

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2025.02

PORTLAND AREA PAVEMENT REHABILITATION

NORTHBOUND MILE 42.0 TO 49.3

The bid opening date is changed and is now December 12, 2024, at 11:00 A.M.

The following changes are made to the Proposal, Specifications and Plans. Refer to the Questions section for additional information.

GENERAL

All questions regarding Contract 2025.02 should be submitted by Noon on December 05, 2024 to be answered in the last addendum to be issued on December 06, 2024 if necessary. Questions received after that time may not be answered.

PROPOSAL

Proposal Sheets P-2 thru P-5 shall be deleted and replaced with Proposal Sheets P-2 thru P-5 (Revised 12/4/24).

- The quantity for Item 202.202 is changed.
- The Pay Item 403.2081 is split into two Pay Items with secondary descriptions.
- The quantity of Item 403.213 is changed.

SPECIFICATIONS

Contractor shall make a pen & ink change on the Notice To Contractor sheet N-1 to strike out the current Sealed Proposal due date (~~December 10, 2024~~) and replace it with the new date of December 12, 2024. The 11:00am time remains unchanged.

Special Provision 107.4.7, Limitations of Operation, page SP-14 shall be deleted and replaced with page SP-14 (Revised 12/4/24).

- Modification is made to third paragraph for when ramp shoulders must be paved.
- Modification is made to fourth paragraph for order of paving operation.
- Modification is made to sixth paragraph for allowed duration of paving during interchange ramp closure.

Special Provision 403 Hot Mix Asphalt Pavement, pages SP-53 and SP-54 shall be deleted and replaced with pages SP-53 (Revised 12/4/24) and SP-54 (Revised 12/4/24) respectively.

- Modification is made to split pay Item 403.2081 into two pay items.
- Modification is made to remove Hot Mix Asphalt pay items not used in this Contract.

Special Provision 403 Hot Mix Asphalt Pavement, page SP-55 shall be deleted and replaced with page SP-55 (Revised 12/4/24).

- Modification is made to clarify requirement of PGAB in surface course.

Special Provision 652 Maintenance of Traffic (Specific Project Maintenance of Traffic Requirements), pages SP-124 thru SP-126 shall be deleted and replaced with pages SP-124 thru SP-126 (Revised 12/4/24).

- Modification is made to start time of double lane closure in three locations and Note 1 is also modified.

PLANS

Plan sheet 2 of 50 shall be deleted and replaced with Plan sheet 2 of 50 (Revised 12/4/24). The Estimated Quantities table is revised as described under PROPOSAL section above.

QUESTIONS

The following are questions submitted to the Maine Turnpike Authority in writing. Answers to the questions re noted. Bidders shall utilize this information in preparing their bid.

Question 1: Does the shoulder area that is milled within a shift have to be paved (filled) within that same shift?

Answer: No, for a 1.5" mill in the shoulder with a safety wedge, the shoulder shall be paved within 21 days of mill.

Question 2: Do ramp shoulders have to be paved within seven days of the adjacent ramp travelway being paved, as noted in Limitations of Operation paragraph d)?

Answer: The contractor shall complete ramp shoulder paving within 14 calendar days of the adjacent ramp travelway being paved.

Question 3: Please clarify Limitations of Operation paragraph e), specifically the order of paving for median shoulder and Lane 1.

Answer: The contractor shall begin the paving operation with Lane 1, followed by median shoulder, followed by Lane 2, followed by Lane 3, followed by ramps and outside shoulder.

Question 4: During an interchange ramp closure, is the ramp and mainline required to be paved in the same one-night shift, as noted in Limitations of Operation paragraph g)?

Answer: Interchange ramp closures shall be limited to one night for mill operations, including for ramp and mainline, one night for crack sealing, including ramp and mainline, and two nights for paving operation, including for ramp and mainline.

Question 5: How is the milling in the median paid for? Is all milling quantified and paid for under the pay item 202.202 Removing Pavement Surface - Mainline?

Answer: Milling for shoulder rehabilitation, mainline and ramp butt joints, longitudinal butt joints (median), and trench repair is quantified and paid for under Item 202.202. Milling for pavement depression at catch basins is not quantified and is considered incidental to the 403 Pay Items per note on plan sheet 7 of 50.

Milling for crack repair is not quantified and is considered incidental to the 427.09 Pay Item.

Question 6: Is hydrated lime required in surface pavement?

Answer: Yes.

Question 7: Can the pavement pay items be split into mainline and non-mainline quantities?

Answer: The surface Pay Item 403.2081 HMA – 12.5 mm Nominal Maximum Size (Polymer Modified) is now split into two pay items with a secondary description to identify them. The Proposal sheets, Special Provision 403, and Estimated Quantities are updated accordingly. All other 403 pay items remain as-is.

Question 8: Is the 70E-28 PGAB only required in the Mainline and Ramp Overlay (see Complimentary Notes sheet)?

Answer: PGAB 70E-28 is required in all surface course pavement.

Question 9: Are drainage paths included in the contract?

Answer: The contract does not anticipate the need for drainage paths due to overlay scope of work. Additionally, the contractor shall plan their work such that trench repair milling and filling will be accomplished to avoid the need for a drainage path, especially across a travel lane. Any drainage path that may be warranted will not be measured for payment but will be considered incidental to the trench repair pay items.

Question 10: Is pavement crack repair concentrated in a few areas or throughout the project length?

