMOVE** sheets 2, 4, 46, 95, 97, 98, 101, and 102 and **REPLACE** with the attached revised sheets 2, 4, 46, 95, 97, 98, 101, and 102.

In the Contract Documents, Proposal, **REMOVE** pages P-2 through P-10 and **REPLACE** with the attached revised pages P-2 through P-10.

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** Special Provision Section 104.4.6 – Utility Coordination and **REPLACE** with the attached revised Special Provision Section 104.4.6 – Utility Coordination.

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** Special Provision Section 107.4.6 – Prosecution of Work and **REPLACE** with the attached revised Special Provision Section 107.4.6 – Prosecution of Work.

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** Special Provision Section 515 – Protective Coating for Concrete Surfaces (Pigmented Concrete Protective Coating) and **REPLACE** with the attached revised Special Provision Section 515 – Protective Coating for Concrete Surfaces (Pigmented Concrete Protective Coating).

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** Special Provision Section 607 – Fences (Pipe Entry Gate) (Remove Chain Link Gate)

In the Contract Documents, Part 2 – Special Provisions, **ADD** the attached Special Provision Section 607 – Fences (Remove Chain Link Gate).

In the Contract Documents, Part 2 – Special Provisions, **ADD** the attached Special Provision Section 607 – Fences (Automatic Entry Gate System).

In the Contract Documents, Part 2 – Special Provisions, **ADD** the attached Special Provision Section 626 – Foundations, Conduit, and Junction Boxes for Highway Signing, Lighting and Signals (Non-Metallic Conduit).

In the Contract Documents, Part 2 – Special Provisions, **REMOVE** Special Provision Section 652 – Maintenance of Traffic (Specific Project Maintenance of Traffic Requirements) and **REPLACE** with the attached revised Special Provision Section 652 – Maintenance of Traffic (Specific Project Maintenance of Traffic Requirements).

Questions:

The following are questions asked at the pre-bid meeting held on January 25, 2022 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: Who is responsible for suppling the Temporary Concrete Barrier for this project.?
Response: *All required Temporary Concrete Barrier shall be supplied by the Contractor. At the conclusion, all Temporary Concrete Barrier shall be removed from the project and remain property of the Contractor.*

Question 2: Is hot rubber required on the surface course of pavement?
Response: *Yes. The Contractor shall coat the vertical face of surface pavement with hot rubberized sealant, as directed by the Resident. Costs for the hot rubberized sealant shall be incidental to the related pavement pay items.*

Attachments

- Contract Plan Sheets 2, 4, 46, 95, 97, 98, 101, and 102 (8 pages)
- Proposal Pages P-2 through P-10 (9 pages)
- Special Provision Section 104.4.6 – Utility Coordination (3 pages)
- Special Provision Section 107.4.6 – Prosecution of Work (2 pages)
- Special Provision Section 515 – Protective Coating for Concrete Surfaces (Pigmented Concrete Protective Coating) (4 pages)
- Special Provision Section 607 – Fences (Remove Chain Link Gate) (1 page)
- Special Provision Section 607 – Fences (Automatic Entry Gate System) (3 pages)
- Special Provision Section 626 – Foundations, Conduit, and Junction Boxes for Highway Signing, Lighting and Signals (Non-Metallic Conduit) (1 page)
- Special Provision Section 652 – Maintenance of Traffic (Specific Project Maintenance of Traffic Requirements) (6 pages)
- Pre-Bid Agenda (5 pages)
- Pre-Bid Sign-In Sheet (1 page)

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

The total number of pages included with this addendum is forty six (46).

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-11 of the bid package.

_____
Business Name

_____
Print Name and Title

_____
Signature

_____
Date

February 4, 2022

Very truly yours,

MAINE TURNPIKE AUTHORITY

_____
Purchasing Manager
Maine Turnpike Authority

Date:2/2/2022

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	Route 236	Route 1 Off-Ramp (Ramp J)	Route 1 On-Ramp (Ramp H)	Wilson Road	Spruce Creek	Littlefield Road	Littlefield Road EVR	Quantity Total
201.11	Clearing	AC							0.55	0.55
201.23	Removing Single Tree Top Only	EA							2	2
201.24	Removing Stump	EA							2	2
202.1211	Removing Existing Girder Haunches	LF	6,360							6,360
202.122	Removing Existing Structural Concrete	SF	50							50
202.202	Removing Pavement Surface	SY	3,350	1,310	1,300	1,150	720	750		8,580
202.203	Pavement Butt Joints	SY							200	200
203.20	Common Excavation	CY							2,110	2,110
203.24	Common Borrow	CY							100	100
203.25	Granular Borrow	CY							155	155
304.10	Aggregate Subbase Course-Gravel	CY							1,090	1,090
304.14	Aggregate Base Course - Type A	CY							340	340
403.207	Hot Mix Asphalt, 19.0 mm Nominal Maximum Size (Base)	TON							270	270
403.208	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Surface)	TON	340	140	130	120	60	62	215	1,067
409.15	Bituminous Tack Coat RS-1 or RSIh - Applied	GAL	133	53	60	45	29	30	97	447
419.30	Sawing Bituminous Pavement	LF							360	360
502.702	Replace Bridge Drain (Type AI)	EA	10	5		6	4			25
502.703	Replace Bridge Drain (Type B)	EA					6			6
506.14	Field Painting of Existing Structural Steel (Ramp H)	LS			1					1
508.14	High Performance Waterproofing Membrane (Rt 236) (2,360 SY)	LS	1							1
508.14	High Performance Waterproofing Membrane (Ramp J) (994 SY)	LS		1						1
508.14	High Performance Waterproofing Membrane (Ramp H) (675 SY)	LS			1					1
508.14	High Performance Waterproofing Membrane (Wilson Rd) (927 SY)	LS				1				1
515.201	Pigmented Protective Coating for Concrete Surfaces	SY	1,400	260	130	390	350	380		2,910
515.202	Clear Protective Coating for Concrete Surfaces	SY	670	310	240	360	130	350		2,060
518.10	Abutment Repairs	SF	185	680	10	30	105	20		1,030
518.20	Pier Repairs	SF	5			20				25
518.391	Repairing Granite Curb Joint and Bedding Mortar	LF	990	790	460	690	8			2,938
518.4	Epoxy Injection Crack Repair	LF	45			150	15			210
518.48	Reseal Joints	LF						125		125
518.70	Repair of Overhead Surfaces < 8 inches	SF				5	100			105
518.75	Fascia and Overhang Repairs	SF		12	10	130		5		157
518.76	Partial Concrete Curb Reconstruction	LF				280				280
518.80	Partial Depth Concrete Deck Repairs	SF	640	270	305	420				1,635
518.81	Full Depth Concrete Deck Repairs	SF	180		10					190
518.92	Slope Protection Repairs	LF	20		80	170				270
518.921	Slope Protection Concrete Repairs	SF						80		80
518.93	Parapet Repairs	SF						110		110
518.94	Parapet Surface Repairs	LF						361		361
520.23	Asphaltic Plug Joint (Route 236)	LF	100							100
520.23	Asphaltic Plug Joint (Spruce Creek NB)	LF					125			125
520.23	Asphaltic Plug Joint (Spruce Creek SB)	LF					125			125
520.234	Expansion Device - Silicone Coated and Pre-Compressed Seal	LF	245				50	36		331
520.2406	Bridge Joint Modification (Ramp H)	LS			1					1
520.2406	Bridge Joint Modification (Littlefield Rd)	LS						1		1
520.2407	Bridge Joint Steel Modification	EA				4				4
520.50	Remove and Replace Gland Seal (Route 236)	EA	1							1
520.50	Remove and Replace Gland Seal (Wilson Rd)	EA				2				2
523.1201	Reset Steel Bearings	EA	2	5						7
523.521	Bearing Removal and Installation	EA					4			4
523.5301	Steel Bearings, Fixed, Sliding Plate	EA					2			2
523.5302	Steel Bearings, Expansion, Sliding Plate	EA					2			2
524.40	Protective Shielding - Steel Girders	SY				179				179
524.7212	Jacking Existing Superstructure (Route 236)	LS	1							1
524.7212	Jacking Existing Superstructure (Ramp J)	LS		1						1
524.7212	Jacking Existing Superstructure (Spruce Creek)	LS					1			1
603.179	18 inch Culvert Pipe Option III	LF							118	118
606.1723	Bridge Transition Type I	EA					2			2
606.24	Guardrail Type 3d - Single Rail	LF					12.5			12.5
606.242	Guardrail Type 3d - Over 15 foot Radius	LF							25	25
606.265	Terminal End-Single Rail - Galvanized Steel	EA							1	1
606.278	Terminal End - Anchored End	EA							1	1
606.353	Reflectorized Flexible Guardrail Marker	EA							2	2
606.3562	Delineator Post - Remove and Stack	EA							1	1
606.369	Guardrail - Remove and Stack	LF							25	25
607.17	Chain Link Fence - 6 foot	LF							40	40
607.2325	Remove Chain Link Gate	EA							1	1
607.2326	Automatic Entry Gate System	LS							1	1
607.32	Bracing Assembly Type I - Metal Posts	EA							4	4
607.33	Bracing Assembly Type II - Metal Posts	EA							2	2
609.11	Vertical Curb Type I	LF	35							35
610.08	Plain Riprap	CY							15	15
610.181	Temporary Stone Check Dam	CY							14	14
613.319	Erosion Control Blanket	SY							768	768

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	Route 236	Route 1 Off-Ramp (Ramp J)	Route 1 On-Ramp (Ramp H)	Wilson Road	Spruce Creek	Littlefield Road	Littlefield Road EVR	Quantity Total
615.07	Loam	CY							430	430
618.14	Seeding Method Number 2	UNIT							36	36
619.1201	Mulch - Plan Quantity	UNIT							36	36
619.1202	Temporary Mulch	LS							1	1
620.58	Erosion Control Geotextile	SY							57	57
626.15	Electrical Service Box	EA	1							1
626.22	Non-Metallic Conduit	LF							325	325
627.712	White or Yellow Pavement Marking Line	LF	2,250	870	850	1,320	470	840		6,600
629.05	Hand Labor, Straight Time	HR				230				230
631.10	Air Compressor (including operator)	HR				200				200
631.11	Air Tool (including operator)	HR				200				200
631.12	All Purpose Excavator (including operator)	HR				230				230
631.171	Truck - small (including operator)	HR				230				230
631.36	Foreman	HR				230				230
634.1612	Removal of Bridge & Highway Lighting Including Wire	LS			1					1
639.19	Field Office, Type B	EA				1				1
645.109	Remove and Reset Sign	EA							5	5
645.271	Regulatory, Warning, Confirmation and Route Assembly Sign, Type I	SF							33	33
652.39	Work Zone Traffic Control	LS				1				1
656.50	Baled Hay, in place	EA							30	30
656.632	30 inch Temporary Silt Fence	LF							1,620	1,620
656.75	Temporary Soil Erosion and Water Pollution Control	LS				1				1
659.10	Mobilization	LS				1				1
830.17	Utility Conduit Hanger System Hardware	LS						1		1

* Quantities are Estimated Only

Filename: ...\BRIDGE\MSTA\002_qnty.dgn

Scale: AS NOTED

No.	Revision	By	Date
1	Addendum No. 1	BMD	2/22

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MEB	10/29/21	Checked	GME	10/29/21
Drawn	DPD	10/29/21	In Charge of	TSB	10/29/21

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

MTA PROJECT NO. 2022.04
2022 SOUTHERN BRIDGE REPAIRS
ESTIMATED QUANTITIES

VHB: 55345.00
CONTRACT: 2022.04

SHEET NUMBER: 2

MAINTENANCE OF TRAFFIC GENERAL NOTES

1. These traffic control plans and details apply to all of the project sites included in this Project. Where typical traffic control layouts may be appropriate, the Contractor is directed to use a typical layout from this project's Maintenance of Traffic Details or from the Maine Turnpike Authority Traffic Control Plans located on the MTA website at www.maineturnpike.com/Projects/Construction-Related-Documents.aspx. Where site-specific traffic control plans are required, see the applicable traffic control plans within the Plans. See also the Special Provisions for more details on site specific temporary traffic controls with time and date restrictions.

2. Spruce Creek Overpass Temporary Traffic Control: Each traffic control phase includes the anticipated work during that phase. After the completion of all phased construction, it is anticipated the Contractor will conduct the mill and overlay work with lane closures in accordance with the layouts described in Note 1.

