

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2025.17

BRIDGE REPAIRS

SACO RIVER OVERPASS (MM 33.0)

FOREST AVENUE OVERPASS (MM 50.0)

The bid opening date is Thursday August 28, 2025 at 11:00 am.

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

GENERAL

All questions regarding Contract 2025.17 should be submitted by 4 pm on Friday August 22, 2025 to be answered in the last addendum expected to be issued on Monday, August 25, 2025, if necessary. Questions received after that time may not be answered.

PROPOSAL

Proposal Sheets P-2 thru P-5 are deleted and replaced with P-2 thru P-5 revised 8/14/25.

1. The revisions to these proposal sheets include the following:
 - Item 508.14 High Performance Waterproofing Membrane, is removed.
 - Item 652.451 Truck Mounted Attenuator, is removed.

SPECIFICATIONS

The following revisions to the Special Provisions are incorporated into the Contract Documents:

1. Special Provision, Section 107, Contract Time and Contract Completion Date and Substantial Completion, page SP-7 is deleted from the Special Provisions, and replaced with SP-7 (Revised 8/14/2025) attached.
2. Special Provision, Section 401, Hot Mix Asphalt Pavement, page SP-20 is deleted from the Special Provisions and replaced with SP-20 (Revised 8/14/2025) attached.
3. Special Provision, Section 508, Membrane Waterproofing, page SP-52 is deleted from the Special Provisions and not replaced.
4. Special Provision, Section 652, Maintenance of Traffic, pages SP-102 through SP-104 are deleted from the Special Provisions and replaced with SP-102 through SP-104 (Revised 8/14/2025) attached.
5. Special Provision, Section 652, Maintenance of Traffic, pages SP-107 and SP-108 are deleted from the Special Provisions and replaced with SP-107 and SP-108 (Revised 8/14/2025) attached.

PLANS

The contractor shall make a 'pen and ink' change to Plan Sheet 2 (GN-01), Estimated Quantities Table, Item 508.14 High Performance Waterproofing Membrane and Item 652.451 Truck Mounted Attenuator, shall be removed.

The Contractor shall delete sheet 18 (S-05) and replace with sheet 18 (S-05), Revision 1, attached. Notes and annotation pertaining to protective shielding and waterproofing membrane are revised.

QUESTIONS

The following are questions asked at the pre-bid meeting held on August 12, 2025 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: Is November 5th stated in the agenda or November 21st stated in the Special Provisions the correct substantial completion date for Forest Avenue?

Answer: November 21st stated in the Special Provisions is the correct substantial completion date for the Forest Avenue work.

Question 2: Is the replacement of high performance waterproofing membrane required in the Forest Avenue scope of work?

Answer: The replacement of high performance waterproofing membrane over the concrete deck repairs shall be omitted from the scope of work. See attached Special Provision and Plan updates associated with this change.

Question 3: Are truck mounted attenuators paid by each or incidental to the Maintenance of Traffic Control Devices Item?

Answer: Truck mounted attenuators shall be incidental to Maintenance of Traffic Control Devices Items 652.36 for Forest Avenue, and 652.361 for Saco River. See attached Special Provision updates associated with this change.

Question 4: Can Forest Avenue underside deck repairs be completed after the November 21 substantial completion date?

Answer: Yes, the Forest Avenue underside/overhead deck repairs can be completed any time before the project completion date. The project completion date for Forest Avenue is updated to June 26, 2026. See attached Special Provision updates associated with this change. Contractor is required to verify overhead repair areas do not extend full depth by removing pavement top side. If repair area is determined to be full depth, these repairs shall be completed by the substantial completion date of November 21st. All overhead repair areas identified shall be approved by the Resident.

Question 5: Are there any daytime lane closure windows for paving at Forest Avenue?

Answer: No. All top side Forest Avenue work shall be completed at night as required in the Specifications.

Question 6: Is a PE stamped set of working drawings and calculations required for the stay in place shielding at Forest Avenue?

Answer: The shielding shall be removed after use, not kept in place. Therefore, the Contractor does not have to design a stay in place shielding system. Contractor is required to submit working drawings to the Resident for approval. See attached Plan updates associated with this change.

Question 7: Are deck and pavement repairs required to be completed in a single night and opened to traffic the next morning?

Answer: Yes, lanes must be opened to traffic each morning in accordance with the Specifications. Contractor shall remove pavement and complete deck repairs such that they can be completed in a single night shift and open to traffic the next morning.

ATTACHMENTS

- Addendum No. 1 (4 pages)
- Pre-Bid Agenda (5 pages)
- Pre-Bid Sign-in Sheet (1 page)
- Revised P-Sheets (4 pages)
- Revised Specification Sheet SP-7 (Revised 8/14/2025) (1 page)
- Revised Specification Sheet SP-20 (Revised 8/14/2025) (1 page)
- Revised Specification Sheets SP-102 through SP-104 (Revised 8/14/2025) (3 pages)
- Revised Specification Sheet SP-107 and SP-108 (Revised 8/14/2025) (2 pages)
- Revised Plan Sheet S-05 (18 of 18) (1 page)

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

The total number of pages included with this addendum is twenty-two pages (22).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and e-mailing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at ncarll@maineturnpike.com. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-8 of the bid package.

Business Name

Print Name and Title

Signature

Date

Very truly yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Department
Maine Turnpike Authority

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

Contract 2025.17

SACO RIVER OVERPASS SOUTHBOUND (MM 33.0)

FOREST AVENUE OVERPASS (MM 50.0)

BRIDGE REPAIRS

August 12, 2025 at 10:00 a.m.