Answer: Pavement crack repair is generally throughout the project length and will be as approved by the Resident. Contractor should visit the site.

Question 11: What is the width of trench repair?

Answer: Trench repair shall be completed in full lane widths and is estimated at a standard 2-lane (24 foot) width for each location.

Question 12: Are the allowable lane closure periods final?

Answer: Closure windows are based on the best available traffic information. The MTA Resident will conduct traffic counts to adjust the start and end times of allowable closures that reflect actual traffic volumes. Traffic volumes may necessitate moving the start or end times ahead or back.

ATTACHMENTS

- (This document - Addendum #1 (4 pages))
- Proposal Sheets P-2, thru P-5 (Revised 12/4/24) (4 pages)
- Special Provision sheet SP-14 (Revised 12/4/24) (1 page)
- Special Provision sheet SP-53 (Revised 12/4/24) (1 page)
- Special Provision sheet SP-54 (Revised 12/4/24) (1 page)
- Special Provision sheet SP-55 (Revised 12/4/24) (1 page)
- Special Provision sheets SP-124 thru SP-126 (Revised 12/4/24) (3pages)
- Plan Sheet 2 of 50 (Revised 12/4/24) (1 page)

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

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

The total number of pages included in this addendum is twenty one (21) pages.

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at 207-871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-6 of the bid package.

Business Name

Print Name and Title

Signature

Date

Very truly
yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Department
Maine Turnpike
Authority

**SCHEDULE OF BID PRICES
CONTRACT NO. 2025.02
PORTLAND AREA PAVEMENT REHABILITATION
NORTHBOUND MM 42.0 TO MM 49.3**

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.202	Removing Pavement Surface – Mainline	Square Yard	39,500				
202.205	Rumble Strips	Each	54,000				
203.20	Common Excavation	Cubic Yard	70				
304.10	Aggregate Subbase Course - Gravel	Cubic Yard	345				
304.14	Aggregate Base Course - Type A	Cubic Yard	260				
403.2081	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size (Polymer Modified, Mainline)	Ton	18,500				
403.2081	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size (Polymer Modified, Non-mainline)	Ton	4,500				
403.211	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Shimming)	Ton	600				
403.213	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course)	Ton	2,000				
409.152	Bituminous Tack Coat Trackless - Applied	Gallon	20,000				
424.3231	Asphalt Rubber Mastic Crack Sealer - Applied	Pound	36,000				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
424.324	Asphalt Rubber Mastic Crack Sealer With Aggregate	Pound	4,000				
427.09	Pavement Crack Repair	Linear Foot	300				
470.08	Berm Dropoff Correction - Grindings	Linear Foot	41,800				
470.081	Berm Correction	Linear Foot	2,600				
604.18	Adjusting Manhole or Catch Basin to Grade	Each	38				
606.178	Guardrail Beam	Linear Foot	300				
606.352	Reflectorized Beam Guardrail Delineators	Each	120				
606.353	Reflectorized Flexible Guardrail Marker	Each	5				
606.3621	Guardrail Adjust, Single Rail	Linear Foot	3,050				
606.3622	Guardrail Adjust, Double Rail	Linear Foot	2,200				
606.471	Single Offset Block - W-Beam	Each	10				
606.48	Single Galvanized Steel Post	Each	15				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
627.73	Temporary 6 Inch Pavement Marking Tape	Linear Foot	15,700				
627.731	Temporary 6 Inch Black Pavement Marking Tape	Linear Foot	2,600				
627.78	Temporary Pavement Marking Line, White or Yellow	Linear Foot	1,000				
627.812	Temporary Raised Pavement Markers	Each	5,000				
627.94	Pavement Marking Tape	Linear Foot	9,050				
627.941	Pavement Marking Tape – Dotted White Lane Line, 6-inch Width	Linear Foot	3,150				
627.944	Pavement Markings - Recessed Tape - Words, Arrow and Stop Bars	Square Foot	270				
629.05	Hand Labor, Straight Time	Hour	30				
631.12	All Purpose Excavator (including operator)	Hour	25				
631.133	Skid Steer (including operator)	Hour	20				
631.172	Truck-large (including operator)	Hour	30				
631.32	Culvert Cleaner (including operators)	Hour	25				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
631.36	Foreman	Hour	25				
652.30	Flashing Arrow	Each	4				
652.312	Type III Barricades	Each	15				
652.33	Drum	Each	450				
652.34	Cone	Each	450				
652.35	Construction Signs	Square Foot	2,500				
652.361	Maintenance of Traffic Control Devices	Lump Sum	1				
652.41	Portable-Changeable Message Sign	Each	5				
652.47	Sequential Flashing Warning Lights	Each	80				
659.10	Mobilization	Lump Sum	1				
TOTAL:							

that for a 1.5” mill with a safety wedge, the shoulder shall be paved within 21 days of milling.

The paving operation shall begin within seven calendar days of all milling being complete. The Contractor will be allowed to work in two separate work areas simultaneously on the mainline. The work areas are not required to be in the same lane.

The paving operation for ramp shoulders shall be complete within 14 calendar days of the adjacent ramp travelway being paved.

The Contractor shall begin the paving operation with Lane 1 (left-most passing lane), followed by the median shoulder, followed by Lane 2, followed by Lane 3, followed by the ramps and outside shoulder. The intent is to consolidate and minimize the total number of lane and ramp closures at each individual ramp.