3. Littlefield Road Emergency Vehicle Ramps (EVR) Temporary Traffic Control: The maintenance of traffic plan for the construction of the Littlefield EVRs will include Turnpike and Littlefield Road shoulder closures and lane closures as needed in accordance with the layouts described in Note 1.

4. All orange construction signs shall be fluorescent orange with Type VIII, IX or XI sheeting. Placement of signs shall be adjusted to avoid obstructing existing signs and to ensure proper sight lines to the construction signs as determined by the Resident and shall be new or in like new condition.

5. Temporary lane closures will be required, with advanced approval, whenever work will occur within four feet of the I-95 traveled way. Temporary lane closures shall be removed if no work is occurring. See Special Provisions for more information.

6. All lane closures shall require approval from the Maine Turnpike Authority through the Resident. The Resident is required to submit a request for lane closures by noon on Thursday for any lane closures needed for the following week. The Contractor shall plan the work and requests for lane closures accordingly.

7. In the event that lane closure(s) begin to cause back-ups in through traffic of more than five minutes, the Contractor shall deploy the additional signs as indicated in the single lane closure set-up details.

8. Approach ends of temporary concrete barrier shall be placed outside of the highway clear zone (minimum 34 feet from the traveled way along I-95) or protected by temporary impact attenuators or with guardrail overlaps as approved by the Resident.

9. Maximum spacing for channelizing devices (drums) shall be:
   80' on center along tangents
   40' on center along tapers

10. Work Zone Speed Limits shall only be permitted when temporary lane closures are in place.

11. The indicated signs and sign quantities in these plans are approximate for the Contractor's information only. The Contractor is responsible for providing all traffic control devices, including all signing in the quantities required to accommodate their approved traffic control plans.

12. A permanent concrete median barrier has been installed along I-95 and the Maine Turnpike from Exit 7 in New Hampshire to Exit 3 in Maine. Where temporary construction signs are proposed on the median side of the roadway and the space available from the edge of the traveled way to the concrete median barrier is less than 8 feet, the Contractor shall install the median side sign(s) on a temporary concrete median barrier sign support.

13. When median barrier sign supports are used and the unaltered edge of the sign is within 6 feet of the traveled way, the Contractor shall trim the edges of the sign in accordance with the detail shown. The minimum distance from the edge of the sign legend to the edge of the altered sign shall not be less than 2 inches.

14. The installation of median side signs along the permanent concrete median barrier shall require a mobile lane closure in accordance with the Maine Turnpike Authority Traffic Control Plans (see Note 1).

MEDIAN BARRIER MOUNTED SIGN MODIFICATION DETAIL

The Contractor shall trim the edges of diamond signs by removing the shaded area as shown in accordance with Note 13.

LOCAL ROAD SINGLE LANE CLOSURE/SHOULDER CLOSURE

CONSTRUCTION SIGN SUMMARY

Sign	Text Dimensions (Inches)		Size	Quantity and Color
	Letter Height	Vertical Spacing		
G20-2 END ROAD WORK	Text Dimensions Shall Conform to "Standard Highway Signs" - 2012		36"x18"	2 - Black on Orange
W20-1 ROAD WORK AHEAD			36"x36"	2 - Black on Orange
W20-4 ONE LANE ROAD AHEAD			36"x36"	2 - Black on Orange
W20-7			36"x36"	2 - Black on Orange

STABILIZED CONSTRUCTION ENTRANCE

CONSTRUCTION SIGN SUMMARY

Sign	Text Dimensions (Inches)		Size	Quantity and Color
	Letter Height	Vertical Spacing		
G20-2 END ROAD WORK	Text Dimensions Shall Conform to "Standard Highway Signs" - 2012		48"x24"	1 - Black on Orange
W7-3aP NEXT X FEET or NEXT X MILES			36"x30"	1 - Black on Orange
W20-1 (AHEAD) ROAD WORK AHEAD			48"x48"	2 - Black on Orange
W21-5 SHOULDER WORK			48"x48"	1 - Black on Orange
CS-10 TRUCKS ENTERING			48"x48"	1 - Black on Orange

ABBREVIATIONS FOR ALL WORK ZONE PLANS

BWLL = BROKEN WHITE LANE LINE
SWEL = SOLID WHITE EDGE LINE
SYEL = SOLID YELLOW EDGE LINE

Date: 2/2/2022

Filename: ...\004_workzone_01.dgn

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No.	Revision	By	Date
1	Addendum No. 1	MDS	2/22

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MLG	10/29/21	Checked	MDS	10/29/21
Drawn	JAR	10/29/21	In Charge of	TSB	10/29/21

VANASSE HANGEN BRUSTLIN, INC.
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TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

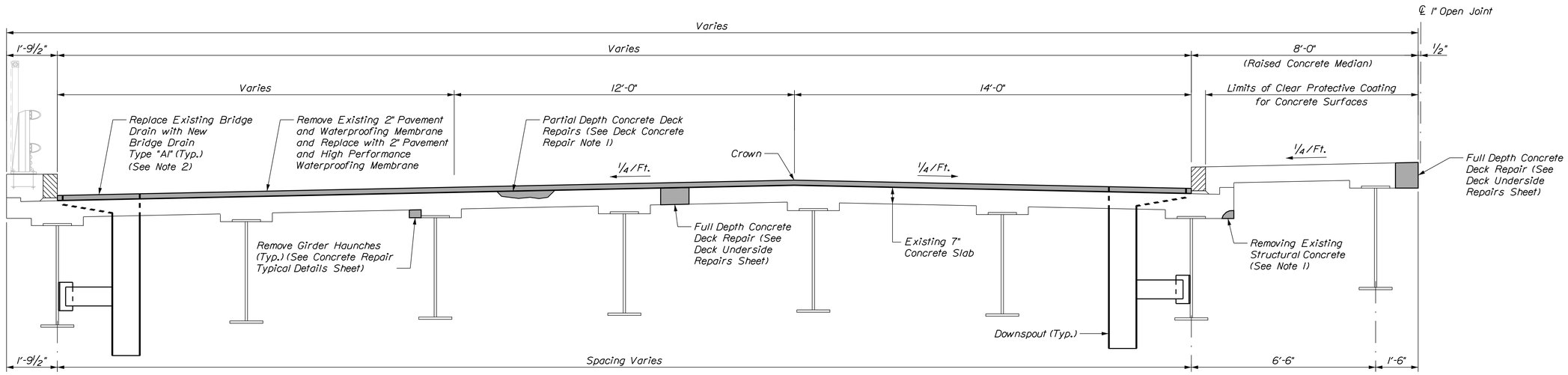
THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph Norwood, IV

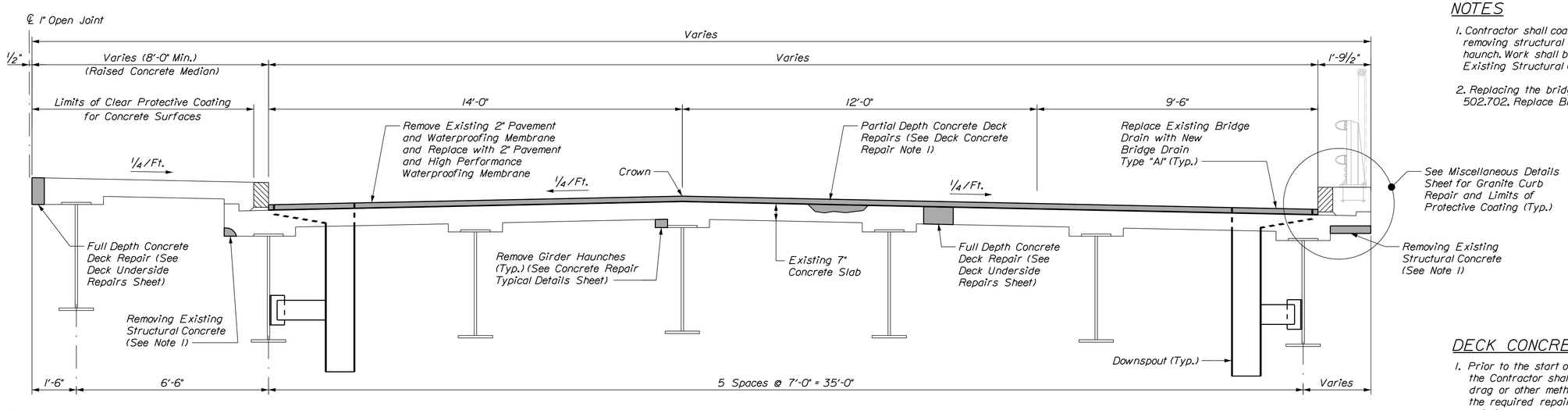
MTA PROJECT NO. 2022.04
2022 SOUTHERN BRIDGE REPAIRS

MAINTENANCE OF TRAFFIC DETAILS (1 OF 3)

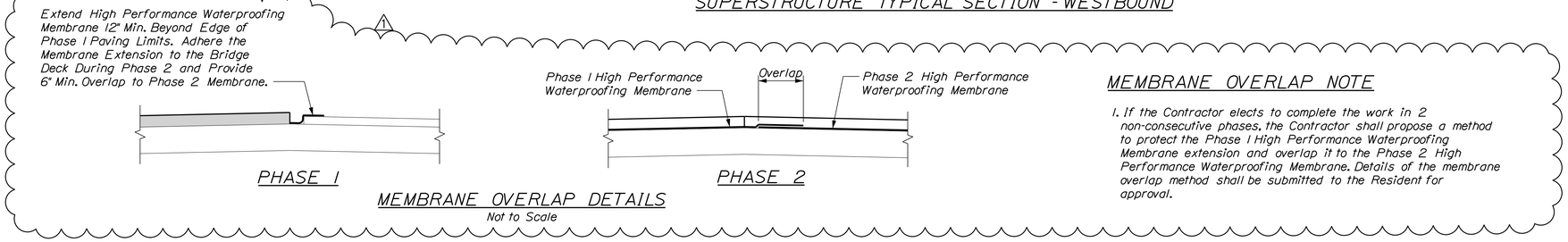
VHB: 55345.00 SHEET NUMBER: 4
CONTRACT: 2022.04 4 OF 117



SUPERSTRUCTURE TYPICAL SECTION - EASTBOUND



SUPERSTRUCTURE TYPICAL SECTION - WESTBOUND



MEMBRANE OVERLAP DETAILS

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MEMBRANE OVERLAP NOTE

1. If the Contractor elects to complete the work in 2 non-consecutive phases, the Contractor shall propose a method to protect the Phase I High Performance Waterproofing Membrane extension and overlap it to the Phase 2 High Performance Waterproofing Membrane. Details of the membrane overlap method shall be submitted to the Resident for approval.

NOTES

1. Contractor shall coat all exposed reinforcing steel after removing structural concrete at the fascias and median haunch. Work shall be incidental to Item 202.122, Removing Existing Structural Concrete.
2. Replacing the bridge drains shall be paid for under Item 502.702, Replace Bridge Drain (Type AI).

DECK CONCRETE REPAIR NOTES

1. Prior to the start of deck concrete repairs, the Resident and the Contractor shall sound all deck concrete using a chain drag or other method approved by the Resident to detemine the required repair limits. All costs for sounding the existing deck concrete shall be incidental to Item 518.80, Partial Depth Concrete Deck Repairs.
2. Sawcut 1" deep along all limits of removal.
3. Chip concrete to the depth specified in Supplemental Specification 518. If the removal limits change during the demolition process, the Contractor shall notify the Resident. The Resident and Contractor shall agree on the revised pay limits prior to the Contractor continuing the removal.
4. Prepare and patch repair deteriorated areas. Install new reinforcing steel, as required. See Supplemental Specification 518.