1. Location

- a. The project location is at the Saco River Overpass, Mile 33.0 and Forest Avenue Overpass, Mile 50.0.

2. General Description

- a. The work consists of repairing the Saco River Bridge in the Town of Saco, Maine and the Forest Avenue Bridge in the Town of Portland, Maine.
- b. The Saco River Overpass (SB) work includes bridge curb replacement, railing replacement and resetting, endpost concrete repairs, and removing loose concrete from the underside of overhang, temporary concrete barrier, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.
- c. The Forest Avenue Overpass work includes bridge deck and approach milling and paving pavement removal and full and partial depth deck concrete repairs, replacement of the asphaltic plug joints, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3. Bid

- a. Proposals will be opened August 28, 2025, 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 Nate Carll, Purchasing Manager, at (207-482-8115)
- c. All questions on the Plans and Specifications shall be submitted by e-mail to Nate Carll, Purchasing Manager, at ncarll@maineturnpike.com.
- d. All questions shall be submitted on or before 4:00 p.m. on August 22, 2025.

4. Notification

- a. Contractor shall obtain approval from the Authority prior to visiting the Project site for field inspection. Contact Mr. Steve Tartre (207-482-8144) or startre@mainturnpike.com

5. Construction Schedule/Prosecution of Work:

- a. MTA Board is scheduled to consider the Contract Award on September 4, 2025.
- b. Construction Schedule:
 - i. Saco River Substantial Completion June 12th, 2026
 - 1. Substantial completion is defined as the following:
 - a. All bridge rail repair complete, including curing and protective coatings
 - b. Three lanes fully opened to traffic including shoulders, guardrail, and striping.
 - c. All maintenance of traffic devices removed.
 - 2. All work shall be complete June 26, 2026
 - ii. Forest Avenue Substantial Completion November 5, 2025
 - 1. Substantial completion is defined by the following:
 - a. All deck patching, including waterproofing membrane repair, complete.
 - b. All pavement mill and fill complete.
 - c. Asphaltic plug joints replaced and complete.
 - d. All final lane striping complete.
 - e. All traffic lanes fully opened to traffic including mainline and local roads and respective shoulders.

6. Wage Rates (SP 104.3.8).

- a. Maine Department of Labor Fair Hourly Wages are in place for this contract. The Contractor will be required to follow 2025 wage rates.

7. Utility Coordination (SP 104.4.6)

- a. No existing utilities are expected to be affected as part of this Project.

8. Coordination with other Contractors (SP 104.4.7)

- a. The following projects are anticipated in the vicinity of this project:
 - i. New County Road Underpass Bridge Repair MM 34.4 – MTA Contract **2025.04**
 - ii. Saco Interchange MM 35-36 – MTA Contract **2022.07**
 - iii. Mainline Paving MM 27.2-30.0 – MTA Contract **2026.02**
 - iv. Exit 45 Interchange Paving MM 45.0 – MTA Contract **2025.13**
 - v. Culvert Repairs, Scarborough and New Gloucester – MTA Contract **2025.07**
 - vi. Pavement Rehabilitation MM 51.2 – 54.5 – MTA Contract **2025.03**
 - vii. Pavement Rehabilitation MM 42.0 – 49.3 NB – MTA Contract **2025.02**

9. General Requirements

- a. The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions, and Part III, Appendices. Please review thoroughly.

10. Permit Requirements (SP 105.8.2)

- a. This 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 (MOA).
- b. See Special Provisions for additional limitations.

11. Limitations of Operations (SP 107.4.7)

- a. The Saco River Overpass temporary concrete barrier shall remain in place until the aluminum bridge railing and concrete rehabilitations are complete and accepted by the Resident.
- b. The Contractor shall schedule the Forest Avenue Overpass nightly lane closures such that work will proceed nightly, once started, until completion.
- c. The Contractor shall maintain a minimum of alternating one-way traffic with flaggers on Forest Avenue during all chipping and patching activities. Open traffic lanes on Forest Avenue shall be maintained at least six (6') feet away from active chipping and patching areas.

12. Aluminum Bridge Railing Replacement and Reset (SP 507)

- a. Replace and Reset the existing 2-bar aluminum railing system.
 - i. Replace damaged section of railing with MTA provided spare parts.
 - ii. Remove and reset full length of railing to perform curb replacement.
 - iii. All anchorages (anchor rods and anchor plates) shall be new and provided by the Contractor.
- b. Curb concrete removal and replacement paid under 202.17 and 502.49, respectively.

13. Membrane Waterproofing (SP 508)

- a. Heat welded membrane system over areas that membrane was removed to perform concrete deck patch repairs on Forest Avenue.

14. Clear Protective Coating (SP 515)

- a. Clear protective coating shall be applied on exposed surfaces of the curbs and endposts, vertical face of the deck fascia, and underside of deck overhang to the girder top flange on Saco River.
- b. When applying protective coating over a roadway without protective shielding, the lane below the work area must be closed to traffic for the duration of the work and no work shall be conducted within four feet of the open lane.

15. Forest Avenue Deck Repairs (SP 518)

- a. For full and partial depth repairs, use CTS Rapid Set DOT concrete mix or approved equal.
- b. For overhead repair areas, use SikaQuick VOH or approved equal.
- c. Newly placed concrete shall reach a minimum compressive strength of 3,500 psi prior to being opened to traffic.
- d. Contractor shall focus on repair areas identified in the plans unless otherwise directed by the Resident.
- e. Shielding is required to protect Forest Avenue Traffic and Pedestrians. Shielding required for full depth repairs and overhead repairs shall remain in place. Contractor to submit working drawings to show vertical and horizontal bracing against movement.

