

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2025.03

Pavement Rehabilitation and Safety Improvements and Pipe End Repairs
MM 51.2 TO MM 54.5

GENERAL

- Notice to Contractor Sheet N-1 shall be deleted and replaced with Notice to Contractor Sheet N-1 (Revised 1/16/2025)

In the second paragraph on N-1, the words “void filled riprap” have been deleted and are replaced with “riprap”.

PROPOSAL

Proposal Sheets P-1 through P-3 and P-5 shall be deleted and replaced with Proposal Sheets P-1 through P-3 (Revised 1/16/2025).

- In the first paragraph on P-1, the words “void filled riprap” have been deleted and are replaced with “riprap”.
- Item number 401.03 – Balance Mix Design Data Collection shall be paid as a lump sum of \$10,000.
- Item number 603.235 – 48 Inch Reinforced Concrete Pipe Class III shall be removed from the Schedule of Bid Prices and will not be paid for.
- Add Item 603.28 – Concrete Collar with a quantity of 3 EA
- Adjusted Item 627.941 – Pavement Marking Tape Dotted White Line 6-Inch Width quantity to 1950 LF from 3200 LF.

SPECIFICATIONS

- Special Provision Sheet SP-1 shall be deleted and replaced with Proposed Sheet P-5 (Revised 1/16/2025).
In the second paragraph on SP-1, the words “void filled riprap” have been deleted and are replaced with “riprap”.
- Special Provision 104.3.8 “Wage Rates and Labor Laws” Sheet SP-3 shall be replaced. The 2025 Wage Rates provided were redacted by the Department of Labor. When the Wage Rates have been amended by the Department of Labor they will be provided to the Contractor and become a part of the contract through a no cost change order.

- Special Provision 105.8.2 “Permit Requirements” Sheet SP-4 shall be replaced.
Remove and replace entire section.
- Special Provision 107.1 “Contract Time and Contract Completion Date” Sheet SP-4 shall be replaced.
Add the following sentence to the end of the section, “The final completion date for this project is October 1, 2025.”
- Special Provision 107.4.7 “Limits of Operations” Sheet SP-6 shall be replaced.
The second paragraph has been changed to remove “The paving operation shall begin within seven calendar days of all milling being complete per location.” And replace with “Pavement shall be milled, followed by crack repair, and crack seal as directed by the Resident. The paving operation shall begin within seven (7) days after this.”
- Special Provision 403 “Hot Mix Asphalt” Sheet SP-43 shall be replaced.
 - Mainline Mill and Fill total thickness changed to 1.75”
 - Additional table sections have been added for Presumpscot River Bridge, and Crack Repair
 - Complimentary notes have been updated.
 - Additional sheets have been added.
- On Special Provision 652 “Maintenance of Traffic” Sheet SP-85, in the last line of the second paragraph please make a pen and ink change to delete the “\$1,000/minute for every minute” text and replace it with “\$1,000/five minutes for every five minutes”

PLANS

- Plan Sheet 2 “Estimated Quantities & General Notes” is to be deleted and replaced with the attached revised plan (Revised 1/16/2025).
- On Plan Sheet 3 “Typical Sections”, please make a pen and ink change to the “Roadway Pavement Mill & Fill” typical to remove note C from between outside travel lanes and shoulders.
- Plan Sheet 8 “Pavement Crack Repair and Berm Correction Details” is to be deleted and replaced with the attached revised plan sheet (Revised 1/16/2025)
- On Plan Sheet 12 “Ramp Pavement Marking Details” please make a pen and ink change to the LENGTH OF TAPE FT column as follows:

LENGTH OF TAPE FT	
-705	312
-205	153
-695	270
-135	261
-480	252
-200	252
-525	240
-100	171
-3045	1911

QUESTIONS

The following are questions asked, and comments made at the Pre-Bid meeting held on January 14, 2025, or were submitted to the Maine Turnpike Authority in writing. The answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: Should the 603.28 Concrete Collar item be included on the P-sheets?

Answer: Yes, the item has been added to the P-sheets.

Question 2: Where are the limits of paving on the ramps?

Answer: The limit of work for paving along each ramp will be at the existing pavement joint. There are two joints present on the Exit 52 NB off-ramp (to the Falmouth Spur). At this location the proposed paving will stop at the joint closest to the mainline.