Scale: 1 5 — 1/2" = 1'-0"

No.	Revision	By	Date
1	Addendum No. 1	GME	2/22

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	MEB	10/29/21	Checked	GME	10/29/21
Drawn	DPD	10/29/21	In Charge of	TSB	10/29/21

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500 Southborough Dr.
Suite 105B
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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: RALPH C. NORWOOD, IV

MTA PROJECT NO. 2022.04 ROUTE 236 UNDERPASS AT MM 1.25 IN YORK, ME BRIDGE TYPICAL SECTION

VHB: 55345.00 SHEET NUMBER: 46

CONTRACT: 2022.04 46 OF 117

Date: 2/2/2022

Filename: ...\046_BTyp_01.dgn

DIMENSIONS FOR SLOPE OF 2:1

D	A (FT)	B (FT)	C (FT)	E (FT)	F (FT)	G (FT)	STONE DEPTH (FT)	STONE (CY)
12"	1.00	4.00	3.00	2.00	6.00	1.00	0.50	0.43
15"	1.00	4.50	3.37	2.25	6.75	1.63	0.50	0.57
18"	1.00	5.00	3.75	2.50	7.50	2.25	0.50	0.70
24"	1.00	6.00	4.50	3.00	9.00	3.50	0.50	1.04
30"	1.00	7.00	5.25	3.50	10.50	4.75	0.50	1.44

DIMENSIONS FOR SLOPE OF 4:1

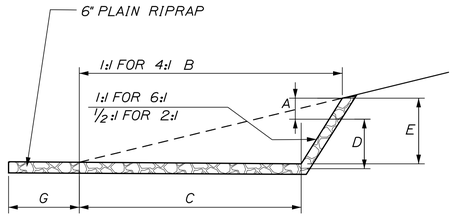
D	A (FT)	B (FT)	C (FT)	E (FT)	F (FT)	G (FT)	STONE DEPTH (FT)	STONE (CY)
12"	1.00	8.00	6.00	2.00	6.00	0.00	0.50	0.73
15"	1.00	9.00	6.75	2.25	6.75	0.00	0.50	0.93
18"	1.00	10.00	7.50	2.50	7.50	0.00	0.50	1.13
24"	1.00	12.00	9.00	3.00	9.00	0.00	0.50	1.62
30"	1.00	14.00	10.50	3.50	10.50	0.00	0.50	2.19

DIMENSIONS FOR SLOPE OF 6:1

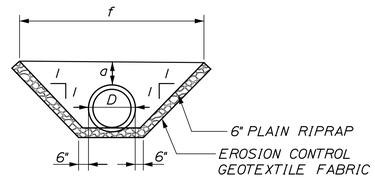
D	A (FT)	B (FT)	C (FT)	E (FT)	F (FT)	G (FT)	STONE DEPTH (FT)	STONE (CY)
12"	0.50	9.00	7.50	1.50	4.50	0.00	0.50	0.77
15"	0.50	10.50	8.75	1.75	5.50	0.00	0.50	0.98
18"	0.50	12.00	10.00	2.00	6.50	0.00	0.50	1.19
24"	0.50	15.00	12.50	2.50	8.00	0.00	0.50	1.81
30"	0.50	18.00	15.00	3.00	9.50	0.00	0.50	2.57

NOTES:

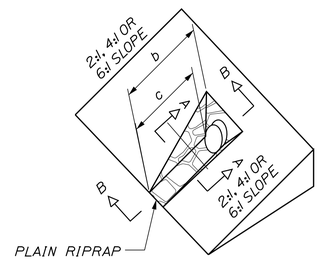
1. THE DIMENSIONS SHOWN ARE APPROXIMATE AND MAY BE MODIFIED BY THE RESIDENT.
2. STONE QUANTITIES ARE FOR ONE END OF THE PIPE.



SECTION B-B

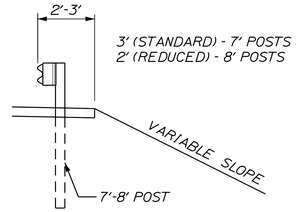


SECTION A-A

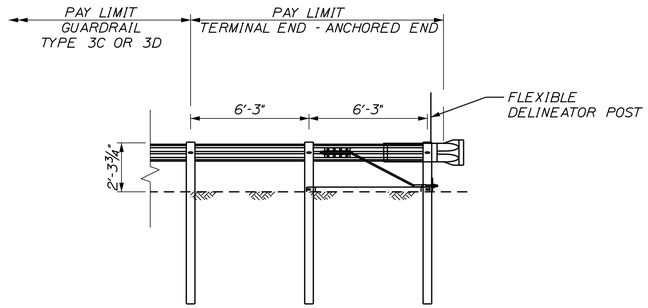


ROADWAY CULVERT END SLOPE TREATMENT

NOT TO SCALE



CROSS SECTION



TERMINAL END - ANCHORED END
(ITEM 606.278)

NOT TO SCALE

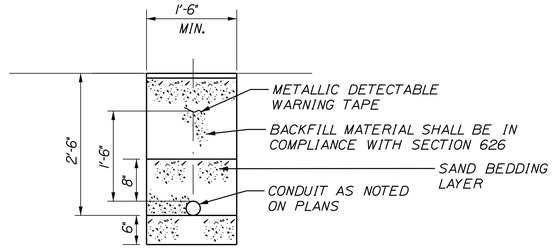
GENERAL GUARDRAIL INSTALLATION NOTES:

1. THE CONTRACTOR SHALL FOLLOW ALL MANUFACTURER'S INSTALLATION INSTRUCTIONS FOR THE INSTALLATION OF ALL GUARDRAIL COMPONENTS TO BE INSTALLED. THE CONTRACTOR SHALL NOTIFY THE RESIDENT ENGINEER OF ANY CONFLICTS OR IRREGULARITIES BETWEEN THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND THE CONTRACT DOCUMENTS.
2. THE CONTRACTOR IS REQUIRED TO HAVE AN APPROVED CRASH END TREATMENT ON ALL GUARDRAIL ENDS PRIOR TO THE REMOVAL OF ANY MOT FEATURES.
3. THE CONTRACTOR SHALL REMOVE AND DISPOSE OF ALL CUT BOLTS, DISCARD PARTS, TRASH, PAVEMENT DEBRIS, ETC., AFTER COMPLETING THE GUARDRAIL INSTALLATION.

SIGN SUMMARY

Sign	Text Dimensions (Inches) Letter Height	Text Dimensions (Inches) Vertical Spacing	Size	Quantity and Color
R1-1 STOP	Text Dimensions Shall Conform to "Standard Highway Signs" - 2012		36"x36"	12 - WHITE ON RED
R5-11 AUTHORIZED VEHICLES ONLY			30"x24"	14 - BLACK ON WHITE
R6-1R ONE WAY			36"x12"	6 - BLACK ON WHITE

/1



TRENCH CROSS SECTION

NOT TO SCALE

Date:2/2/2022

Filename: ...\095_Details_01_Drainage-GR.dgn

Scale:

No.	Revision	By	Date
1	Addendum No. 1	BMD	2/22

Designed by: vhb

CONSULTANT PROJECT MANAGER: C. Edington

	By	Date		By	Date
Designed	BMD	10/29/21	Checked	ECF	10/29/21
Drawn	BMD	10/29/21	In Charge of	AG	10/29/21

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: RALPH C. NORWOOD, IV

LITTLEFIELD ROAD EMERGENCY VEHICLE RAMPS

DETAILS & SIGN SUMMARY

VHB: 55345.00 SHEET NUMBER: 95

CONTRACT: 2022.04 95 OF 117

Date:2/3/2022

CURVE DATA #3
PI = 35+11.94
D = 19°05'54.9"
Δ = 7°18'53.6" Rt.
R = 300.00'
L = 38.30'
T = 19.18'
E = 0.61'

CURVE DATA #2
PI = 32+62.26
D = 11°27'33.0"
Δ = 7°27'41.3" Rt.
R = 500.00'
L = 65.11'
T = 32.60'
E = 1.06'

CURVE DATA #1
PI = 31+22.78
D =114°35'29.6"
Δ =110°46'17.7" Lt.
R = 50.00'
L = 96.67'
T = 72.44'
E = 38.02'

MAINE TURNPIKE NORTHBOUND

RELOCATE
RI-I STOP
R6-IR ONE WAY

PT = STA. 35+31.07
PC = STA. 34+92.76
PT = STA. 32+94.77
PC = STA. 32+29.65
PT = STA. 31+47.00

RIGHT OF WAY LINE (TYP.)
INSTALL AUTOMATIC ENTRY GATE SYSTEM 1
INSTALL CONTROLLER CABINET WITH METER 1
NEW UTILITY POLE BY OTHERS
INSTALL SILT FENCE (TYP.)

18" X 50' HDPE
SAWCUT
R 50'
6:1
5:1
4:1
3:1
1:1

STA. 35+77.36
END FULL DEPTH CONSTRUCTION
MATCH EXISTING PAVEMENT
LIMIT OF WORK
AT EDGE OF SHOULDER

35+88
N86°26'48.62"W
POE = STA. 35+88.27
35+00
34+00
S86°14'17.76"W
33+00
32+00 S78°46'36.47"W
NB EVR
31+00

RIPRAP APRON (TYP.)
EXTEND DOWNSPOUT
INSTALL SECONDARY TRANSFORMER BY OTHERS 1
NEW UNDERGROUND ELECTRIC 1
RELOCATE
AUTHORIZED VEHICLES ONLY R5-II
REGRADE DITCH TO INLET AS DIRECTED

REMOVE
STA. 30+60.00
END R 35'
BEGIN R 50'
AUTHORIZED VEHICLES ONLY R5-II
PC = STA. 30+50.34
18" X 38' HDPE
R 35'
NEW UTILITY POLE BY OTHERS

LITTLEFIELD RD (ROUTE 9B)

30+00
N9°34'54.21"E
POB = STA. 30+00.00

RELOCATE SIGNS TO END OF NEW RAMP AS SHOWN
REMOVE PAVEMENT OF EXISTING RAMP LOAM AND SEED
REGRADE AND CONSTRUCT DITCH AS DIRECTED
WETLAND
AERIAL UTILITIES ACROSS EVR TO BE RAISED BY OTHERS
SAWCUT
RI-I STOP

STA. 30+14.50
BEGIN FULL DEPTH CONSTRUCTION
MATCH EXISTING PAVEMENT
LIMIT OF WORK
AT EDGE OF SHOULDER

Scale: 25 0 25 50
1" = 25' - 0"

No.	Revision	By	Date
1	Addendum No. 1	BMD	2/22

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	BMD	10/29/21	Checked	ECF	10/29/21
Drawn	BMD	10/29/21	In Charge of	AG	10/29/21

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: RALPH C. NORWOOD, IV

LITTLEFIELD ROAD EMERGENCY VEHICLE RAMPS

NORTHBOUND GENERAL PLAN

VHB: 55345.00
CONTRACT: 2022.04

SHEET NUMBER: 97
97 OF 117

Filename: ...\097_HDPlan_LittlefieldRd_NB.dgn

Date:2/3/2022

SAWCUT

RECONSTRUCT GRAVEL ENTRANCE
INSTALL PAVED APRON
SEE DETAIL

POB = STA. 40+00.00

STA. 40+14.60
BEGIN FULL DEPTH CONSTRUCTION
MATCH EXISTING PAVEMENT
LIMIT OF WORK
AT EDGE OF SHOULDER

AUTHORIZED VEHICLES ONLY R5-II

REMOVE 25' OF GUARDRAIL
INSTALL 25' OF NEW GUARDRAIL (30' RADIUS)
WITH ANCHORED TERMINAL

REMOVE PAVEMENT
REGRADE AS REQUIRED
AND LOAM AND SEED

PC = STA. 40+37.59

PT = STA. 40+82.67

S6°37'07.22"W
00.00'

R 15'

R 54'

LITTLEFIELD RD (ROUTE 9B)

RELOCATE
AUTHORIZED VEHICLES ONLY R5-II

41+00
N87°15'55.90"E

42+00

SB EVR

43+00
S88°29'09.02"E

44+00

45+00
N86°05'42.97"E

46+00

46+25
S85°34'22.36"E

MAINE TURNPIKE SOUTHBOUND

CURVE DATA #1
PI = 40+68.22
D = 220°22'06.2"
Δ = 99°21'11.3" Lt.
R = 26.00'
L = 45.09'
T = 30.63'
E = 14.18'

STOP R1-1

18" X 30' HDPE

RELOCATE
UTILITY POLE
BY OTHERS

INSTALL SECONDARY
TRANSFORMER
BY OTHERS

PC = STA. 43+81.52

PT = STA. 44+76.09

CURVE DATA #3
PI = 44+28.84
D = 5°43'46.5"
Δ = 5°25'08.0" Lt.
R = 1000.00'
L = 94.58'
T = 47.32'
E = 1.12'

RETAIN
AUTHORIZED VEHICLES ONLY R5-II

POE = STA. 46+25.00

STA. 43+75.00
END GRAVEL TRANSITION
BEGIN OVERLAY

STA. 43+50.00
END FULL DEPTH CONSTRUCTION
BEGIN GRAVEL TRANSITION

STA. 46+14.56
END BUTT JOINT
MATCH EXISTING
PAVEMENT
LIMIT OF WORK
AT EDGE OF SHOULDER

STA. 45+75.00
END OVERLAY
BEGIN BUTT JOINT
MAINTAIN EXISTING
SURFACE DRAINAGE
AS DIRECTED

WETLAND
(TYP.)