16. Asphaltic Plug Joint (SP 520)

- a. Replace APJ's on both Forest Avenue Bridges on the north end.

17. Concrete Barrier (SP 526)

- a. Temporary concrete barrier is present on both sides of the Southbound Bridge at Saco River. Barrier will need to be reset in each phase in accordance with the MOT Plans and Specifications.
- b. An additional 250 feet of barrier will need to be picked up, transported to the site, and set. Barrier can be picked up at the Kennebunk Maintenance Area at MM 25.0.
- c. Temporary barrier that is not used during phase 2 shall be transported back to the Kennebunk Maintenance Area at MM 25.0. All temporary concrete barrier shall be transported back to MTA Kennebunk Maintenance upon project completion.
- d. Big dog barrier markers shall be installed on all barrier used for MOT.
- e. Existing debris behind barrier shall be removed in each phase of setting barrier.

18. Maintenance of Traffic (SP 652)

- a. Special Provision 652 replaces MTA 2016 Supplemental Specification Section 652.
- b. A minimum of two (2) Truck Mounted Attenuator (TMA) shall be furnished and maintained by the Contractor for use on Forest Avenue. A truck mounted attenuator shall be utilized for all lane closures on the Turnpike mainline, for all temporary shoulder closures on the Turnpike mainline, and all other construction operations where workers are exposed to traffic and not protected by positive means (e.g. concrete barrier or guardrail).
- c. Similar to the truck mounted attenuator, an Automated Trailed Mounted Radar Speed Limit Sign shall be placed in advance of a lane closure where workers are exposed to traffic and not protected by positive means. The Contractor shall furnish, operate, and maintain the Automated Trailer Mounted Radar Speed Limit Signs during the project operations.
- d. Trailer Mounted Radar Speed Limit Signs shall be incidental to the 652.361 Maintenance of Traffic Control Devices Pay Item.
- e. Payment for TMA's shall be Item 652.451.

- f. Note the standard MOT details in the plans have been updated.

19. Maintenance of Traffic: Project Specific Maintenance of Traffic Requirements (SP 652)

- a. See Maintenance of Traffic Lane Closure Tables.
- b. Temporary Shoulder Closures are allowed at all times.
- c. Equipment moves are allowed during low traffic periods as approved by the Authority.

20. Questions

Maine Turnpike Authority
Contract 2025.17

Saco River Overpass Southbound (MM 33.0)
Forest Avenue Overpass (50.0)
Bridge Repairs



SIGN-IN SHEET

PRE-BID MEETING

August 12, 2025

Name	Company and/or Address	Phone	E-Mail
Bret Grenier	HNTB	207-228-0895	bgrenier@hntb.com
Gregg Scott	Scott Const Co	632-0521	gscott207@gmail.com
Ethan Watts	Maine Turnpike Authority	207-320-8440	ewatts@maineturnpike.com
Parker Brown	HNTB	207-228-0895	pdbrown@hntb.com
Nete Carl	MTA	207-482-8115	ncarl@maineturnpike.com
Lauran Fleming	MTA	207 459 8688	lfleming@maineturnpike.com
Steve Jantre	MTA	207 831 5614	stjantre@maineturnpike.com
Jason Van Dolen	MTA	482-8113	vanodolen@maineturnpike.com
SALE ADAMS	CPM CONSTRUCTIONS	207-837-5381	adamsc@cpm-constructions.com
Camille Major	MTA	207-482-8172	camajor@maineturnpike.com

**SCHEDULE OF BID PRICES
CONTRACT NO. 2025.17
BRIDGE REPAIRS
SACO RIVER OVERPASS SOUTHBOUND (MM 33.0)
FOREST AVENUE OVERPASS (MM 50.0)**

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.17	Removing Existing Structural Concrete (48 CY)	Lump Sum	1				
202.202	Removing Pavement Surface - Mainline	Square Yard	1,900				
202.206	Removing Rumble Strips	Linear Foot	1,800				
403.209	Hot Mix Asphalt, 9.5 mm (sidewalks, drives & incidentals)	Ton	8				
403.2101	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Polymer Modified)	Ton	170				
409.15	Bituminous Tack Coat	Gallon	100				
502.49	Structural Concrete Curbs and Sidewalks (48 CY)	Lump Sum	1				
503.14	Epoxy-Coated Reinforcing Steel, Fabricated and Delivered	Pound	7,300				
503.15	Epoxy-Coated Reinforcing Steel, Placing	Pound	7,300				
507.17	Aluminum Bridge Railing Repair and Reset (1250 LF Reset, 30 LF Repair)	Lump Sum	1				
515.202	Clear Protective Coating for Concrete Surfaces	Square Yard	900				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
518.60	Repair of Vertical Surfaces < 8 inches	Square Foot	50				
518.70	Repair of Overhead Surfaces <8 inches	Square Foot	60				
518.80	Partial Depth Concrete Deck Repairs	Square Foot	320				
518.81	Full Depth Concrete Deck Repairs	Square Foot	60				
520.23	Asphaltic Plug Joint	Linear Foot	90				
526.306	Temporary Concrete Barrier, Type 1 - Supplied by Authority (2050 LF)	Lump Sum	1				
527.341	Work Zone Crash Cushions, TL-3	Unit	1				
606.24	Guardrail Type 3d - Single Rail	Linear Foot	300				
627.73	Temporary 6 Inch Pavement Marking Tape	Linear Foot	10,500				
627.731	Temporary 6 Inch Black Pavement Marking Tape	Linear Foot	5,050				
627.77	Removing Existing Pavement Marking	Square Foot	7,800				
627.78	Temporary 6" Painted Pavement Marking Line, White or Yellow	Linear Foot	10,500				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
629.05	Hand Labor, Straight Time	Hour	20				
631.10	Air Compressor (including operator)	Hour	20				
631.11	Air Tool (including operator)	Hour	20				
631.172	Truck - large (including operator)	Hour	20				
631.36	Foreman	Hour	20				
652.30	Flashing Arrow	Each	3				
652.33	Drum	Each	234				
652.34	Cone	Each	234				
652.35	Construction Signs	Square Foot	1,410				
652.36	Maintenance of Traffic Control Devices - Forest Ave. Overpass	Calendar Day	25				
652.361	Maintenance of Traffic Control Devices - Saco River Overpass	Lump Sum	1				
652.38	Flaggers	Hour	120				