Question 3: Is it possible to move the bid date due to the holiday on January 20th?

Answer: No.

Question 4: Based on the uncertainty with the amount of crack repair needed, will the contractor be held to the requirement of the paving operation beginning within seven days of completion of milling?

Answer: Section 107.4.7 of the Special Provisions has been revised to indicated seven calendar days of all milling and crack repair.

Question 5: Can the contractor use mastic for crack repair instead of milling?

Answer: The intent is to use the Asphalt Rubber Mastic Crack Sealer-Applied, or Asphalt Rubber Mastic Crack Sealer with Aggregate for transverse cracks. A note has been added to the Crack Repair Detail in the plans to clarify.

Question 6: Is the joint between the 8' shoulder and the 12' travel lane needed?

Answer: No, the shoulder paving will be done at the same time as the lane paving. The roadway typical has been revised to remove the joint between the shoulder and travel lane.

Question 7: Can the Gray Service Plazas be used for contractor access?

Answer: Yes, the contractor may use gates at the Gray Service Plazas for access. The contractor shall be responsible for maintaining the controlled access of the gates throughout the project. Costs associated with the maintenance of the controlled access of the gates will be considered incidental to the contract items and no separate payment will be made.

Question 8: Bids are required before the 2025 Prevailing Wage Rates in Construction are available?

Answer: Yes, they will be issued as a no cost Change Order when the Maine Department of Labor makes them available. Contractors are expected to adhere to the 2025 Prevailing Wage Rates.

Question 9: Can the contractor use internal personnel to satisfy the requirements for the Balanced Mix Design?

Answer: This will be allowed if the contractor has internal expertise to satisfy the requirements of SP 401 (Balanced Mix Design Data Collection).

ATTACHMENTS

- This document – Addendum #1 (5 Pages)
- Notice to Contractor Sheet N-1 (Revised 1/16/2025) (1 Page)
- Proposal Sheets P-1 through P-3 (Revised 1/16/2025) (3 Pages)
- Proposed Sheet P-5 (Revised 1/16/2025) (1 Page)
- Special Provision Sheet SP-1 (Revised 1/16/2025) (1 Page)
- Special Provision Sheet SP-3 (Revised 1/16/2025) (1 Page)
- Special Provision Sheet SP-4 (Revised 1/16/2025) (1 Page)
- Special Provision Sheet SP-6 (Revised 1/16/2025) (1 Page)
- Special Provision Sheet SP-43 (Revised 1/16/2025) (4 Pages)
- Plan Sheet 2 of 25 (Revised 1/16/2025) (1 Page)
- Plan Sheet 8 of 25 (Revised 1/16/2025) (1 Page)
- Pre-Bid Agenda (3 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 (24) 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-7 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

NOTICE TO CONTRACTORS

Sealed Proposals will be received by the Maine Turnpike Authority for:

CONTRACT 2025.03

Pavement Rehabilitation and Safety Improvements and Pipe End Repairs
MM 51.2 TO MM 54.5

at the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, ME, until 11:00 a.m., prevailing time as determined by the Authority on January 21, 2025, at which time and place the Proposals will be publicly opened and read via telephone. Bids will be accepted from Contractors **prequalified** by the Maine Department of Transportation for Paving Construction Projects. All other bids may be rejected. This Project includes a wage determination developed by the State of Maine Department of Labor.

The pavement rehabilitation work consists of milling and filling two travel lanes and the median and outside shoulders for both northbound and southbound approaches. The limit of work will extend 150 feet beyond the project end mile marker in the northbound lanes. Excess material in the median will be removed and catch basins shall be cleaned to restore proper drainage. Noted catch basin tops will be replaced and concrete aprons will be installed around the basins where required. Guardrail height will be adjusted as necessary, with damaged sections of guardrail being replaced where it is needed. The splash pad at the outlet of the 48” culvert located on the east side of the turnpike at Station 2717+45 shall be supported by grout bags underneath the hanging end. Riprap shall be used to restore the grade of the stream adjacent to the outfall. Pavement markings, maintenance of traffic and all other work incidental thereto will be completed in accordance with the Plans and Specifications.