Interchange ramp closures will be allowed per requirements of Special Provision 652. Adjacent interchange ramps in the same direction shall not be closed at the same time.

Interchange ramp closures shall be limited to one night for mill operations, including for ramp and mainline, one night for crack sealing, including ramp and mainline, and two nights for paving operation, including for ramp and mainline.

Interchange 44 northbound off-ramp shall not be closed. Contractor shall develop and submit for approval temporary traffic control plans to maintain off-ramp traffic during milling and paving operations.

Interchange 45 northbound on-ramp shall not be closed. Contractor shall develop and submit for approval temporary traffic control plans to maintain on-ramp traffic during milling and paving operations.

The Contractor shall develop and submit to the Resident for approval, temporary traffic control plans for all ramp closures, for all layouts that shift ramp traffic, and for all layouts that shift mainline traffic out of their lane. The contractor shall notify the Resident a minimum of two weeks prior to proposed ramp closure(s) and seven days prior to all ramp and lane shifts.

The Contractor shall provide drivers with a minimum seven days advance notice of ramp closure(s).

The Contractor shall secure all catch basin grates with Sikaflex 1a before being allowed to shift traffic onto the outside shoulder. This work will be incidental to Item 652.361.

The Contractor shall limit the milling operations such that temporary pavement markings or pavement markers are applied daily prior to the roadway being open to traffic.

Permanent pavement markings shall be laid out for painting once the mainline is completely

SP - 14 (Revised 12/4/24)

The sand and loose debris adjacent to the median guardrail shall be removed and disposed of by the Contractor off of Turnpike property.

The forty-five degree pavement safety edge needed between adjacent lanes and or shoulders shall be incidental to the 202 pay items.

403.04 Method of Measurement

The construction and removal of temporary ramps on sand joints, and maintaining the ramps will not be measured separately for payment, but shall be incidental to Items 403.

The removal of sand and loose debris will not be measured separately for payment, but shall be incidental to paving items.

Hot Mix Asphalt, 12.5 mm (Polymer Modified – Mainline), placed as a wearing surface, shall include median shoulder, lanes 1, 2, and 3, and right-hand side shoulder as shown on the plans.

Hot Mix Asphalt, 12.5 mm (Polymer Modified – Non-mainline), placed as a wearing surface, shall include acceleration lanes, deceleration lanes, and ramp overlay as shown on the plans.

403.05 Basis of Payment

Hot Mix Asphalt, 12.5 mm (Polymer Modified) pavement, placed as a wearing surface on the median shoulder, lanes 1, 2, and 3, and right-hand side shoulder will be paid under Item 403.2081 Hot Mix Asphalt – 12.5 mm Nominal Maximum Size (Polymer Modified, Mainline).

Hot Mix Asphalt, 12.5 mm (Polymer Modified) pavement, placed as a wearing surface on acceleration lanes, deceleration lanes, and ramp overlay will be paid under Item 403.2081 Hot Mix Asphalt – 12.5 mm Nominal Maximum Size (Polymer Modified, Non-mainline).

The following pay items are added:

<u>Pay Item</u>		<u>Pay Unit</u>
403.2081	Hot Mix Asphalt – 12.5 mm Nominal Maximum Size (Polymer Modified, Mainline)	TON
403.2081	Hot Mix Asphalt – 12.5 mm Nominal Maximum Size (Polymer Modified, Non-mainline)	TON
403.211	Hot Mix Asphalt – 9.5 mm Nominal Maximum Size (Shimming)	TON
403.213	Hot Mix Asphalt – 12.5 mm Nominal Maximum Size, Base and Intermediate Base Course)	TON

SPECIAL PROVISION

SECTION 403

HOT MIX ASPHALT PAVEMENT

Course	HMA Grading	Item Number	Total Thickness	No. of Layers	Complimentary Notes
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Mainline and Ramp Overlay

Wearing	12.5 mm	403.2081	1.5”	1	A,D,E,F,G,H,I,J,K

Mainline Mill and Fill (Trench Repair & Crack Repair)

Base	12.5 mm	403.213	1.5”	1	C,I,K

Mainline Shoulder 1 1/2” Mill and Fill

Base	12.5 mm	403.213	1.5”	1	C,I,K

Ramp Travelway and Ramp Shoulder 1 1/2” Mill and Fill

Base	12.5 mm	403.213	1.5”	1	C,I,K

Mainline and Ramp Surface (Outside of Overlay)

Wearing	12.5 mm	403.2081	1.5”	1	A,D,E,F,G,H,I,J,K

Spot Shim/Delaminations/Incidentals (As Directed)