INSTALL CONTROLLER
CABINET WITH METER

NEW UNDERGROUND
ELECTRIC (TYP.)

INSTALL AUTOMATIC
ENTRY GATE SYSTEM

RIGHT OF WAY
LINE (TYP.)

PC = STA. 41+44.01

PT = STA. 42+92.31

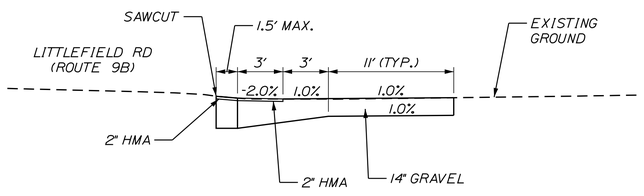
PC = STA. 45+43.50

PT = STA. 45+87.12

CURVE DATA #2
PI = 42+18.19
D = 2°51'53.2"
Δ = 4°14'55.1" Rt.
R = 2000.00'
L = 148.31'
T = 74.19'
E = 1.38'

RETAIN
STOP R1-1
ONE WAY R6-IR

CURVE DATA #4
PI = 45+65.35
D = 19°05'54.9"
Δ = 8°19'54.7" Rt.
R = 300.00'
L = 43.63'
T = 21.85'
E = 0.79'



SECTION A-A (DRIVEWAY DETAIL)
NOT TO SCALE

Filename: ...\098_HDPlan_LittlefieldRd_SB.dgn

Scale: 25 0 25 50
1" = 25' - 0"

No.	Revision	By	Date
1	Addendum No. 1	BMD	2/22

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	BMD	10/29/21	Checked	ECF	10/29/21
Drawn	BMD	10/29/21	In Charge of	AG	10/29/21

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500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR
MEMORIAL HIGHWAY

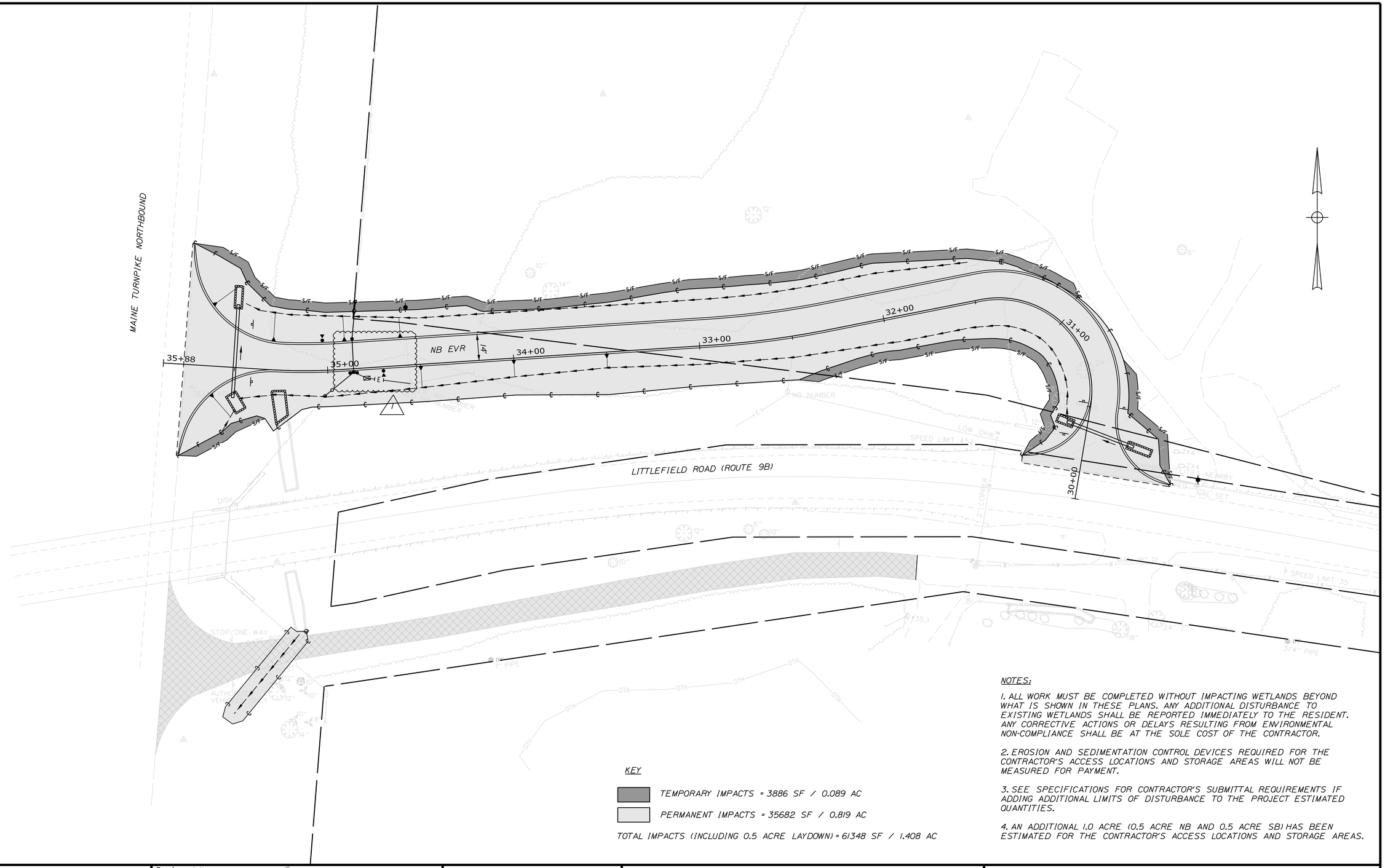
MTA PROJECT MANAGER: RALPH C. NORWOOD, IV

LITTLEFIELD ROAD
EMERGENCY VEHICLE RAMPS
SOUTHBOUND GENERAL PLAN

VHB: 55345.00
CONTRACT: 2022.04

SHEET NUMBER: 98
98 OF 117

Date:2/2/2022



NOTES:

1. ALL WORK MUST BE COMPLETED WITHOUT IMPACTING WETLANDS BEYOND WHAT IS SHOWN IN THESE PLANS. ANY ADDITIONAL DISTURBANCE TO EXISTING WETLANDS SHALL BE REPORTED IMMEDIATELY TO THE RESIDENT. ANY CORRECTIVE ACTIONS OR DELAYS RESULTING FROM ENVIRONMENTAL NON-COMPLIANCE SHALL BE AT THE SOLE COST OF THE CONTRACTOR.

2. EROSION AND SEDIMENTATION CONTROL DEVICES REQUIRED FOR THE CONTRACTOR'S ACCESS LOCATIONS AND STORAGE AREAS WILL NOT BE MEASURED FOR PAYMENT.

3. SEE SPECIFICATIONS FOR CONTRACTOR'S SUBMITTAL REQUIREMENTS IF ADDING ADDITIONAL LIMITS OF DISTURBANCE TO THE PROJECT ESTIMATED QUANTITIES.

4. AN ADDITIONAL 1.0 ACRE (0.5 ACRE NB AND 0.5 ACRE SB) HAS BEEN ESTIMATED FOR THE CONTRACTOR'S ACCESS LOCATIONS AND STORAGE AREAS.

Scale: 25 0 25 50
1" = 25' - 0"

No.	Revision	By	Date
1	Addendum No. 1	BMD	2/22

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	BMD	10/29/21	Checked	ECF	10/29/21
Drawn	BMD	10/29/21	In Charge of	AG	10/29/21

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MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

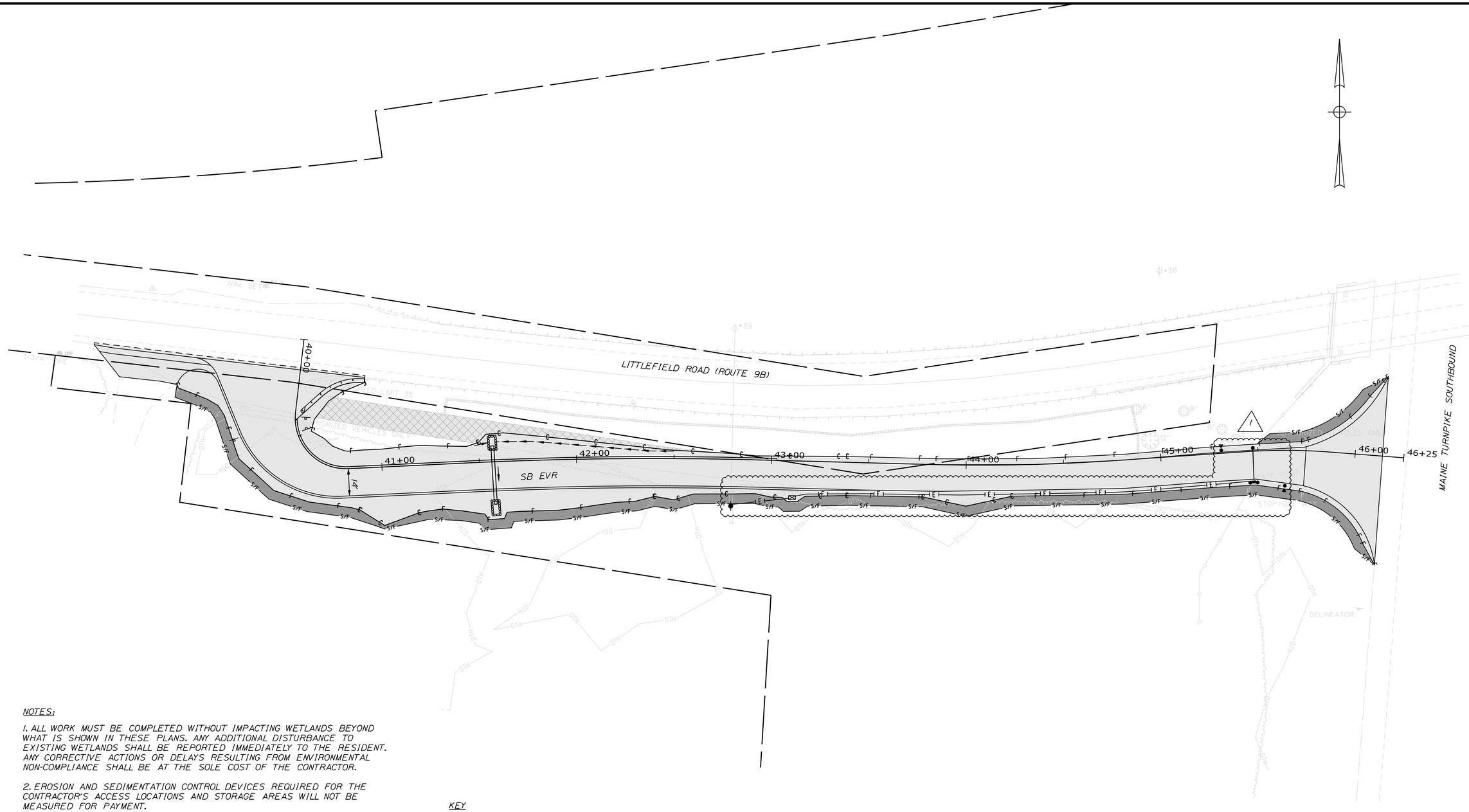
MTA PROJECT MANAGER: RALPH C. NORWOOD, IV

LITTLEFIELD ROAD EMERGENCY VEHICLE RAMPS DISTURBANCE IMPACT PLAN (1 OF 2) NORTHBOUND

VHB: 55345.00
SHEET NUMBER: 101
CONTRACT: 2022.04
101 OF 117

Filename: ...\101_DisturbancePlan_LittlefieldRd_NB.dgn

Date:2/2/2022



NOTES:

1. ALL WORK MUST BE COMPLETED WITHOUT IMPACTING WETLANDS BEYOND WHAT IS SHOWN IN THESE PLANS. ANY ADDITIONAL DISTURBANCE TO EXISTING WETLANDS SHALL BE REPORTED IMMEDIATELY TO THE RESIDENT. ANY CORRECTIVE ACTIONS OR DELAYS RESULTING FROM ENVIRONMENTAL NON-COMPLIANCE SHALL BE AT THE SOLE COST OF THE CONTRACTOR.