CARRIED FORWARD:

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
652.41	Portable Changeable Messge Sign	Each	3				
659.10	Mobilization	Lump Sum	2				
TOTAL:							

All work at Forest Avenue Overpass shall be completed on or before June 26, 2026.

All work at Forest Avenue Overpass shall be substantially complete by November 21, 2025.

107.1.1 Substantial Completion

This Subsection is amended by the addition of the following:

Substantially complete for Saco River Overpass shall be defined by the Authority as the following:

- All bridge rail repair complete, including curing and protective coatings.
- Three lanes fully opened to traffic including shoulders, guardrail, and striping.
- All maintenance of traffic devices removed.

Substantially complete for Forest Avenue Overpass shall be defined by the Authority as the following:

- All top side and full depth deck patching repairs complete. Overhead repairs shall be completed on or before the contract completion date.
- All pavement mill and fill complete.
- Asphaltic plug joints replaced and complete.
- All final lane striping complete.
- All traffic lanes fully opened to traffic including mainline and local roads and respective shoulders.

Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.

107.4.6 Prosecution of Work

The Contractor shall submit to the Authority a construction schedule documenting that the Contractor has the necessary labor and equipment to work immediately and continuously at the Saco River Overpass and the Forest Avenue Overpass project sites once the traffic control devices have been setup. The intent of this specification is to minimize the amount of time traffic is in a temporary maintenance of traffic phase, while providing the Contractor sufficient time to complete the work in a diligent manner and reestablish the normal striping as prescribed by the project's Substantial Completion dates.

The Contractor shall submit to the Authority a request for Forest Avenue lane closures along with a detailed layout of temporary maintenance of traffic patterns and flagger stations to be implemented during the nightly Forest Avenue Overpass deck repairs. The request and layouts shall be submitted a minimum of 15 days prior to implementation so the MTA can coordinate with the City of Portland.

107.4.7 Limitations of Operations

This Subsection is amended by the addition of the following:

history from the previous season. If the request is approved by the Authority no aggregate material, RAP, or aim changes will be granted for a carryover mix design and the initial design must not be older than the previous paving season.

The Contractor shall submit a new JMF for approval each time a change in material source or materials properties is proposed. The same approval process shall be followed. The cold feed percentage of any aggregate except natural sand may be adjusted up to 10 percentage points from the amount listed on the JMF, however no aggregate listed on the JMF shall be eliminated. Natural sand may be adjusted up to 5 percent from the amount listed on the JMF but shall not exceed 10% by weight of total aggregates. The cold feed percentage for RAP may be reduced up to five percentage points from the amount listed on the JMF and shall not exceed the percentage of RAP approved in the JMF or for the specific application.

TABLE 1
VOLUMETRIC DESIGN CRITERIA

Design ESAL's (Millions)	Required Density (Percent of G _{mm})			Voids in the Mineral Aggregate (VMA)(Minimum Percent)				Voids Filled with Binder (VFB) (Minimum %)	Fines/Eff. Binder Ratio
				Nominal Maximum Aggregate Size (mm)					
	N _{initial}	N _{design}	N _{max}	19	12.5	9.5	4.75		
3 to <30	≤89.0	96.0	≤98.0	13.5	14.5	15.5	15.5	65-80	0.6-1.2

As part of the JMF submittal the Contractor shall provide the Authority with Hamburg Wheel Tracker test results in accordance with AASHTO T324. The results shall be generated by a third-party independent testing laboratory as approved by the Authority. The test results for each individual specimen as well as the average shall meet the requirements of Table 1A

TABLE 1A
HAMBURG WHEEL TRACKER REQUIREMENTS

Specified PG Binder Grade	Test Temperature (°C)	Maximum Rut Depth (mm)	Minimum Number of Passes	Minimum Allowable SIP*
64-28	45	12.5	20,000	15,000
64E-28	48	8.0	20,000	15,000
70E-28	50	6.3	20,000	15,000

401.031 Warm Mix Technology

The Contractor shall place Hot Mix Asphalt Pavement produced with an accepted WMA technology if approved by the Authority. Methods or technologies shall generally be at the Contractors' option, but will be limited to proven, Agency and Industry accepted practice. Mixture production, placement and volumetric testing details, including temperatures, shall be included in the project specific QCP, submitted to the Authority for approval prior to any work. Weather and seasonal limitations as outlined in section 401.06 shall apply.