Shim	9.5 mm	403.211	variable	1	C,I

Mainline MM 42-45 NB						
3 Lane Section						
			Double Lane Closures		Single Lane Closures	
			(1 Lane Open)		(2 Lanes Open)	
March 2, 2025 to April 13, 2025						
Sunday PM	through	Monday AM	9 PM	to	6 AM	Anytime Sunday to 7 AM, 10 AM - 4 PM
Monday PM	through	Friday AM	9 PM	to	6 AM	6 PM to 7 AM
Friday PM	through	Saturday AM	10 PM	to	8 AM	7 PM to 8 AM
April 14, 2025 to May 18, 2025						
Sunday PM	through	Monday AM	10 PM	to	6 AM	Anytime Sunday to 7 AM, 10 AM - 4 PM
Monday PM	through	Friday AM	9 PM	to	6 AM	6 PM to 7 AM
Friday PM	through	Saturday AM	10 PM	to	8 AM	7 PM to 8 AM
May 19, 2025 to June 29, 2025						
Sunday PM	through	Monday AM	10 PM	to	6 AM	7 PM to 7 AM
Monday PM	through	Friday AM	9 PM	to	6 AM	7 PM to 7 AM
Friday PM	through	Saturday AM	11 PM	to	7 AM	8 PM to 8 AM
June 30, 2025 to September 7, 2025						
Sunday PM	through	Monday AM	10 PM	to	6 AM	7 PM to 7 AM
Monday PM	through	Friday AM	10 PM	to	6 AM	7 PM to 7 AM
Friday PM	through	Saturday AM	11 PM	to	7 AM	9 PM to 8 AM
September 8, 2025 to October 19, 2025						
Sunday PM	through	Monday AM	10 PM	to	6 AM	6 PM to 7 AM
Monday PM	through	Friday AM	9:30PM	to	6 AM	7 PM to 7 AM
Friday PM	through	Saturday AM	10 PM	to	8 AM	8 PM to 8 AM
October 20, 2025 to November 16, 2025						
Sunday PM	through	Monday AM	9 PM	to	6 AM	Anytime Sunday to 7 AM, 11 AM - 3 PM
Monday PM	through	Friday AM	9 PM	to	6 AM	7 PM to 7 AM
Friday PM	through	Saturday AM	10 PM	to	8 AM	7 PM to 8 AM

- Notes:
1. Closure windows are based on the best available traffic information. MTA Resident will conduct traffic counts to adjust the start and end times of allowable closures that reflect actual volumes.
 2. Weekend work requires approval.
 3. For Work Zones that span multiple zones and/or date ranges, the most restrictive time shall govern.
 4. Lane 3 closures that go by an entering ramp shall be removed by 5am.

Mainline MM 45-48 NB						
3 Lane Section						
			Double Lane Closures (1 Lane Open)		Single Lane Closures (2 Lanes Open)	
March 2, 2025 to April 13, 2025						
Sunday PM	through	Monday AM	7 PM	to	7 AM	Anytime Sunday to 4 PM
Monday PM	through	Friday AM	8 PM	to	7 AM	7 PM to 4 PM
Friday PM	through	Saturday AM	9 PM	to	8 AM	7 PM to 8 AM
April 14, 2025 to May 18, 2025						
Sunday PM	through	Monday AM	7 PM	to	7 AM	Anytime Sunday to 4 PM
Monday PM	through	Friday AM	8 PM	to	7 AM	7 PM to 4 PM
Friday PM	through	Saturday AM	9 PM	to	8 AM	7 PM to 8 AM
May 19, 2025 to June 29, 2025						
Sunday PM	through	Monday AM	8 PM	to	7 AM	Anytime Sunday to 4 PM
Monday PM	through	Friday AM	8 PM	to	7 AM	7 PM to 3 PM
Friday PM	through	Saturday AM	10 PM	to	8 AM	7 PM to 8 AM
June 30, 2025 to September 7, 2025						
Sunday PM	through	Monday AM	8 PM	to	7 AM	Anytime Sunday to 4 PM
Monday PM	through	Friday AM	9 PM	to	7 AM	7 PM to 2 PM
Friday PM	through	Saturday AM	10 PM	to	8 AM	7 PM to 8 AM
September 8, 2025 to October 19, 2025						
Sunday PM	through	Monday AM	7 PM	to	7 AM	Anytime Sunday to 4 PM
Monday PM	through	Friday AM	8 PM	to	7 AM	7 PM to 3 PM*
Friday PM	through	Saturday AM	10 PM	to	8 AM	7 PM to 8 AM
October 20, 2025 to November 16, 2025						
Sunday PM	through	Monday AM	7 PM	to	7 AM	Anytime Sunday to 4 PM
Monday PM	through	Friday AM	8 PM	to	7 AM	7 PM to 4 PM*
Friday PM	through	Saturday AM	9 PM	to	8 AM	7 PM to 8 AM

*No lane closure from 8AM - 9AM

- Notes:
1. Closure windows are based on the best available traffic information. MTA Resident will conduct traffic counts to adjust the start and end times of allowable closures that reflect actual volumes.
 2. Weekend work requires approval.
 3. For Work Zones that span multiple zones and/or date ranges, the most restrictive time shall govern.
 4. Lane 3 closures that go by an entering ramp shall be removed by 5am.