The half size Plans and Contract Documents may be obtained from the Authority upon payment of Fifty (\$50.00) Dollars for each set, which payment will not be returned. Checks shall be made payable to: Maine Turnpike Authority. The Plans and Contract Documents may also be downloaded from a link on our website at <http://www.maineturnpike.com/project-and-planning/Construction-Contracts.aspx>.

For general information regarding Bidding and Contracting procedures, contact Nate Carll, Purchasing Manager, at (207)482-8115. For information regarding Schedule of Items, plan holders list and bid results, visit our website at <http://www.maineturnpike.com/project-and-planning/Construction-Contracts.aspx>. For Project specific information, fax all questions to Nate Carll, Purchasing Manager, at (207) 871-7739 or email ncarll@maineturnpike.com. Responses will not be prepared for questions received by telephone. Bidders shall not contact any other Authority staff or Consultants for clarification of Contract provisions, and the Authority will not be responsible for any interpretations so obtained.

MAINE TURNPIKE AUTHORITY

PROPOSAL

CONTRACT 2025.03

Pavement Rehabilitation and Safety Improvements and Pipe End Repairs
MM 51.2 TO MM 54.5

TO MAINE TURNPIKE AUTHORITY:

The pavement rehabilitation work consists of milling and filling two travel lanes and the median and outside shoulders for both northbound and southbound approaches. The limit of work will extend 150 feet beyond the project end mile marker in the northbound lanes. Excess material in the median will be removed and catch basins shall be cleaned to restore proper drainage. Noted catch basin tops will be replaced and concrete aprons will be installed around the basins where required. Guardrail height will be adjusted as necessary, with damaged sections of guardrail being replaced where it is needed. The splash pad at the outlet of the 48" culvert located on the east side of the turnpike at Station 2717+45 shall be supported by grout bags underneath the hanging end. Riprap shall be used to restore the grade of the stream adjacent to the outfall. Pavement markings, maintenance of traffic and all other work incidental thereto will be completed in accordance with the Plans and Specifications.

This Work will be done under a Contract known as Contract 2025.03 according to the Plans and Specifications which are on file in the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, Maine.

On the acceptance of this Proposal for said Work, the undersigned will give the required bond with good security conditioned for the faithful performance of said Work, according to said Plans and Specifications, and the doing of all other work required by said Specifications for the consideration herein named and with the further condition that the Maine Turnpike Authority shall be saved harmless from any and all damages that might accrue to any person, persons or property by reason of the carrying out of said Work, or any part thereof, or by reason of negligence of the undersigned, or any person or persons under his employment and engaged in said Work.

The undersigned hereby declares that he/she has carefully examined the Plans, Specifications and other Contract Documents, and that he/she will contract to carry out and complete the said Work as specified and delineated at the price per unit of measure for each scheduled item of Work stated in the Schedule of Prices as follows:

It is understood that the TOTAL AMOUNT stated by the undersigned in the following Schedule of Prices is based on approximate quantities and will be used solely for the comparison of bids, and that the quantities stated in the Schedule of Prices for the various items are estimates only and may be increased or decreased all as provided in the Specifications.

**SCHEDULE OF BID PRICES
CONTRACT NO. 2025.03**

**Pavement Rehabilitation and Safety Improvements
MM 51.2 to MM 54.4**

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.202	REMOVING PAVEMENT SURFACE	Square Yard	160,200				
202.205	RUMBLE STRIPS	Each	51,800				
211.50	MEDIAN RESTORATION	Linear Foot	15,300				
401.03	BALANCED MIX DESIGN DATA COLLECTION	Lump Sum	1	\$10,000.	00	\$10,000.	00
403.2081	HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED)	Ton	15,500				
409.152	BITUMINOUS TACK COAT TRACKLESS, APPLIED	Gallon	9,700				
419.30	SAW CUTTING BITUMINOUS PAVEMENT	Linear Foot	1,000				
427.3231	ASPHALT RUBBER MASTIC CRACK SEALER	Pound	11,100				
424.324	ASPHALT RUBBER MASTIC CRACK SEALER WITH AGGREGATE	Pound	2,800				
427.09	CRACK REPAIR	Linear Foot	15,000				