SP - 20 (Revised 8/14/25)

- a. Developing, in conjunction with the Resident and Project superintendent, a traffic control program for the days' work activities which will facilitate traffic in a safe and efficient manner.
- b. Ensure that all traffic control implements (signs, arrow boards, barrels, etc.) are on-site so the traffic program can be implemented effectively.
- c. Ensure a safe and effective setup or take-down of all signing implements to least impact the traveling motorist; and,
- d. Working knowledge of construction signing/traffic control requirements in conformance with the latest issued Manual on Uniform Traffic Control Devices.
- e. The Contractor shall supplement the traffic control plan with a daily plan, which includes schedules for utilizing traffic coordinators and flaggers. This plan shall be submitted daily and agreed upon cooperatively with the Resident.

652.7 Method of Measurement

Signs, signs supplied by the Authority, and panel markers will be measured by the square foot for all signs authorized and installed. Flashing arrow boards, portable-changeable message signs, and flashing and steady burn lights, will be measured by each unit authorized and installed on the project. Barricades and cones will be measured by each unit authorized. Drums will be measured by each or as a lump sum authorized and installed, as indicated on the plans and specifications. No additional payment will be made for devices that require replacement due to poor condition or inadequate retroreflectivity.

Flaggers or traffic officers used during the Contract, for the convenience of the Contractor, will not be measured separately for payment, but shall be incidental to the various pay items. **This includes use of Flaggers for the delivery of materials and equipment to the project or other Flagger use that is for the Contractor's convenience, as determined by the Resident Engineer. If flaggers are required to maintain traffic and there is not a pay item in the contractor for flaggers, then flaggers shall be incidental to the other Section 652 contract items and no separate payment shall be made.**

The accepted quantity of traffic officer and flagger time will be the number of hours the designated station is occupied. The number of hours authorized for payment, **if any**, will be measured to the nearest ¼ hour.

The Authority will make payment for the State Police officers and vehicles directly to the State Police when utilized for mainline traffic control activities. State Police escorts, if required to move oversize material or equipment loads to the jobsite, will not be paid separately, but shall be incidental to the various pay items.

Maintenance of traffic control devices, including Truck mounted impact attenuators and Automated trailer mounted speed limit signs required for the project will be measured by the calendar day or as one lump sum, as indicated in the plans and specifications, for all authorized

and installed traffic control devices. Traffic control devices will only be measured for payment the first time used. Subsequent uses shall be incidental to Item 652.36 or 652.361.

The vehicle mounted arrow board, mounted on trucks used for installation and removal of lane closures, will not be measured separately for payment, but shall be incidental to Item 652.36 or 652.361.

The traffic coordinator(s) will not be measured separately for payment but shall be incidental to Item 652.36 or 652.361.

Portable light towers, lighting on equipment and lighting plan will not be measured separately for payment but shall be incidental to the related Contract items.

Sequential Flashing Warning Lights shall be measured for payment by the maximum number of sequential flashing warning lights satisfactorily installed and properly functioning at any one time during the life of the project. Payment shall include all materials and labor to install, maintain and remove all Sequential Flashing Warning Lights.

Automated Trailer Mounted Speed Limit Sign shall be shall incidental to the Maintenance of Traffic Control device item. Payment shall include the Trailer, Radar Speed Limit Sign, flashing beacon amber lights, regulatory speed limit sign, fuel, necessary maintenance, and all checking of Radar Speed Limit Signs by manufacturer and all project moves including the transporting and delivery of the unit.

The accepted quantity of temporary portable rumble strips shall be measured by the unit complete in place, per lane closure application. A unit shall consist of 1 group of 3 full-lane width of rumble strips. As shown in the plans, a maximum of 3 units may be used at each lane closure. A unit shall be measured for each group of rumble strips, each time they are used for a lane closure.

652.8 Basis of Payment

The accepted quantity of signs, signs supplied by the Authority, and panel markers will be paid for at the contract unit price per square foot. Such payment will be full compensation for furnishing (or retrieving from the Authority) and installing all signs, sign supports, and all incidentals necessary to complete the installation of the signs.

The accepted quantity of flashing arrow boards, barricades, battery operated flashing and steady burn lights, and cones will be paid for at the contract unit price each for the actual number of devices authorized, furnished, and installed. Such payment shall be full compensation for all incidentals necessary to install and maintain the respective devices.

The Sequential Flashing Warning Lights will be paid for at the Contract unit price per each. This price shall include all costs associated with furnishing, installing, operating, maintaining, relocating, and removing the Sequential Flashing Warning Lights.

The Truck Mounted Attenuator(s) and Automated Trailer Mounted Speed Limit Signs will be

incidental to the Maintenance of Traffic Control Device item. This price shall include all costs associated with the use of the vehicle. Payment shall include operator, fuel, truck, maintenance, flashing lights, arrow board and all other incidentals necessary to operate the vehicle.

Failure by the contractor to reinstall cones, barrels, signs, covered/uncovered signs, and similar traffic control devices within an hour of them being displaced, moved, knocked over, un-covered and etc. will result in a \$150 fine per traffic control device if the issues is not resolved within 1 hour of notification by the resident. An additional \$150 will be assessed for each additional hour that the device has not been corrected. If the traffic control device is critical to the maintenance of traffic creating an actual or potential safety issue with traffic and is not corrected immediately then it will result in a violation letter as described below.

Failure by the contractor to follow the Contracts 652 Supplemental Specifications, Special Provisions and Standard Specification and/or the Manual on Uniform Traffic Control Devices (MUTCD) and/or the Contractors own Traffic Control Plan, or failure to correct a violation, will result in a violation letter and result in a reduction in payment as shown in the schedule below. The Resident or any other representative of the Authority reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Authority shall not be held responsible for any delay in the work due to any suspension under this item. Any reduction in payment under this Special Provision will be in addition to forfeiting payment of maintenance of traffic control devices for that day.