Mainline MM 48-52 NB						
			Single/Double Lane Closures (1 Lane Open)		Single/No Lane Closures (2 Lanes Open)	
March 2, 2025 to April 13, 2025						
Sunday PM	through	Monday AM	6 PM	to	7 AM	Anytime Sunday to 5 PM
Monday PM	through	Friday AM	8 PM	to	7 AM	6 PM to 5 PM
Friday PM	through	Saturday AM	9 PM	to	8 AM	6 PM to 8 AM
April 14, 2025 to May 18, 2025						
Sunday PM	through	Monday AM	6 PM	to	7 AM	Anytime Sunday to 5 PM
Monday PM	through	Friday AM	8 PM	to	7 AM	6 PM to 5 PM
Friday PM	through	Saturday AM	9 PM	to	8 AM	6 PM to 8 AM
May 19, 2025 to June 29, 2025						
Sunday PM	through	Monday AM	6 PM	to	7 AM	Anytime Sunday to 5 PM
Monday PM	through	Friday AM	8 PM	to	7 AM	6 PM to 4 PM
Friday PM	through	Saturday AM	9 PM	to	8 AM	6 PM to 8 AM
June 30, 2025 to September 7, 2025						
Sunday PM	through	Monday AM	6 PM	to	7 AM	Anytime Sunday to 8 AM
Monday PM	through	Friday AM	8 PM	to	7 AM	7 PM to 4 PM
Friday PM	through	Saturday AM	9 PM	to	8 AM	7 PM to 8 AM
September 8, 2025 to October 19, 2025						
Sunday PM	through	Monday AM	7 PM	to	7 AM	Anytime Sunday to 5 PM
Monday PM	through	Friday AM	7 PM	to	7 AM	6 PM to 5 PM
Friday PM	through	Saturday AM	8 PM	to	8 AM	6 PM to 8 AM
October 20, 2025 to November 16, 2025						
Sunday PM	through	Monday AM	6 PM	to	7 AM	Anytime to Anytime
Monday PM	through	Friday AM	7 PM	to	7 AM	Anytime to Anytime
Friday PM	through	Saturday AM	7 PM	to	8 AM	Anytime to Anytime

- Notes:
1. Closure windows are based on the best available traffic information. MTA Resident will conduct traffic counts to adjust the start and end times of allowable closures that reflect actual volumes.
 2. Weekend work requires approval.
 3. For Work Zones that span multiple zones and/or date ranges, the most restrictive time shall govern.
 4. Lane 3 closures that go by an entering ramp shall be removed by 5am.

Date: 12/14/2024

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT
202.202	REMOVING PAVEMENT SURFACE - MAINLINE	△ 39,500	SY
202.205	RUMBLE STRIPS	54,000	EA
203.20	COMMON EXCAVATION	70	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	345	CY
304.14	AGGREGATE BASE COURSE - TYPE A	260	CY
403.2081	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED) (POLYMER MODIFIED, MAINLINE)	△ 18,500	T
403.2081	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED, NON-MAINLINE)	△ 4,500	T
403.211	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SHIMMING)	600	T
403.213	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE)	△ 2,000	T
409.152	BITUMINOUS TACK COAT TRACKLESS - APPLIED	20,000	GAL
424.3231	ASPHALT RUBBER MASTIC CRACK SEALER - APPLIED	36,000	LB
424.324	ASPHALT RUBBER MASTIC CRACK SEALER WITH AGGREGATE	4,000	LB
427.09	PAVEMENT CRACK REPAIR	300	LF
470.08	BERM DROPOFF CORRECTION - GRINDINGS	41,800	LF
470.081	BERM CORRECTION	2,600	LF
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	38	EA
606.178	GUARDRAIL BEAM	300	LF
606.352	REFLECTORIZED BEAM GUARDRAIL DELINEATORS	120	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	5	EA
606.3621	GUARDRAIL ADJUST, SINGLE RAIL	3,050	LF
606.3622	GUARDRAIL ADJUST, DOUBLE RAIL	2,200	LF
606.471	SINGLE OFFSET BLOCK - W-BEAM	10	EA
606.48	SINGLE GALVANIZED STEEL POST	15	EA
627.73	TEMPORARY 6 INCH PAVEMENT MARKING TAPE	15,700	LF
627.731	TEMPORARY 6 INCH BLACK PAVEMENT MARKING TAPE	2,600	LF
627.78	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	1,000	LF
627.812	TEMPORARY RAISED PAVEMENT MARKERS	5,000	EA
627.94	PAVEMENT MARKING TAPE	9,050	LF
627.941	PAVEMENT MARKING TAPE - DOTTED WHITE LANE LINE, 6-INCH WIDTH	3,150	LF
627.944	PAVEMENT MARKINGS - RECESSED TAPE - WORDS, ARROW AND STOP BARS	270	SF
629.05	HAND LABOR, STRAIGHT TIME	30	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	25	HR
631.133	SKID STEER (INCLUDING OPERATOR)	20	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	30	HR
631.32	CULVERT CLEANER (INCLUDING OPERATORS)	25	HR
631.36	FOREMAN	25	HR
652.30	FLASHING ARROW	4	EA
652.312	TYPE III BARRICADES	15	EA
652.33	DRUM	450	EA
652.34	CONE	450	EA
652.35	CONSTRUCTION SIGNS	2,500	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	5	EA
652.47	SEQUENTIAL FLASHING WARNING LIGHTS	80	EA
659.10	MOBILIZATION	1	LS