2. EROSION AND SEDIMENTATION CONTROL DEVICES REQUIRED FOR THE CONTRACTOR'S ACCESS LOCATIONS AND STORAGE AREAS WILL NOT BE MEASURED FOR PAYMENT.

3. SEE SPECIFICATIONS FOR CONTRACTOR'S SUBMITTAL REQUIREMENTS IF ADDING ADDITIONAL LIMITS OF DISTURBANCE TO THE PROJECT ESTIMATED QUANTITIES.

4. AN ADDITIONAL 1.0 ACRE (0.5 ACRE NB AND 0.5 ACRE SB) HAS BEEN ESTIMATED FOR THE CONTRACTOR'S ACCESS LOCATIONS AND STORAGE AREAS.

KEY

TEMPORARY IMPACTS = 3593 SF / 0.082 AC

PERMANENT IMPACTS = 20620 SF / 0.473 AC

TOTAL IMPACTS (INCLUDING 0.5 ACRE LAYDOWN) = 45993 SF / 1.055 AC

Scale: 25 0 25 50
1" = 25' - 0"

No.	Revision	By	Date
1	Addendum No. 1	BMD	2/22

Designed by: vhb

CONSULTANT PROJECT MANAGER: G. Edington

	By	Date		By	Date
Designed	BMD	10/29/21	Checked	ECF	10/29/21
Drawn	BMD	10/29/21	In Charge of	AG	10/29/21

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South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

MAINE TURNPIKE

THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: RALPH C. NORWOOD, IV

LITTLEFIELD ROAD EMERGENCY VEHICLE RAMPS DISTURBANCE IMPACT PLAN (2 OF 2) SOUTHBOUND

VHB: 55345.00 SHEET NUMBER: 102

CONTRACT: 2022.04 102 OF 117

Filename: ...\102_DisturbancePlan_LittlefieldRd_SB.dgn

SCHEDULE OF BID PRICES
CONTRACT NO. 2022.04
BRIDGE REPAIRS
ROUTE 236 UNDERPASS (MM 1.25), ROUTE 1 OFF-RAMP (RAMP J) UNDERPASS (MM 1.50), ROUTE 1 ON-RAMP (RAMP H) UNDERPASS (MM 1.60), WILSON ROAD UNDERPASS (2.00), SPRUCE CREEK OVERPASS (2.20), LITTLEFIELD ROAD UNDERPASS (MM 17.30) EMERGENCY VEHICLE RAMPS LITTLEFIELD ROAD UNDERPASS (MM 17.30)

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
201.11	Clearing	Acre	0.55				
201.23	Removing Single Tree Top Only	Each	2				
201.24	Removing Stump	Each	2				
202.1211	Removing Existing Girder Haunches	Linear Foot	6360				
202.122	Removing Existing Structural Concrete	Square Foot	50				
202.202	Removing Pavement Surface	Square Yard	8580				
202.203	Pavement Butt Joints	Square Yard	200				
203.20	Common Excavation	Cubic Yard	2110				
203.24	Common Borrow	Cubic Yard	100				
203.25	Granular Borrow	Cubic Yard	155				
304.10	Aggregate Subbase Course-Gravel	Cubic Yard	1090				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
			BROUGHT FORWARD:				
304.14	Aggregate Base Course - Type A	Cubic Yard	340				
403.207	Hot Mix Asphalt, 19.0 mm Nominal Maximum Size (Base)	Ton	270				
403.208	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Surface)	Ton	1067				
409.15	Bituminous Tack Coat RS-1 or RS1h - Applied	Gallon	447				
419.30	Sawing Bituminous Pavement	Linear Foot	360				
502.702	Replace Bridge Drain (Type A1)	Each	25				
502.703	Replace Bridge Drain (Type B)	Each	6				
506.14	Field Painting of Existing Structural Steel (Ramp H)	Lump Sum	1				
508.14	High Performance Waterproofing Membrane (Rt 236)	Lump Sum	1				
508.14	High Performance Waterproofing Membrane (Ramp J)	Lump Sum	1				
508.14	High Performance Waterproofing Membrane (Ramp H)	Lump Sum	1				
508.14	High Performance Waterproofing Membrane (Wilson Rd)	Lump Sum	1				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
			BROUGHT FORWARD:				
515.201	Pigmented Protective Coating for Concrete Surfaces	Square Yard	2910				
515.202	Clear Protective Coating for Concrete Surfaces	Square Yard	2060				
518.10	Abutment Repairs	Square Foot	1030				
518.20	Pier Repairs	Square Foot	25				
518.391	Repairing Granite Curb Joint and Bedding Mortar	Linear Foot	2938				
518.4	Epoxy Injection Crack Repair	Linear Foot	210				
518.48	Reseal Joints	Linear Foot	125				
518.70	Repair of Overhead Surfaces < 8 inches	Square Foot	105				
518.75	Fascia and Overhang Repairs	Square Foot	157				
518.76	Partial Concrete Curb Reconstruction	Linear Foot	280				
518.80	Partial Depth Concrete Deck Repairs	Square Foot	1635				
518.81	Full Depth Concrete Deck Repairs	Square Foot	190				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
			BROUGHT FORWARD:				
518.92	Slope Protection Repairs	Linear Foot	270				
518.921	Slope Protection Concrete Repairs	Square Foot	80				
518.93	Parapet Repairs	Square Foot	110				
518.94	Parapet Surface Repairs	Linear Foot	361				
520.23	Asphaltic Plug Joint (Route 236)	Linear Foot	100				
520.23	Asphaltic Plug Joint (Spruce Creek NB)	Linear Foot	125				
520.23	Asphaltic Plug Joint (Spruce Creek SB)	Linear Foot	125				
520.234	Expansion Device - Silicone Coated and Pre-Compressed Seal	Linear Foot	331				
520.2406	Bridge Joint Modification (Ramp H)	Lump Sum	1				
520.2406	Bridge Joint Modification (Littlefield Rd)	Lump Sum	1				
520.2407	Bridge Joint Steel Modification	Each	4				
520.50	Remove and Replace Gland Seal (Route 236)	Each	1				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
			BROUGHT FORWARD:				
520.50	Remove and Replace Gland Seal (Wilson Rd)	Each	2				
523.1201	Reset Steel Bearings	Each	7				
523.521	Bearing Removal and Installation	Each	4				
523.5301	Steel Bearings, Fixed, Sliding Plate	Each	2				
523.5302	Steel Bearings, Expansion, Sliding Plate	Each	2				
524.40	Protective Shielding - Steel Girders	Square Yard	179				
524.7212	Jacking Existing Superstructure (Route 236)	Lump Sum	1				
524.7212	Jacking Existing Superstructure (Ramp J)	Lump Sum	1				
524.7212	Jacking Existing Superstructure (Spruce Creek)	Lump Sum	1				
603.179	18 inch Culvert Pipe Option III	Linear Foot	118				
606.1723	Bridge Transition Type 1	Each	2				
606.24	Guardrail Type 3d - Single Rail	Linear Foot	12.5				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
			BROUGHT FORWARD:				
606.242	Guardrail Type 3d - Over 15 foot Radius	Linear Foot	25				
606.265	Terminal End-Single Rail - Galvanized Steel	Each	1				
606.278	Terminal End - Anchored End	Each	1				
606.353	Reflectorized Flexible Guardrail Marker	Each	2				
606.3562	Delineator Post - Remove and Stack	Each	1				
606.369	Guardrail - Remove and Stack	Linear Foot	25				
607.17	Chain Link Fence - 6 foot	Linear Foot	40				
607.2325	Remove Chain Link Gate	Each	1				
607.2326	Automatic Entry Gate System	Lump Sum	1				
607.32	Bracing Assembly Type I - Metal Posts	Each	4				
607.33	Bracing Assembly Type II - Metal Posts	Each	2				
609.11	Vertical Curb Type 1	Linear Foot	35				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
610.08	Plain Riprap	Cubic Yard	15				
610.181	Temporary Stone Check Dam	Cubic Yard	14				
613.319	Erosion Control Blanket	Square Yard	768				
615.07	Loam	Cubic Yard	430				
618.14	Seeding Method Number 2	Unit	36				
619.1201	Mulch - Plan Quantity	Unit	36				
619.1202	Temporary Mulch	Lump Sum	1				
620.58	Erosion Control Geotextile	Square Yard	57				
626.15	Electrical Serivce Box	Each	1				
626.22	Non-Metallic Conduit	Linear Foot	325				
627.712	White or Yellow Pavement Marking Line	Linear Foot	6600				
629.05	Hand Labor, Straight Time	Hour	230				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
			BROUGHT FORWARD:				
631.10	Air Compressor (including operator)	Hour	200				
631.11	Air Tool (including operator)	Hour	200				
631.12	All Purpose Excavator (including operator)	Hour	230				
631.171	Truck - small (including operator)	Hour	230				
631.36	Foreman	Hour	230				
634.1612	Removal of Bridge & Highway Lighting Including Wire	Lump Sum	1				
639.19	Field Office, Type B	Each	1				
645.109	Remove and Reset Sign	Each	5				
645.271	Regulatory, Warning, Confirmation and Route Assembly Sign, Type 1	Square Foot	33				
652.39	Work Zone Traffic Control	Lump Sum	1				
656.50	Baled Hay, in place	Each	30				
656.632	30 inch Temporary Silt Fence	Linear Foot	1620				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
656.75	Temporary Soil Erosion and Water Pollution Control	Lump Sum	1				
659.10	Mobilization	Lump Sum	1				
830.17	Utility Conduit Hanger System Hardware	Lump Sum	1				

TOTAL:

104.4.6 Utility Coordination

This Subsection is amended by the addition of the following:

These Special Provisions outline the arrangements which have been established by the Authority for coordination of the work to be accomplished by the utilities. The scope and schedule of utility relocation work is noted herein. The Contractor shall plan and conduct his work accordingly.

General

Utility working days are Monday through Friday, conditions permitting. Times are estimated on the basis of a single crew for each utility. Any times and dates mentioned are estimates only and are dependent upon favorable weather, working conditions, and freedom from emergencies. The Contractor shall have no claim against the Authority if they are exceeded.

The Contractor shall plan and conduct his operations in accordance with the following utility schedule. The Contractor must comply with all OSHA regulations pertaining to work adjacent to utility wires. The Contractor shall plan and conduct his work accordingly.

Utility adjustments are only anticipated as part of this project at the Littlefield northbound and southbound emergency vehicle ramps and the Littlefield Road Underpass Bridge as described below. 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.

For the installation of the automatic gate systems, the Contractor shall make the necessary arrangements with the utility companies to ensure having needed utility service available at the time of equipment testing and turn-on. Any utility energization, connection, or disconnection delays will not be a valid reason for a time extension. Difficulties in securing utility company services are to be reported to the Resident at the earliest possible time. The Contractor shall be responsible for all utility charges, including connection and monthly service charges, until final automatic gate system acceptance.

The following utilities are located within the Project limits. The Contractor shall ascertain the location of the existing utilities and any other necessary information by direct inquiry at the office of the following utility owners:

AERIAL UTILITIES

ELECTRIC:

Central Maine Power Company
438 Sanford Road
Alfred, ME 04002
ATTN: Greg Crosby (207) 459-4217

Gregory.Crosby@cmpco.com

Central Maine Power Company will transfer their lines to the newly installed Consolidated Communication poles along Littlefield Road and the northbound and southbound emergency vehicle ramps as shown on the plans. Where these lines cross the proposed Northbound Emergency Vehicle Ramp, the utilities will be raised to provide 18 feet of vertical clearance from the proposed grade. Central Maine Power Company will raise their lines to meet this vertical clearance requirement. In some locations on the northbound emergency vehicle ramp the Contractor will need to coordinate with the Central Maine Power Company to provide access and complete the line transfers from the new northbound emergency vehicle ramp while construction is in progress. In these locations the utility work will be dependent on the Contractor's schedule of work.

The Contractor shall coordinate their work with the aerial utility's relocation, as necessary. The utility owners will be responsible for obtaining any necessary work permits to complete the utility relocation work.