Amount of Penalty Damages per Violation

<u>1st</u>	<u>2nd</u>	<u>3rd & Subsequent</u>
\$500	\$1,000	\$2,500

652.8.1 Maintenance of Traffic Control Devices

Maintenance of Traffic Control Devices will be paid at the contract unit price per calendar day or lump sum price, as indicated in the plans and specifications. Such payment will be full compensation for all days that the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost, or stolen; and for cleaning, maintaining, and removing all devices used for traffic control, including replacing temporary pavement marking lines.

SPECIAL PROVISIONSECTION 652MAINTENANCE OF TRAFFIC

(Specific Project Maintenance of Traffic Requirements)

This Specification describes the specific project maintenance of traffic requirements for this Project.

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

Local Road Traffic Control Requirements

Forest Ave shall remain open to traffic during the execution of this project. One 12-foot lane alternating two-way traffic under flagger control is permitted from 7PM to 6AM Sunday through Friday. Two 12-foot lanes with maintaining the left turn lane for Riverside Industrial Parkway is permitted from 9AM to 3PM Monday through Friday.

Maine Turnpike Traffic Control Requirements

This Section outlines the minimum requirements that shall be maintained for work on, over, or adjacent to the Maine Turnpike roadway.

- a) Traffic Counts will be conducted by the MTA Resident to adjust the start and end times of allowable closures to provide the Contractor with maximum duration work windows.
- b) Weekend work requires approval from the Authority.
- c) Work zones that span multiple zone shall have the most restrictive times govern.
- d) Temporary Shoulder Closures are allowed at all times.
- e) Equipment Moves are allowed during low traffic periods as approved by the Authority.
- f) Operations for the travel lane closures are allowed as outlined in the following tables. Turnpike Lane Closures shall be removed if construction is not ongoing. Unattended lane closures are not allowed.

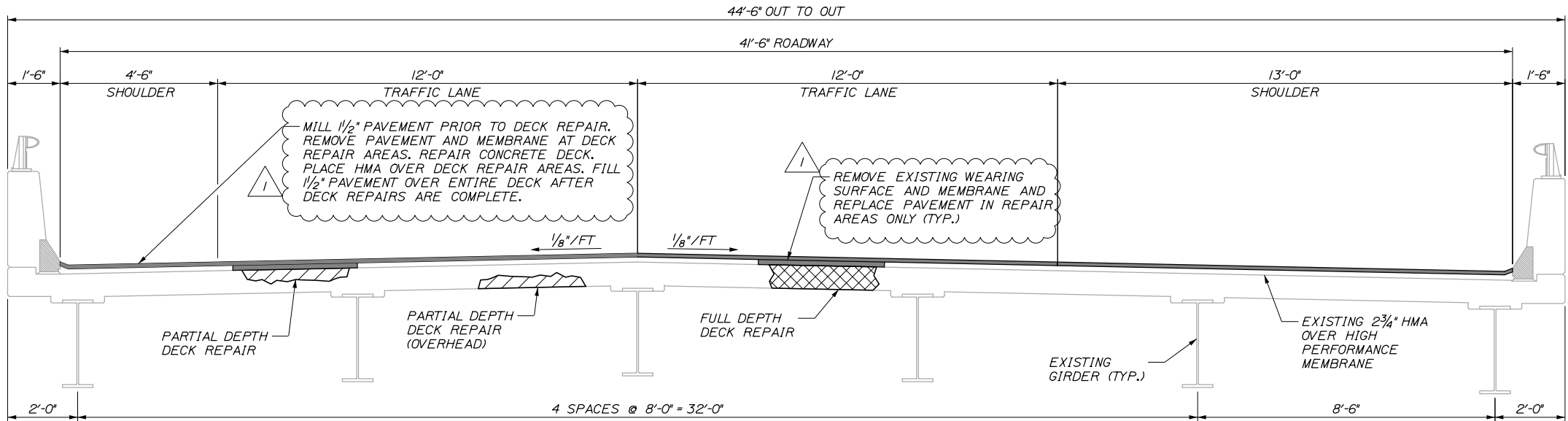
Mainline MM 32-36 Southbound (3 Lane Section)		
	Double Lane Closures (1 Lane Open)	Single Lane Closures (2 Lanes Open)
Before October 11, 2025		
Sunday PM through Monday AM	8 PM to 6 AM	6 PM to 2 PM
Monday PM through Friday AM	8 PM to 6 AM	6 PM to 2 PM (Fri 12 PM)
October 12, 2025 to January 3, 2026		
Sunday PM through Monday AM	7 PM to 6 AM	6 PM to 3 PM
Monday PM through Friday AM	8 PM to 6 AM	6 PM to 3 PM (Fri 2 PM)
January 4, 2026 to April 3, 2026		
Sunday PM through Monday AM	7 PM to 6 AM	Sun 6 PM to Fri 2 PM
Monday PM through Friday AM	7 PM to 6 AM (Fri 7 AM)	
April 4, 2026 to May 9, 2026		
Sunday PM through Monday	7 PM to Mon 6 AM	6 PM to Mon 2 PM
Monday PM through Friday AM	7 PM to 6 AM (Fri 7 AM)	7 PM to 3 PM (Fri 2 PM)
May 10, 2026 to September 5, 2026		
Sunday PM through Monday AM	9 PM to 6 AM	7 PM to 9 AM
Monday PM through Friday AM	9 PM to 6 AM	6 PM to 9 AM