GENERAL NOTES

- EXISTING UTILITIES ON THESE PLANS WERE COMPILED FROM EXISTING PLANS AND VARIOUS OTHER SOURCES. LOCATIONS ARE NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED. THE CONTRACTOR IS REQUIRED TO CALL DIG SAFE AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO THE START OF WORK. ALL PROPOSED SIGN AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. THE RESIDENT ENGINEER SHALL BE PROVIDED AN ELECTRONIC COPY OF ALL DIG SAFE TICKETS WITHIN 24 HOURS OF THEIR RELEASE FOR PROJECT NOTIFICATIONS AND 3RD PARTY UTILITY LOCATOR COORDINATION.
- THE CONTRACTOR SHALL NOTIFY ALL NON-MEMBERS THROUGH WWW.OKTODIG.COM OR AS OTHERWISE REQUIRED BY THE MAINE PUBLIC UTILITIES COMMISSION. ALL PROPOSED SIGN AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. THE RESIDENT ENGINEER SHALL BE PROVIDED AN ELECTRONIC COPY OF ALL NON-MEMBER NOTIFICATIONS WITHIN 24 HOURS OF THEIR RELEASE.
- THE CONTRACTOR SHALL NOTIFY THE RESIDENT 10 CALENDAR DAYS PRIOR TO SUBMITTING ANY UTILITY LOCATE REQUESTS AS NOTED ABOVE SO THAT THE RESIDENT CAN ARRANGE FOR MAINE TURNPIKE UNDERGROUND UTILITY LOCATION. ALL PROPOSED SIGN AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. NO EXCAVATION SHALL BE PERMITTED UNTIL THE AUTHORITY HAS LOCATED AND MARKED ITS UNDERGROUND UTILITIES.
- FOLLOWING THE COMPLETION OF THE INITIAL UTILITY LOCATE THE CONTRACTOR WILL GPS LOCATE ALL UTILITIES WITHIN THE PROJECT LIMITS AND PROVIDE A COPY OF THE DIG SAFE RECORDS TO THE AUTHORITY. THE CONTRACTOR, ACTING AS THE AUTHORITY'S THIRD-PARTY LOCATOR, SHALL BE RESPONSIBLE FOR REMARKING ALL MAINE TURNPIKE FACILITIES WHEN A DIG SAFE UTILITY IS CALLED FOR THE PROJECT. THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
- MATERIALS AND EQUIPMENT SHALL NOT BE STORED UNDER OR IN CLOSE PROXIMITY TO HIGHWAY STRUCTURES UNLESS THE CONTRACTOR RECEIVES WRITTEN PERMISSION FROM THE RESIDENT.
- THE CONTRACTOR SHALL MEASURE THE EXISTING CROSS SLOPES FOR LANE 1, 2, 3, AND THE INSIDE AND OUTSIDE SHOULDER EVERY 1/4 MILE AND REPORT TO THE RESIDENT PRIOR TO MILLING. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO 403 PAY ITEMS.

DRAINAGE NOTES

- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT APPROVAL OF THE RESIDENT.

EROSION CONTROL

- ADDITIONAL MEASURES MAY BE PROPOSED BY THE CONTRACTOR DUE TO SITE OR WEATHER CONDITIONS. THE RESIDENT MAY DIRECT THE CONTRACTOR TO IMPLEMENT ADDITIONAL MEASURES. ANY ADDITIONAL MEASURES APPROVED BY THE RESIDENT WILL BE MEASURED FOR PAYMENT.
- ALL TEMPORARY EROSION CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES.
- LOAM, SEED, AND MULCH REQUIRED TO REPAIR PROJECT DISTURBED AREAS, AS DIRECTED BY THE RESIDENT, WILL NOT BE MEASURED FOR PAYMENT BUT SHALL BE INCIDENTAL TO THE CONTRACT.

GUARDRAIL INSTALLATION AND MODIFICATION NOTES


- THE CONTRACTOR SHALL FOLLOW ALL MANUFACTURER'S INSTALLATION INSTRUCTION FOR THE INSTALLATION AND/OR MODIFICATION OF ANY AND ALL GUARDRAIL COMPONENTS TO BE INSTALLED OR MODIFIED UNDER THIS CONTRACT. THE CONTRACTOR SHALL NOTIFY THE RESIDENT IF THE CONTRACTOR DISCOVERS CONFLICTS OR IRREGULARITIES OF ANY SORT BETWEEN THE MANUFACTURER'S INSTALLATION INSTRUCTIONS AND THESE CONTRACT DOCUMENTS.
- THE CONTRACTOR IS REQUIRED TO HAVE AN APPROVED CRASH WORTHY END TREATMENT ON ALL GUARDRAIL ENDS IN ALL WORK AREAS AT THE END OF EACH DAY. THE CONTRACTOR SHALL ENSURE THAT ENOUGH TIME EXISTS IN THE WORK DAY TO COMPLETE ALL MODIFICATION AND/OR INSTALLATIONS TO END TERMINALS. THE CONTRACTOR SHALL ENSURE THAT ALL PARTS AND MANPOWER ARE ON-SITE PRIOR TO UNDERTAKING ANY GUARDRAIL MODIFICATIONS.
- MID-WAY SPLICE GUARDRAIL HEIGHT SHALL BE INSTALLED OR ADJUSTED TO 3' 4" HEIGHT. POST SPLICE GUARDRAIL HEIGHT SHALL BE ADJUSTED TO 30" 0". 1/2". MAX GUARDRAIL HEIGHT SHALL BE MEASURED FROM THE EDGE OF PAVEMENT WHEN WITHIN 2 FEET. IF GUARDRAIL IS OFFSET FROM EDGE OF PAVEMENT GREATER THAN 2 FEET, THEN HEIGHT OF RAIL SHALL BE MEASURED AT GROUND ELEVATION ADJACENT TO EACH POST BELOW THE RAIL TO THE TOP OF GUARDRAIL AND AFTER FINAL GRADING OF SHOULDER. CONTRACTOR SHALL CHECK ALL GUARDRAIL HEIGHTS.
- THE CONTRACTOR SHALL REMOVE AND DISPOSE OF OFF-SITE ALL CUT BOLTS, DISCARDED PARTS, TRASH, PAVEMENT DEBRIS, ETC., AFTER COMPLETING GUARDRAIL MODIFICATIONS AND/OR INSTALLATIONS.
- CONNECTIONS FOR PROPOSED RAIL TO EXISTING RAIL SHALL BE INCIDENTAL TO THE INSTALLATION OF PROPOSED GUARDRAIL.