CABLE:

Charter Communications, Inc.
118 Jonson Road
Portland, ME 04102
ATTN: Peter Deteso (207) 318-6542
peter.deteso@charter.com

Charter Communications will transfer their lines to the newly installed Consolidated Communication poles along Littlefield Road and the northbound and southbound emergency vehicle ramps as shown on the plans. Where these lines cross the proposed Northbound Emergency Vehicle Ramp, the utilities will be raised to provide 18 feet of vertical clearance from the proposed grade. Charter Communications will raise their lines to meet this vertical clearance requirement. In some locations on the northbound emergency vehicle ramp the Contractor will need to coordinate with Charter Communications to provide access and complete the line transfers from the new northbound emergency vehicle ramp while construction is in progress. In these locations the utility work will be dependent on the Contractor's schedule of work.

The Contractor shall coordinate their work with the aerial utility's relocation, as necessary. The utility owners will be responsible for obtaining any necessary work permits to complete the utility relocation work.

COMMUNICATION:

Consolidated Communications
5 Davis Farm Road
Portland, ME 04103

ATTN: Marty Pease (207) 272-7993
martin.pease@consolidated.com

Consolidated Communications will install new poles along Littlefield Road and the northbound and southbound emergency vehicle ramps as shown on the plans. Where these lines cross the proposed Northbound Emergency Vehicle Ramp the utilities will be raised to provide 18 feet of vertical clearance from the proposed grade. Consolidated will raise their lines to meet this vertical clearance requirement. In some locations on the northbound emergency vehicle ramp the Contractor will need to coordinate with Consolidated Communications to provide access and complete the relocations and line transfers from the new northbound emergency vehicle ramp while construction is in progress. In these locations the utility work will be dependent on the Contractor's schedule of work.

In addition, the Littlefield Road underpass bridge utility supports will be replaced as shown on the plans. Consolidated communications and the Authority have entered an agreement to have the Contractor complete this work.

The Contractor shall coordinate their work with the aerial utility's relocation, as necessary. The utility owners will be responsible for obtaining any necessary work permits to complete the utility relocation work.

UNDERGROUND UTILITIES

WATER:

Kennebunk, Kennebunkport & Wells Water District
92 Main St, PO Box 88
Kennebunk, ME 04043-0088
ATTN: Jamie Paschal (207) 604-6218
jpaschal@kkw.org

Kennebunk, Kennebunkport & Wells Water District has underground water mains and services within the project limits. No work or coordination is anticipated as part of this project.

107.4.6 Prosecution of Work

The following restrictions shall be applied to the work at the Route 236 Underpass:

- The Contractor shall maintain a minimum of one lane of the two lanes of traffic in each direction at all times. The Contractor may reduce Route 236 to one lane of traffic in each direction for a maximum of sixty (60) calendar days. At the Contractor's option, the maximum of sixty (60) calendar days of one lane of traffic in each direction may be non-consecutive and split into two (2) phases. All lane closures shall be completed within the same calendar year. The Contractor shall sequence the joint modifications at Abutment 2 such that the new joint seal is installed by November 15 so that the joint is not open over the winter.
- The duration of time that an individual lane may be closed is at the Contractor's option provided that the maximum duration of lane closures does not exceed sixty (60) calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that lane closures are in-place in excess of sixty (60) calendar days.
- No permanent lane closures will be permitted on Route 236 between June 15 and Labor Day. Short-term temporary lane closures may be permitted as approved by the Resident.
- No permanent lane closures will be permitted on Route 236 during the closures at the Route 1 On-Ramp (Ramp H) Underpass or the Wilson Road Underpass. Short-term temporary lane closures may be permitted as approved by the Resident.
- All work that requires lane or shoulder closures on the Maine Turnpike shall be coordinated with the NHDOT 16189B - Portsmouth-York HLB ITS Design-Build for PTSU System project. The PTSU project will be installing and testing devices in 2022 and 2023 which will require temporary lane and/or shoulder closures on the Maine Turnpike. After Memorial Day Weekend 2023, it is anticipated that the PTSU will only be in operation on weekends and holidays. The Contractor shall not be permitted lane or shoulder closures between noon on Friday and 9:00pm the following Sunday once the PTSU is in use after Memorial Day Weekend 2023.

The following restrictions shall be applied to the work at the Route 1 Off-Ramp (Ramp J) Underpass:

- The Contractor shall be allowed to close the Route 1 Off-Ramp (Ramp J) 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 the bridge is closed in excess of twenty-eight (28) consecutive calendar days.

The following restrictions shall be applied to the work at the Route 1 On-Ramp (Ramp H) Underpass:

- The Contractor shall be allowed to close the Route 1 On-Ramp (Ramp H) 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 the bridge is closed in excess of twenty-eight (28) consecutive calendar days.

- The Contractor shall not close the Route 1 On-Ramp (Ramp H) while any permanent lane closures are in place at the Route 236 Underpass.
- All work that requires lane or shoulder closures on the Maine Turnpike shall be coordinated with the NHDOT 16189B - Portsmouth-York HLB ITS Design-Build for PTSU System project. The PTSU project will be installing and testing devices in 2022 and 2023 which will require temporary lane and/or shoulder closures on the Maine Turnpike. After Memorial Day Weekend 2023, it is anticipated that the PTSU will only be in operation on weekends and holidays. The Contractor shall not be permitted lane or shoulder closures between noon on Friday and 9:00pm the following Sunday once the PTSU is in use after Memorial Day Weekend 2023.

The following restrictions shall be applied to the work at the Wilson Road Underpass:

- The Contractor shall be allowed to close Wilson Road 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 the bridge is closed in excess of twenty-eight (28) consecutive calendar days.
- The Contractor shall not close Wilson Road during the Kittery School District school year.
- The Contractor shall not close Wilson Road while any permanent lane closures are in place at the Route 236 Underpass.

The following restrictions shall be applied to the work at the Littlefield Road Underpass:

- The Contractor shall maintain a minimum of one lane of traffic at all times. The Contractor may reduce Littlefield Road to one lane of traffic for a maximum of sixty (60) consecutive calendar days. The duration of time that an individual lane may be closed is at the Contractor's option provided that the maximum duration of lane closures does not exceed sixty (60) 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 lane closures are in-place in excess of sixty (60) consecutive calendar days.

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 a bridge is closed. The intent of this specification is to minimize the amount of time for bridge closure, while providing the Contractor sufficient time to complete the work in a diligent manner and reopen the bridge as prescribed by the project's Substantial Completion date.

SPECIAL PROVISION

SECTION 515

PROTECTIVE COATING FOR CONCRETE SURFACES

(Pigmented Concrete Protective Coating)

Section 515, Protective Coating for Concrete Surfaces, is deleted in its entirety and replaced with the following:

515.01 Description

The work shall include the surface preparation and application of a pigmented concrete protective coating system, consisting of a pigmented penetrating sealer, to protect new and existing concrete and masonry structures. The coating system shall be applied in accordance with the manufacturer's published recommendations.

Where pigmented protective coatings are already present on concrete surfaces specified to receive new protective coatings, the work shall also include removing areas of existing protective coating that are blistered, flaking, peeling, or otherwise loosely adhered to the concrete substrate prior to application of the new coating. The removal of loosely adhered pigmented protective coatings shall be completed by high-pressure washing with a rotating nozzle head.

515.02 Materials

The pigmented penetrating sealer system shall be a one-coat system consisting of ChemMasters TextureDOT Smooth, as manufactured by ChemMasters, Inc., or an approved equal, consisting of the following:

- The coating shall be an acrylic silane polymer blend or an approved equal. This primer shall provide the main protection against the ingress of water borne chlorides and sulfates.

The products shall comply with regulations limiting the Volatile Organic Compound (VOC) content of architectural and industrial maintenance coatings.

The Contractor shall submit the product data sheets, material safety data sheets and recommended instructions for application of the ChemMasters Texture DOT Smooth coating.

The pigmented penetrating sealer color shall be Federal Color Number 16492 Concrete Gray.

Materials shall be delivered to the site in original packages or containers bearing the manufacturer's labels and identification.

515.021 Substitute Materials

The Contractor shall submit a written request for approval of proposed substitute material naming the proposed manufacturer and product. This request shall be accompanied by:

1. Test data from an independent testing laboratory stating that the proposed substitute meets or exceeds the specified requirements as listed and has been tested in accordance with the specified test standards.

2. Documentation that the proposed material has a proven record of performance when used in the intended application as confirmed by actual field tests and successful installations in place on at least five similar projects.

3. Certification that if two or more types of products are intended to be used as part of a system, they will be supplied by the same manufacturer to ensure compatibility of materials, and to maintain single source manufacturer responsibility.

The Resident reserves the right to require additional testing to evaluate any proposed substitute product at no additional cost to the Authority. The Resident's decision as to the acceptability or non-acceptability of the proposed product shall be final.

515.03 Surface Preparation

The surface shall be prepared in accordance with the instructions of the approved manufacturer. Surface shall be fully cured, dry, and free from contamination such as coatings, oil, grease, loose particles, decaying matter, moss, algae growth, and curing compounds. The Contractor shall lightly sandblast the surface to achieve an adequate surface roughness for coating adhesion, in accordance with manufacturer's recommendations. After sandblasting, all surfaces shall be rinsed by pressure washing, and allowed to air dry for a minimum of 48 hours. Once the surface preparation has been completed to the satisfaction of the Resident, the Contractor may apply the protective coating.

All caulking, patching, and joint sealant shall be installed and cured prior to application of the protective coating.

Existing form tie hole plugs which are loose or deteriorated shall be completely removed. The holes shall be reamed to sound concrete. All open form tie holes, new and existing shall be filled with an approved non-shrinking mortar, and after setting, rubbed level to the adjacent surface. Filled holes shall be cured for at least two (2) days prior to the application of the protective coating.

Grass and vegetation adjacent to surfaces to be coated shall be removed or trimmed closely to permit proper preparation and application of the protective coating.

Where protective coatings are specified to be applied to concrete surfaces that have been previously covered with pigmented coating, the Contractor shall remove any protective coating

that, in the judgement of the Resident, is blistered, flaking, peeling, or otherwise loosely adhered to the concrete substrate. Loosely adhered coating shall be generally defined as any coating that can be removed by vigorously scraping the concrete surface using a 3" steel putty knife and firm pressure. The goal of the removal work is to remove areas of flaking, missing or otherwise compromised coating systems; protective coatings that are tightly adhered to the concrete substrate need not be removed.

The removal of existing protective coatings shall be completed using high pressure washing. The specific pressure, flow rate, nozzle and standoff distance for the high-pressure washing operation shall be selected by the Contractor to remove loosely adhered coatings as specified. After high-pressure washing, the Resident shall verify all loosely adhered coatings have been removed from the specified areas by scraping the surfaces with a putty knife. The Contractor will be required to complete additional pressure washing to remove any remaining loosely adhered coatings identified by the Resident.

The Contractor may use, when required, appropriate cleaning materials recommended by the sealer manufacturer in conjunction with high pressure washing with a rotating nozzle head. Following removal of existing coating systems, all surfaces of the substructure unit to be coated shall be lightly sandblasted to achieve a surface roughness adequate for coating adhesion, then cleaned and rinsed by pressure washing.

The Contractor will be responsible for controlling and filtering runoff resulting from the pressure washing operations in accordance with Supplemental Specification 656, and all local, state, and federal requirements.

515.04 Application

The materials shall be mixed and applied in strict accordance with the instructions of the approved manufacturer. Apply the coating at the recommended application rate. If the surface is very absorbent, the coating should be applied until surface is saturated per the manufacturer's written instructions. All areas not to receive coating shall be marked with straight, even lines as the limit lines.

The Contractor shall, in the presence of the Resident, apply the materials on a sample area which is representative of a jobsite application. When color and application methods are approved, the sample area shall serve as a standard of acceptance for all further work.

The application shall not be conducted when surface and air temperatures are below 40°F or above 90°F. The work shall not be conducted when there is a chance of the surface temperature falling below 40°F in the 24-hours following application; nor should it be applied on hot, windy days.

The treatment shall not be applied during rain to wet surfaces or when there is a chance of rain within 24-hours after application. After treatment, surfaces should be protected from rain for not less than 48-hours. It shall not be applied when winds are sufficient to carry airborne chemicals to unprotected surfaces.