Mainline MM 48-52 Northbound (2 Lane Section)	
	Single Lane Closures (1 Lane Open)
Before December 5, 2025	
<i>Sunday PM through Friday AM</i>	7 PM to 6 AM

Mainline MM 48-52 Southbound (2 Lane Section)	
	Single Lane Closures (1 Lane Open)
Before December 5, 2025	
<i>Sunday PM through Friday AM</i>	6 PM (Sunday 7PM) to 6 AM

Date:8/13/2025

Filename: 018_Forest - Bridge Sections.dgn



TRANSVERSE SECTION

1/2" = 1'-0"
(NB - LOOKING NORTH)
(SB - LOOKING SOUTH)

LEGEND

- PARTIAL DEPTH DECK REPAIRS
- FULL DEPTH DECK REPAIRS

GENERAL NOTES:

- ASSUMED AREAS OF PARTIAL AND FULL DEPTH DECK REPAIRS, AND ESTIMATED QUANTITIES FOR EACH REPAIR AREA, ARE IDENTIFIED IN PLAN VIEW ON THIS SHEET. THE AREAS OF FULL DEPTH PAVEMENT AND MEMBRANE REMOVAL ARE INTENDED TO PROVIDE ACCESS TO THE TOP OF DECK TO SUPPORT INSPECTION AND REPAIR. ACTUAL CONCRETE REPAIR LIMITS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT FOLLOWING THE REMOVAL OF PAVEMENT AND MEMBRANE.
- FULL DEPTH DECK REPAIR AREAS SHOWN ON THE PLAN ARE BASED ON VISUAL INSPECTION OF BOTH THE WEARING SURFACE AND THE UNDERSIDE OF THE DECK, WHERE SIGNIFICANT DETERIORATION IS OBSERVED ON BOTH SIDES. IF TOP SIDE INSPECTION DOES NOT CONFIRM THE NEED FOR FULL-DEPTH REPAIRS IN THE AREAS NOTED, THE CONTRATOR SHALL INSTEAD REPAIR ANY SIGNIFICANT CRACKING AND SPALLING FOUND ON THE UNDERSIDE OF THE DECK. THIS WORK WILL BE PAID UNDER PAY ITEM 518.70 REPAIR OF OVERHEAD SURFACES < 8 INCHES.
- THE ROADWAY SHALL REMAIN CLOSED TO TRAFFIC UNTIL THE NEWLY PLACED CONCRETE REACHES A MINIMUM COMPRESSIVE STRENGTH OF 3,500 PSI. STRENGTH SHALL BE DETERMINED USING THE MANUFACTURER'S STRENGTH GAIN TABLES AND THE AMBIENT TEMPERATURE AT THE TIME OF PLACEMENT. CYLINDER TESTING WILL NOT BE REQUIRED.
- ESTIMATED QUANTITIES FOR PARTIAL AND FULL DEPTH DECK REPAIRS INCLUDE A 50% CONTINGENCY TO ACCOMMODATE POTENTIAL ADDITIONAL AREAS REQUIRING REPAIR. OVERHEAD DECK REPAIR QUANTITIES ARE ASSUMED AND MAY BE ADJUSTED BASED ON FIELD CONDITIONS.
- SHIELDING SHALL BE PROVIDED FOR ALL REPAIR LOCATIONS OVER LIVE TRAFFIC. SHIELDING SHALL EXTEND THE FULL BAY WIDTH UNDERNEATH THE REPAIR AND LONGITUDINALLY TO 3 FT BEYOND THE REPAIR.
- CONTRACTOR SHALL PROVIDE THE NECESSARY SHIELDING TO PROTECT REMOVED CONCRETE AND NEWLY PLACED CONCRETE FROM ENTERING THE TRAVEL LANES AND SIDEWALKS OF FOREST AVENUE. CONTRACTOR SHALL SUBMIT WORKING DRAWINGS FOR THE SHIELDING TO THE RESIDENT FOR APPROVAL. PAYMENT SHALL BE INCIDENTAL TO RELATED CONTRACT ITEMS.

GENERAL NOTES (CONT.):