Filename: 00X_GeneralNotes.dgn

Scale: NOT TO SCALE

No.	Revision	By	Date
△	ADDENDUM 1 - QUANTITY UPDATE	PEM	12/24


Designed by:



CONSULTANT PROJECT MANAGER: Dale A. Mitchell, P.E.

	By	Date	By	Date
Designed	DEB	11\24	Checked	PEM 11\24
Drawn	DEB	11\24	In Charge of	TRC 11\24

HNTB CORPORATION
 82 Running Hill Road, Suite 201
 South Portland, ME 04106
 TEL (207) 774-5155
 FAX (207) 228-0909



THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Joseph R. Leavitt, P.E.

PORTLAND AREA PAVEMENT REHABILITATION
 NORTHBOUND MM 42.0 TO MM 49.3

GENERAL NOTES

CONTRACT: 2025.02

ADDENDUM #1

SHEET NUMBER: GN-01
 Page 16 of 21

2 OF 50

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2025.02

PORTLAND AREA PAVEMENT REHABILITATION

NORTHBOUND MILE 42.0 TO 49.3

December 03, 2024, at 10:00 a.m.

At Maine Turnpike Authority

1) Location

- a) The general limits of work are as shown in the Contract Plans.

2) General Description

- a) The pavement rehabilitation work consists of milling and filling bridge approaches, median and outside shoulder pavement rehabilitation, overlaying the entire project length including ramp tie-ins, catch basin adjustments to grade, guardrail height adjustments, pavement markings, maintenance of traffic, and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid

- a) Proposals will be opened December 10, 2024, at 11:00 A.M. at the office of the MTA at 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Purchasing Department (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) or email ncarll@maineturnpike.com.
- d) All questions must be submitted by Noon on Thursday, December 5, to be considered.

4) Construction Schedule:

- a) MTA Board is scheduled to consider the Contract Award on or about December 19, 2024.
- b) Construction Schedule:
- i) Substantially complete date is September 26, 2025.
- ii) All work shall be complete on or before October 24, 2025.
- c) Substantial Completion – Section 107.1.1
Substantially complete shall be defined by the Authority as the following:
- All milling and paving complete.
 - All drainage and median work complete; except adjusting edge of travelway catch basins.

- Entire length of project shall be fully opened to traffic including shoulders, guardrail, surface pavement and signage.
 - No ramp closures shall remain.
 - No lane closures shall remain, except for rumble strip installation, line striping, edge of travelway catch basin adjustments, and demobilization (removal of construction signs, drums, cones, etc. and general clean-up).
 - All disturbed slopes, including grassed median, shall be loamed, seeded and mulched, and temporary erosion control mix and/or blanket installed where necessary.
- 5) 104.3.8 Wage Rates and Labor Laws
- a) Fair minimum hourly rates determined by Maine Department of Labor shall apply.
- 6) 104.4.6 Utility Coordination
- a) The Contractor shall contact Dig Safe before excavation.
- b) Aerial and Underground utilities exist throughout the project limits.
- 7) Temporary Soil Erosion and Water Pollution Control (Sections 105.8.2 and 656)
- a) Contractor is responsible to follow erosion and sedimentation control requirements outlined in this Contract.
- 8) 104.4.7 Cooperation with Other Contractors
- Adjacent contracts currently scheduled for the 2025 construction season include:
- MTA Contract 2022.07 – Saco Interchange Improvements, Mile 34.7 to 36.6
 - MTA Contract 2023.03 – Route 122 Bridge Rehabilitation, Mile 74.0
 - MTA Contract 2024.07 – Culvert Repair, Mile 40.3
 - MTA Contract 2025.01 – Mainline Pavement Rehabilitation, Mile 15.2 to 20.3
 - MTA Contract 2025.03 – Mainline Pavement Rehabilitation, Mile 51.2 to 54.5
 - MTA Contract 2025.05 – Concrete Haunch Removal – Various Locations
 - MTA Contract 2025.07 – Culvert Repairs – Various Locations
 - MTA Contract 2025.09 – Roadside Clearing, Mile 25 to 32 Northbound
- 9) 107.4.7 Limitations of Operation
- a) The construction shall proceed expeditiously. Once milling and/or paving operations commence for every day/night not worked (milling or paving) when work is allowed by Contract and weather, the Contractor will be charged a fee in the amount of \$1,000 (excluding inclement weather days).
- b) The median and outside shoulder milling and paving work northbound shall be performed such that the finished grade is flush with the existing pavement elevation of the adjacent lane at the end of each shift.
- c) The paving operation shall begin within seven calendar days of all milling being complete. The Contractor will be allowed to work in two separate work areas simultaneously on the mainline. The work areas are not required to be in the same lane.