Coating material shall be applied per the manufacturer's recommended application rate and in strict accordance with the manufacturer's written instructions. The coating shall provide consistent color without light spots or shadows. The Resident reserves the right to have the Contractor recoat coating if the dried coat lacks consistent color or shows light spots or shadows.

For surfaces that have previously received pigmented coating, the coating shall be applied to the complete limits of pigmented coating application as described on the Contract Plans, not just the area of old coating removal.

Regardless of the application method used (sprayer, roller, or brush) the Contractor shall be responsible for achieving 100% coverage of the concrete including the interior surfaces of concrete voids, recesses, or other depressions on the concrete surface.

Protect plants, grass, sealant, asphalt, traffic, etc. during application from spray.

515.05 Method of Measurement

Pigmented Protective Coating will be measured for payment by the square yard satisfactorily applied and accepted.

No separate measurement will be made for providing, cleaning, and coating test area.

515.06 Basis of Payment

Pigmented Protective Coating will be paid at the Contract unit price per square yard which price shall be full compensation for all labor, materials, equipment and incidentals required for furnishing and applying the coating as shown on the Plans, in accordance with these Specifications or as approved by the Resident.

Surface preparation, including high-pressure washing to remove existing pigmented coatings, sandblasting, vegetation removal, and protection of surfaces not designated for treatment will not be measured separately for payment, but shall be incidental to the Pigmented Protective Coating pay item.

Providing, cleaning, and coating test area will not be measured separately for payment, but shall be incidental to the Pigmented Protective Coating pay item.

Payment will be made under:

Pay Item		Pay Unit
515.201	Pigmented Protective Coating for Concrete Surfaces	Square Yard

SPECIAL PROVISION

SECTION 607

FENCES

(Remove Chain Link Gate)

607.01 Description

The following paragraphs are added:

This work shall also include removing existing chain link gate in reasonably close conformity with the lines and grades as shown on the Plan or as approved by the Resident.

607.06 Method of Measurement

Remove Chain Link Gate will be measured by each unit of the kind specified and installed.

607.07 Basis of Payment

Remove Chain Link Gate will be paid for at the Contract price each, complete in place, which payment shall be compensation for complete disassembly, moving, stacking, furnishing and installing all necessary hardware, including broken, missing, or damaged components, excavation and concrete.

Gate connection to existing or proposed fence will not be measured separately for payment, but shall be incidental to the gate work.

Payment will be made under:

Pay Item		Pay Unit
607.2325	Remove Chain Link Gate	Each

SPECIAL PROVISION

SECTION 607

FENCES

(Automatic Entry Gate System)

607.01 Description

The following paragraphs are added:

This work shall consist of furnishing and constructing a bi-directional traffic, Automatic Upswing Rigid Cantilever Arm Barrier Gate (Gate System) in accordance with the following specifications.

The installation shall include the assembly and erection of all parts and materials complete at the locations shown on the Plans and as recommended by the Manufacturer or as approved by the Resident.

607.02 Materials

The following paragraph is added:

The automatic entry gate shall be the Lift Master Barrier Gate Model BG790511. It shall be provided with the following additional features:

Item	**Description**
BG790511	Lift Master Barrier Gate operator 1/2 HP single phase 60 H3 With up to 24' Arm Included
71-26438	Gate timer
G6518300	Heater for BG operator
IRB-RET-KIT	photo eye with snap on hood and reflector hood
1KXL	exterior surface mount key switch-lock open (on/off)
RB709U-NB	GTO universal receiver (Mighty Mule)
Back Up Power	Integrated UPS shall be provided
Detection	Obstruction Detection Devices
Gate Foundations	Gate foundations shall be a minimum of 24’ x 24” x 40” deep and shall be either Precast or cast in place utilizing AAA concrete.
Meter Pedestal	Meter pedestal with meter with main breaker and NEMA cabinet with circuit breakers for gate system.

Foundations necessary for the automatic entry gates, cabinets and any ancillary equipment shall meet the requirements of Section 626 of the Standard Specifications and the Manufacturer's recommendations.

607.03 General

The following paragraphs are added:

A plan for the Gate System and conduit system shall be designed and submitted to the Resident Engineer for approval. The system shall be designed for bi-directional traffic and provide vehicles sensors to determine when vehicles have passed through the gate and it is safe for the gate to close.

Operational control of the automatic entry gate shall be as follows:

The gate operation shall be via the existing Mighty Mule gate remote transmitters that the MTA currently. Gate system shall also include a Knox Single Key Switch on Mounting Plate (Knox Model #3502) located on the local road side of the gate cabinet.

A UPS battery backup system that is capable of operating the automatic entry gate through an 8 hour power outage shall be included in the installation.

Gate Beams shall be replaceable and come with two (2) additional replacement beams. Gate beams and gate support (control cabinet) shall be retroreflectorized with Rail Gate Arm Type V alternating red and white prismatic reflective tape both sides, for full width of beam and height of cabinet.

Obstruction Detection Devices: Provide Gate System with automatic safety sensor(s). Activation of sensor(s) causes operator to immediately function as follows:

- Action: Reverse gate in both opening and closing cycles and hold until clear of obstruction.
- Action: Stop gate in opening cycle and gate in closing cycle and hold until clear of obstruction.
- Internal Sensor: Built-in torque or current monitor senses gate is obstructed.
- Photoelectric/Infrared Sensor System: Designed to detect an obstruction in gate's path when infrared beam in the zone pattern is interrupted

Contractor will be responsible for the meter, meter pedestal, separate 334 NEMA cabinet to house the necessary circuit breakers for the gate system. The northbound and southbound EVR shall each have their own power service/meter.

Gate System shall include steel bollards including concrete foundations and yellow plastic covers. Bollards shall be installed on either side of the gate mechanism and at the end of the gate approximately two feet from the end of the gate when it is in the closed position. A clear distance of no less than 18 feet and no more than 18'6" should be provided for vehicles to drive through the gate opening.

The Contractor shall provide a qualified technician to thoroughly review and confirm that the gate system is satisfactory and operational as designed. Prior to the gate system becoming operational, both Contractor and Resident shall review and comment upon the Gate System.

607.06 Method of Measurement

Automatic Entry Gate System will be measured as one lump sum which shall include fully operational systems at both the northbound and southbound emergency vehicle ramps.

607.07 Basis of Payment

Automatic Entry Gate System will be paid for the complete in place system, which payment shall be full compensation for furnishing and installing all materials, gates, foundations, heaters, detection devices, UPS, necessary hardware, cabinets, foundations, meter pedestals, meters, wire, bollards, excavation, coordination with power company, concrete, and all incidentals required for a complete functioning installation at both the northbound and southbound emergency vehicle ramps.

Gate connection to existing or proposed fence will not be measured separately for payment, but shall be incidental to the gate work.

Conduit shall be paid under respective items in Section 626 of the Standard Specifications.

Payment will be made under:

Pay Item		Pay Unit
607.2326	Automatic Entry Gate System	Lump Sum

SPECIAL PROVISION

SECTION 626

FOUNDATIONS, CONDUIT, AND JUNCTION BOXES
FOR HIGHWAY SIGNING, LIGHTING AND SIGNALS

(Non-Metallic Conduit)

626.05 Basis of Payment

The following sentence shall be added to the third paragraph:

Payment of non-metallic conduit shall also include furnishing, installation, routing, termination, splices and connection of the wire per the plans and specifications. All wiring items associated with the non-metallic conduit item for automated entry gate system shall be incidental.

The words, "polymer concrete" shall be added after the words, "precast concrete" in the second sentence of the second paragraph.

SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(Specific Project Maintenance of Traffic Requirements)

This Specification describes the specific project maintenance of traffic requirements for this Project. Additional requirements may be found in Section 107 (work restrictions and completion dates) and the maintenance of traffic Plans.

The following minimum traffic requirements shall be maintained. These requirements may be adjusted based on the traffic volume when authorized by the Authority.

Route 236 Underpass

If traffic backs up from Route 236 due to the temporary and/or permanent stop condition to the gore of the Exit 2 southbound off-ramp along the Southbound Collector-Distributor (C-D) Roadway, the Contractor shall be responsible for the installation of Sign CS-3, "Expect Stopped Traffic" a minimum of 500 feet north of the ramp gore and Sign W3-4 "Be Prepared to Stop" a minimum of 1200 feet north of the ramp gore. Additionally, the Contractor shall place and be prepared to post a warning message to a PCMS along the C-D Roadway for stopped traffic on the ramp.

The underpass bridge includes work along the Maine Turnpike Northbound, Southbound and along the Southbound Collector-Distributor (C-D) Roadway. This work will require temporary lane closures and shoulder closures. See Maine Turnpike Traffic Control Requirements for additional details.

Route 1 Off-Ramp (Ramp J) Underpass

Temporary single lane closures are permitted at any time for work under the Ramp J bridge.

Route 1 On-Ramp (Ramp H) Underpass

The underpass bridge includes work along the Maine Turnpike Northbound and Southbound. This work will require temporary lane closures and shoulder closures. See Maine Turnpike Traffic Control Requirements for additional details.

Spruce Creek Overpass Traffic Control Requirements

The Contractor shall maintain a minimum of one lane open in each direction at all times. A minimum lane width of 11 feet with a minimum of 14 feet of clear width shall be maintained at all times.

Littlefield Road Emergency Vehicle Ramps (EVR)

The Contractor shall maintain a minimum of one travel lane for two-way traffic along Littlefield Road throughout construction of the EVRs. A minimum lane width of 11 feet with a minimum clear width of 13 feet shall be maintained at all times.

Littlefield Road Underpass

The Plans include temporary traffic signal phasing for alternating one lane, two-way traffic along Littlefield Road. The Contractor may propose an alternative traffic control plan to maintain traffic along Littlefield Road for the bridge repairs (for example, using Flaggers). The Contractor shall provide positive protection to protect the repair areas from incidental contact by traffic, including protection of all form work, by providing a shoulder closure when a minimum lateral buffer area of 6 feet cannot be maintained and anytime workers are not present.

MAINTENANCE OF TRAFFIC LIMITATION TABLE: TURNPIKE MAINLINE – APPROVED SHOULDER CLOSURES AND LANE CLOSURES

Long-Term Turnpike shoulder closures with temporary concrete barrier will be permitted anytime that active work is occurring at that location.

Mainline Northbound – South of Exit 3 April 1, 2022 to May 26, 2022 September 12, 2022 to May 25, 2023 September 11, 2023 to November 3, 2023				
		Temporary Shoulder Closures	**Single Lane Closures**	**Double Lane Closures**
Days of Week:	**Monday through Thursday**			
Time of Day:	9:00 a.m. to 2:00 p.m.	Allowed		
Days of Week:	**Sunday night through Monday morning**			
Time of Day:	7:00 p.m. to 7:00 a.m. following day	Allowed	Allowed	
Time of Day:	9:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	Allowed
Days of Week:	**Monday night through Friday morning**			
Time of Day:	8:00 p.m. to 7:00 a.m. following day	Allowed	Allowed	
Time of Day:	10:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	Allowed

Mainline Southbound – South of Exit 2 April 1, 2022 to May 26, 2022 September 12, 2022 to May 25, 2023 September 11, 2023 to November 3, 2023				
		Temporary Shoulder Closures	**Single Lane Closures**	**Double Lane Closures**
Days of Week:	**Sunday night through Monday morning**			
Time of Day:	8:00 p.m. to 6:00 a.m. following day	Allowed		
Time of Day:	10:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	
Time of Day:	11:00 p.m. to 4:00 a.m. following day	Allowed	Allowed	Allowed
Days of Week:	**Monday night through Friday morning**			
Time of Day:	8:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	
Time of Day:	11:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed

Mainline Northbound – South of Exit 3 May 27, 2022 to September 11, 2022 May 26, 2023 to September 10, 2023				
		Temporary Shoulder Closures	**Single Lane Closures**	**Double Lane Closures**
Days of Week:	**Sunday night through Friday morning**			
Time of Day:	9:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	
Time of Day:	11:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed

Mainline Southbound – South of Exit 2 May 27, 2022 to September 11, 2022 May 26, 2023 to September 10, 2023				
		Temporary Shoulder Closures	**Single Lane Closures**	**Double Lane Closures**
Days of Week:	**Sunday night through Monday morning**			
Time of Day:	11:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed
Days of Week:	**Monday night through Friday morning**			
Time of Day:	9:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	
Time of Day:	11:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed