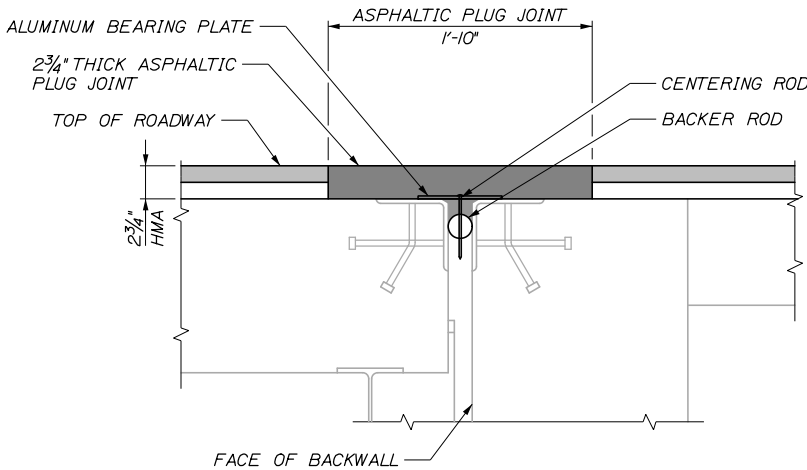
- SIDEWALKS SHALL REMAIN OPEN DURING CONSTRUCTION UNLESS APPROVED BY THE RESIDENT.
- ALL WORK SHALL BE ACCOMPLISHED USING THE CONSTRUCTION SEQUENCE PRESENTED IN THE MAINTENANCE OF TRAFFIC DETAILS AND THE SPECIFICATION.
- PREFORM 1 INCH DEEP SAWCUTS ALONG LIMITS OF REMOVAL.
- CHIP CONCRETE TO DEPTH SHOWN AND DESCRIBED IN SPECIFICATION 518.
- THE EXISTING WEARING SURFACE AND MEMBRANE SHALL BE REMOVED IN LOCATIONS IDENTIFIED ON SHEET S-04. THE RESIDENT SHALL IDENTIFY AREAS OF DECK REPAIRS BASED ON THE REQUIREMENTS IN SUPPLEMENTAL SPECIFICATION 518 AND DELINEATE AREAS OF THE REPAIR. THE AREAS OF REPAIR DELINEATED BY THE RESIDENT WILL INCLUDE OBVIOUS LOCATIONS OF DETERIORATION (I.E., EXPOSED REINFORCING, SPALLS, OR NOTABLE DETERIORATION). THIS PROJECT IS NOT INTENDED TO ADDRESS ALL AREAS OF DETERIORATION.
- AFTER THE RESIDENT HAS DELINEATED THE REPAIR AREAS, THE CONTRACTOR AND RESIDENT SHALL AGREE ON THE REPAIR LIMITS. SHOULD THE REMOVAL AREA LIMITS CHANGE DURING THE REPAIR PROCESS, THE CONTRACTOR SHALL NOTIFY THE RESIDENT. THE RESIDENT AND CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO THE CONTRACTOR CONTINUING THE REMOVALS. WORK SHALL BE INCIDENTAL TO THE SPECIFIED REPAIR ITEMS IN SPECIFICATION 518.
- PREPARE AND PATCH PARTIAL DEPTH AND FULL DEPTH REPAIR AREAS WITH RAPID SETTING CONCRETE SELECTED FROM THE MAINEDOT QUALIFIED PRODUCTS LIST FOR RAPID SET CONCRETE PATCH MATERIALS. SELECTED PRODUCT SHALL BE APPLICABLE FOR TRAFFIC LOADING AND SUBMITTED FOR APPROVAL TO THE RESIDENT. OVERHEAD REPAIR AREAS SHALL BE COMPLETED WITH A RAPID SETTING REPAIR MATERIAL SPECIFICALLY FORMULATED FOR OVERHEAD LOCATIONS. SEE SPECIFICATIONS FOR MATERIAL MATERIAL PREPERATION, PLACEMENT, AND CURING REQUIREMENTS.
- ALL REPAIRS, WHETHER ON THE TOP OR BOTTOM SIDE OF THE BRIDGE DECK, SHALL EXTEND TO A MINIMUM OF 1 INCH BEHIND REINFORCING.

GENERAL NOTES (CONT.):

- INSTALLATION OF THE BASE COURSE OF PAVEMENT OVER THE CONCRETE DECK REPAIRS MAY BE HAND OR MARCHINE PLACED.
- SEAL DECK SHOULDERS WITH TWO APPLICATIONS OF EMULSIFIED BITUMINOUS SEALER PER MDOT STANDARD SPECIFICATION 403.03 d AFTER COMPLETING ALL DECK PAVING WORK.

APJ NOTES:

- ASPHALTIC PLUG JOINT MATERIALS SHALL MEET THE REQUIREMENTS OF THE PROJECT SPECIFICATIONS AND SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- ASPHALTIC PLUG JOINTS SHALL BE INSTALLED AFTER THE SECOND LIFT OF PAVEMENT IS INSTALLED. CARE SHALL BE TAKEN BY THE CONTRACTOR TO AVOID DAMAGING THE MEMBRANE DURING JOINT INSTALLATION AS OUTLINED IN SPECIAL PROVISION SECITON 520.
- THE JOINT AREA SHALL BE CLEANED IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.
- SAW CUT IN PAYMENT SHALL BE SEALED WITH EMULSIFIED ASPHALT SEALING COMPOUND CONFORMING TO SPECIFICATION 702.12.
- 16D GALVANIZED CENTERING NAILS SHALL BE SPACED AT 12" O.C. MAXIMUM AND PLACED 2" FROM THE JOINTS IN THE BEARING PLATE.
- BACKER ROD SHALL BE CLOSED CELL FOAM IN ACCORDANCE WITH THE PROJECT SPECIFICATION. BACKER ROD SHALL BE SIZED AS REQUIRED TO FILL THE OPENING.



ASPHALTIC PLUG JOINT DETAIL

FOREST AVENUE BRIDGE NB & SB

NORTH ABUTMENT PROPOSED WORK

1/2" = 1'-0"

Scale: AS NOTED

Designed by:

HNTB

HNTB CORPORATION
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South Portland, ME 04106
TEL (207) 774-5155
FAX (207) 228-0909



**THE GOLD STAR
MEMORIAL HIGHWAY**

EMERGENCY REPAIRS
FOREST AVENUE OVERPASS
DECK REPAIR
SECTIONS

No.	Revision	By	Date
1	MEMBRANE & SHIELDING NOTES	BRG	08/25

CONSULTANT PROJECT MANAGER: Timothy R. Cote, P.E.

	By	Date		By	Date
Designed	PDB	07\25	Checked	DAM	07\25
Drawn	ERB	07\25	In Charge of	TRC	07\25

MTA PROJECT MANAGER: Lauren Fleming, P.E.

CONTRACT:2025.17

SHEET NUMBER: S-05

18 OF 18

Addendum No. 1 Page 22