- d) The paving operation for ramp shoulders shall be complete within seven calendar days of the adjacent ramp travelway being paved.
- e) The Contractor shall begin the paving operation in the median shoulder and Lane 1 (left-most passing lane), followed by Lane 2, followed by Lane 3, followed by the ramps and outside shoulder. The intent is to consolidate and minimize the total number of lane and ramp closures at each individual ramp.
- f) Interchange ramp closures will be allowed per requirements of Special Provision 652. Adjacent interchange ramps in the same direction shall not be closed at the same time.
- g) Interchange ramp closures shall be limited to one night for mill operations, including for ramp and mainline, one night for crack sealing, including ramp and mainline, and one night for paving operation, including for ramp and mainline.
- h) Interchange 44 northbound off-ramp shall not be closed. Contractor shall develop and submit for approval temporary traffic control plans to maintain off-ramp traffic during milling and paving operations.
- i) Interchange 45 northbound on-ramp shall not be closed. Contractor shall develop and submit for approval temporary traffic control plans to maintain on-ramp traffic during milling and paving operations.
- j) The Contractor shall develop and submit to the Resident for approval, temporary traffic control plans for all ramp closures, for all layouts that shift ramp traffic, and for all layouts that shift mainline traffic out of their lane. The contractor shall notify the Resident a minimum of two weeks prior to proposed ramp closure(s) and seven days prior to all ramp and lane shifts.
- k) The Contractor shall provide drivers with a minimum seven-day advance notice of ramp closure(s).
- l) The Contractor shall secure all catch basin grates with Sikaflex 1a before being allowed to shift traffic onto the outside shoulder. This work will be incidental to Item 652.361.
- m) The Contractor shall limit the milling operations such that temporary pavement markings or pavement markers are applied daily prior to the roadway being open to traffic.
- n) Permanent pavement markings shall be laid out for painting once the mainline is completely paved so that the MTA can paint within two weeks.
- o) Lane closure(s) will not be allowed over a weekend or Holiday period unless otherwise approved by the Resident.

- p) The Contractor shall keep a 14-foot-wide lane open for traffic during the milling and paving operations from ½ hour before sunrise to ½ hour after sunset unless otherwise approved by the Resident.
- q) Temporary bituminous ramps will be required at all transverse butt joints, unless otherwise noted on the plans. Longitudinal butt joints (median gutter line) do not require temporary bituminous ramps.
- r) Traffic will be allowed to traverse a longitudinal joint where the pavement is lower in one lane than the adjacent lane.

10) General Requirements

- a) The Specifications are divided into two parts: Part I, Supplemental Specifications and Part II, Special Provisions. Please review thoroughly.
- b) Supplemental Specification 108.2.3 Mobilization Payments – Please review the current payment schedule including the calculations for partial and final payment; specifically, “...payment of 50% of the Lump Sum price for Mobilization, not to exceed 5% of the Bid less the amount bid for Mobilization”, and “Any remaining Mobilization will be paid upon Final Acceptance”.

11) Specific Contract Items

- a) 403 Hot Mix Asphalt – Hydrated Lime shall be incorporated into all surface pavement.
- b) 403 Hot Mix Asphalt – The required PGAB for mainline and ramp overlay courses shall be 70E-28; pavement for spot shims, delaminations, and incidentals as directed is excluded.
- c) 409 Bituminous Tack Coat – bituminous tack coat shall be trackless.
- d) 652 Maintenance of Traffic
 - i) Work Zone Speeds shall be 50 MPH for all Paving and Milling Operations, and 60 MPH for all other Operations.
 - ii) The contractor shall submit temporary traffic control plans for review and approval, for each day that lane or ramp closure(s) are planned. The requested review shall be submitted at least two weeks prior for all ramp closures.
 - iii) 36 inch tall, 12-pound cones may be used in place of drums on the tangent, for milling and paving operations. All tapers and shifts shall require drums.
 - iv) The contractor shall provide a traffic control vehicle(s) for continuous patrolling (24 hours/seven days a week) when lane closures are installed (during non-work and work hours).
 - v) Allowable lane closure tables are provided in Special Provision 652.
- e) Grading at drainage structures – The pavement depressions around median and low point drainage structures shall be formed by milling to create the depression shape then paving and compacting coincident with the Overlay to create the final depression. Sawcutting and/or milling of Overlay shall not be allowed.

12) Questions

CONTRACT 2025.02
 PORTLAND AREA PAVEMENT REHABILITATION
 NORTHBOUND MILE 42.0 TO 49.3



PRE-BID CONFERENCE DECEMBER 03, 2024

SIGN-IN SHEET
 Please Print



Name	Company and/or Address	Phone	E-Mail
Greg Brown	Pike	(207) 649-6356	greg.brown@pikeindustries.com
Chris Webber	NEP	207 212 4220	christine.webber@eurovia.us
Kerby Ouellet	CRR	207-540-2577	KOuellet@CRR Me.com
Eric Deschambault	CRR	207-272-5487	eric@crrme.com
Loren Blair	Pike	207-270-9247	Lblair@pikeindustries.com
Brandon Lapointe	Pike	207-314-7341	Brandon.lapointe@pikeindustries.com
Steve Tarfere	MTA	(207) 831-5614	Sttarfere@maineturnpike.com
Nate Carll	MTA	207-482-8115	Ncarll@maineturnpike.com
Dale Mitchell	HNTB	207-278-0897	d.mitchelle@hntb.com
Janice Mason	MTA	207-482-8172	JMason@maineturnpike.com