Mainline Northbound – Between Exit 3 and Exit 7 April 1, 2022 to May 20, 2022 September 12, 2022 to May 19, 2023 September 11, 2023 to November 3, 2023				
		Temporary Shoulder Closures	**Single Lane Closures**	**Double Lane Closures**
Days of Week:	**Monday through Friday**			
Time of Day:	8:00 a.m. to 4:00 p.m.	Allowed		
Days of Week:	**Monday through Thursday**			
Time of Day:	9:00 a.m. to 3:00 p.m.	Allowed	Allowed	
Days of Week:	**Sunday night through Friday morning**			
Time of Day:	8:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	
Time of Day:	10:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	Allowed

Mainline Southbound – Between Exit 3 and Exit 7 April 1, 2022 to May 20, 2022 September 12, 2022 to May 19, 2023 September 11, 2023 to November 3, 2023				
		Temporary Shoulder Closures	**Single Lane Closures**	**Double Lane Closures**
Days of Week:	**Monday through Friday**			
Time of Day:	8:00 a.m. to 4:00 p.m.	Allowed		
Days of Week:	**Monday through Thursday**			
Time of Day:	9:00 a.m. to 3:00 p.m.	Allowed	Allowed	
Days of Week:	**Sunday night through Monday morning**			
Time of Day:	8:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	
Time of Day:	10:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	Allowed
Days of Week:	**Monday night through Friday morning**			
Time of Day:	7:00 p.m. to 7:00 a.m. following day	Allowed	Allowed	
Time of Day:	9:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	Allowed

Mainline Northbound – Between Exit 3 and Exit 7 May 21, 2022 to September 11, 2022 May 20, 2023 to September 10, 2023				
		Temporary Shoulder Closures	**Single Lane Closures**	**Double Lane Closures**
Days of Week:	**Sunday night through Friday morning**			
Time of Day:	8:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	
Time of Day:	10:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed

Mainline Southbound – Between Exit 3 and Exit 7 May 21, 2022 to September 11, 2022 May 20, 2023 to September 10, 2023				
		Temporary Shoulder Closures	**Single Lane Closures**	**Double Lane Closures**
Days of Week:	**Sunday night through Monday morning**			
Time of Day:	9:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	
Time of Day:	11:00 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed
Days of Week:	**Monday night through Friday morning**			
Time of Day:	8:00 p.m. to 6:00 a.m. following day	Allowed	Allowed	
Time of Day:	10:30 p.m. to 5:00 a.m. following day	Allowed	Allowed	Allowed

Mainline Northbound & Southbound – Littlefield Road area (EVRs) April 1, 2022 to June 23, 2022 September 12, 2022 to November 25, 2022			
		Temporary Shoulder Closures	**Single Lane Closures**
Days of Week:	**Monday through Thursday**		
Time of Day:	9:00 a.m. to 3:00 p.m.	Allowed	Allowed
Days of Week:	**Sunday night through Friday morning**		
Time of Day:	6:00 p.m. to 7:00 a.m. following day	Allowed	Allowed
Day of Week:	**Friday (except June 3, 2022 to October 21, 2022)**		
Time of Day:	9:00 a.m. to 2:00 p.m.	Allowed	

Mainline Northbound & Southbound – Littlefield Road area (EVRs) June 24, 2022 to September 11, 2022			
		Temporary Shoulder Closures	**Single Lane Closures**
Days of Week:	**Sunday night through Friday morning**		
Time of Day:	8:00 p.m. to 7:00 a.m. following day	Allowed	Allowed

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2022.04

BRIDGE REPAIRS
ROUTE 236 UNDERPASS (MM 1.25)
ROUTE 1 OFF-RAMP (RAMP J) UNDERPASS (MM 1.50)
ROUTE 1 ON-RAMP (RAMP H) UNDERPASS (MM 1.60)
WILSON ROAD UNDERPASS (MM 2.00)
SPRUCE CREEK OVERPASS (MM 2.20)
LITTLEFIELD ROAD (MM 17.30)

EMERGENCY VEHICLE RAMPS
LITTLEFIELD ROAD (MM 17.30)

January 25, 2022 10:00 AM

1) Location:
The general limits of work are as shown in the Contract Plans. The Route 236 Underpass is located at Mile 1.25 of the Maine Turnpike, the Route 1 Off-Ramp (Ramp J) Underpass is located at Mile 1.50 of the Maine Turnpike, the Route 1 On-Ramp (Ramp H) Underpass is located at Mile 1.60 of the Maine Turnpike, the Wilson Road Underpass is located at Mile 2.00 of the Maine Turnpike, the Spruce Creek Overpass is located at Mile 2.20 of the Maine Turnpike, and the Littlefield Road Underpass and Emergency Vehicle Ramps are located at Mile 17.30 of the Maine Turnpike.

2) General Description:
The work consists of bridge repairs to the Route 236 Underpass, Route 1 Off-Ramp (Ramp J) Underpass, Route 1 On-Ramp (Ramp H) Underpass, Wilson Road Underpass, and Spruce Creek Overpass in the Town of Kittery, and the Littlefield Road Underpass in the Town of Wells. The work generally includes bridge pavement and membrane replacement, approach work and paving, deck expansion joint modifications, bridge drain replacement, and miscellaneous superstructure and substructure repairs. The work also includes the construction of new Emergency Vehicle Ramps at the Littlefield Road Underpass. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:
   a) February 17, 2022 at 1:00 P.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 February 8, 2022 to be considered.

4) Notification:
   a) 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) Construction Schedule/Prosecution of Work:

   a) MTA Board is scheduled to consider the Contract Award on March 3, 2022.

   b) Construction Schedule:

      - The construction of the Emergency Vehicle Ramps at Littlefield Road shall be substantially complete on or before October 13, 2022.
      - All other work shall be substantially complete on or before October 3, 2023.
      - All work at all locations in this Contract shall be completed on or before November 3, 2023.

   c) At the Route 236 Underpass:

      - The Contractor shall maintain a minimum of one lane of the two lanes of traffic in each direction at all times. The Contractor may reduce Route 236 to one lane of traffic in each direction for a maximum of sixty (60) consecutive calendar days. The duration of time that an individual lane may be closed is at the Contractor's option provided that the maximum duration of lane closures does not exceed sixty (60) consecutive calendar days.
      - No permanent lane closures will be permitted on Route 236 between June 15 and Labor Day. Short-term temporary lane closures may be permitted as approved by the Resident.
      - No permanent lane closures will be permitted on Route 236 during the closures at the Route 1 On-Ramp (Ramp H) Underpass or the Wilson Road Underpass. Short-term temporary lane closures may be permitted as approved by the Resident.
      - All work that requires lane or shoulder closures on the Maine Turnpike shall be completed before April 20, 2023.

   d) At the Route 1 Off-Ramp (Ramp J) Underpass:

      - The Contractor shall be allowed to close the Route 1 Off-Ramp (Ramp J) for a maximum of twenty-eight (28) consecutive calendar days.

   e) At the Route 1 On-Ramp (Ramp H) Underpass:

      - The Contractor shall be allowed to close the Route 1 On-Ramp (Ramp H) for a maximum of twenty-eight (28) consecutive calendar days.
      - The Contractor shall not close the Route 1 On-Ramp (Ramp H) while any permanent lane closures are in place at the Route 236 Underpass.
      - All work that requires lane or shoulder closures on the Maine Turnpike shall be completed before April 20, 2023.

f) At the Wilson Road Underpass:

- The Contractor shall be allowed to close Wilson Road for a maximum of twenty-eight (28) consecutive calendar days.
- The Contractor shall not close Wilson Road during the Kittery School District school year.
- The Contractor shall not close Wilson Road while any permanent lane closures are in place at the Route 236 Underpass.

g) At the Littlefield Road Underpass:

- The Contractor shall maintain a minimum of one lane of traffic at all times. The Contractor may reduce Littlefield Road to one lane of traffic for a maximum of sixty (60) consecutive calendar days. The duration of time that an individual lane may be closed is at the Contractor's option provided that the maximum duration of lane closures does not exceed sixty (60) consecutive calendar days.

h) Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed as described in Special Provisions 107.1, 107.1.1, and 107.4.6.

6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)
   a) Wage rates will be provided via addendum when they are available.

7) 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.

8) Utility Coordination (Special Provision 104.4.6)
   a) The Contractor shall contact Dig Safe and any non-member utility operators through OK-TO-DIG prior to any work.
   b) The following utilities are anticipated to be located within the Project limits:
      i) Central Maine Power
      ii) Charter Communications, Inc.
      iii) Consolidated Communications
      iv) Kennebunk, Kennebunkport & Wells Water District
   c) Utility adjustments are only anticipated as part of this project at the Littlefield northbound and southbound emergency vehicle ramps and the Littlefield Road Underpass Bridge.
      i) Consolidated Communications will install new poles along Littlefield Road and the northbound and southbound emergency vehicle ramps as shown on the plans.
      ii) Consolidated Communications, Charter Communications and Central Maine Power will transfer their lines to the newly installed Consolidated Communications poles. Where these lines cross the proposed Northbound Emergency Vehicle Ramp, the utilities will be raised by their respective owners to provide 18 feet of vertical clearance from the proposed grade.
      iii) In some locations on the northbound emergency vehicle ramp the Contractor will need to coordinate with the aerial utility owners to provide access and complete the line transfers from

the new northbound emergency vehicle ramp while construction is in progress. In these locations the utility work will be dependent on the Contractor's schedule of work.

d) 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.

9) Permit Requirements (Special Provisions 105.8.2 and 105.8.3)
   a) The work is being permitted under Section 404 of the Clean Water Act, through the US Army Corps of Engineers Maine Programmatic General Permit, Category 1. The Project is subject to the General Conditions of the Maine General Permit dated October 14, 2020 through October 14, 2025 and may also be subject to additional conditions specified in the Maine General Permit authorization to be issued by the U.S. Army Corps of Engineers. MTA anticipates receiving the US Army Corps of Engineers permit on or around February 1, 2022 and it will be provided to Contractors via addendum.
   b) 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). Under the Stormwater MOA, all construction activities are subject to Maine Stormwater Law Basic Standards through implementation of MaineDOT's Best Management Practices for Erosion and Sedimentation Control (MaineDOT BMP Manual), which are the Contractor's responsibility to implement.
   c) The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
   d) There are wetland impacts associated with the construction of the southbound EVR at Littlefield Road. The Contractor shall not impact these wetlands beyond the limits shown in the Plans.
   e) No temporary or permanent fill, mechanized excavation, or mechanized equipment is permitted within Spruce Creek.
   f) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

10) 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.

11) Traffic Control (Special Provision Section 652):
   a) Maintenance of Traffic Control will be measured as a lump sum as indicated in the plans and specifications, for all authorized and installed traffic control devices in accordance with the approved traffic control plan.
   b) Special Provision Section 652 replaces the MTA 2016 Supplemental Specification Section 652. 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) An automated speed sign shall be required when there is a Work Zone Speed Limit in place. The automated speed signs shall be capable of recording and storing speed data and Contractor shall supply data to Resident upon request.
    iii) Detour signs for closed bridge work shall not be installed more than two weeks prior to the start of the detour and shall be removed within two weeks of the end of the detour.
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) 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

12) <u>Specific Contract Items:</u>
a) An addendum will be forthcoming updating the pigmented protective coating special provision and the pipe entry gate special provision.

13) <u>Questions:</u>

MTA Contract 2022.04

2022 Southern Bridge Repairs and Emergency Vehile Ramps

PREBID MEETING 10:00AM JANUARY 25, 2022 - ATTENDENCE SHEET

NAME	COMPANY	EMAIL	PHONE
ANDY KITTREDGE	CPM	ANDYK@CPMCONSTRUCTORS.COM	207-865-0000
Matt Callahan	Glidden Paving	mattp@gliddenpaving.com	856-9990
Nate Carll	MTA	ncarlle maineturnpike.com	482-8115
RYAN BARNES	MTA	rbarnes@MAINETURNPIKE.COM	
Jamie Mason	MTA	JMason @ " "	482-8172
Steve Tartre	MTA	Startre @ maineturnpike.com	871-7771
Scott Wachel	MTA		
Kim Sch	Wyman & Simpson	Ksch@wymanandsimpson.com	737-4471
TIM BRYANT	VHB	TBRYANT@VHB.COM	207·210·3663