CARRIED FORWARD:							
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Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
459.06	BITUMINOUS CONCRETE WATERWAY, TYPE I	Each	18				
470.08	BERM DROP OFF CORRECTION - GRINDINGS	Linear Foot	17,100				
470.081	BERM CORRECTION	Linear Foot	2,190				
502.248	UNDERWATER GROUT BAGS	Cubic Yard	4				
603.155	12 IN REINFORCED CONCRETE PIPE CLASS III	Linear Foot	32				
603.225	42 IN REINFORCED CONCRETE PIPE CLASS III	Linear Foot	16				
603.28	CONCRETE COLLAR	Each	3				
604.182	CLEAN EXISTING CATCH BASIN AND MANHOLE	Each	32				
604.184	REBUILD CATCH BASIN TO GRADE - TYPE II	Each	8				
604.186	REBUILD CATCH BASIN TO GRADE - TYPE IV	Each	9				
606.1351	31" W-BEAM GUARDRAIL - MID-WAY SPLICE TERMINAL END - ANCHORED END	Each	1				
606.178	GUARDRAIL BEAM	Linear Foot	1,100				
CARRIED FORWARD:							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
627.78	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	Linear Foot	104,600				
627.812	TEMPORARY RAISED PAVEMENT MARKERS	Each	7,000				
627.94	PAVEMENT MARKING TAPE	Linear Foot	1,350				
627.941	PAVEMENT MARKING TAPE DOTTED WHITE LINE 6-INCH WIDTH	Linear Foot	1,950				
629.05	HAND LABOR, STRAIGHT TIME	Hour	80				
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	Hour	40				
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	Hour	80				
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	Hour	10				
631.36	FOREMAN	Hour	80				
652.30	FLASHING ARROW BOARD	Each	4				
652.35	CONSTRUCTION SIGNS	Square Foot	3,050				
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	Lump Sum	1				
CARRIED FORWARD:							

PART II - SPECIAL PROVISIONSMAINE TURNPIKE AUTHORITYSPECIFICATIONSPART II - SPECIAL PROVISIONS

All work shall be governed by the Maine Department of Transportation Standard Specifications, Revision of November 2014, except for that work which applies to sections of the Maine Department of Transportation Standard Specifications which are amended by the Maine Turnpike Supplemental Specifications and the following modifications, additions and deletions.

General Description of Work

The pavement rehabilitation work consists of milling and filling two travel lanes and the median and outside shoulders for both northbound and southbound approaches. The limit of work will extend 150 feet beyond the project end mile marker in the northbound lanes. Excess material in the median will be removed and catch basins shall be cleaned to restore proper drainage. Noted catch basin tops will be replaced and concrete aprons will be installed around the basins where required. Guardrail height will be adjusted as necessary, with damaged sections of guardrail being replaced where it is needed. The splash pad at the outlet of the 48" culvert located on the east side of the turnpike at Station 2717+45 shall be supported by grout bags underneath the hanging end. Riprap shall be used to restore the grade of the stream adjacent to the outfall. Pavement markings, maintenance of traffic and all other work incidental thereto will be completed in accordance with the Plans and Specifications.

Plans

The drawings included in these Contract Documents, and referred to as the Plans, show the general character of the work to be done under this Contract. They bear the general title "Maine Turnpike – Contract 2025.03 – Pavement Rehabilitation and Safety Improvements MM 51.2 to MM 54.5" The right is reserved by the Resident to make such minor corrections or alterations in the Plans as he deems necessary without change in the unit prices on the Schedule of Prices of the Proposal.

101.2 DefinitionHolidays

The following is added after Memorial Day in the Supplemental Specifications:

Juneteenth Day 2025 (June 19, 2025)	6:00 a.m. Thursday to 6:00 p.m. Thursday
Independence Day 2025 (Fourth of July)	12:00 p.m. preceding Thursday to 6:00 a.m. the following Monday.

PART II - SPECIAL PROVISIONS

Note: Wage Rates will be issued as a Change Order when the 2025 rates become have been amended.

PART II - SPECIAL PROVISIONS104.4.7 Cooperation With Other Contractors

This Subsection is amended by the addition of the following:

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 2025.02 – Portland Area Pavement Rehabilitation Northbound Mile 42.0 to 49.3
- 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

105.8.2 Permit Requirements

The Contractor shall comply with the conditions outlined in the U.S. Army Corps of Engineers General Permit Self-Verification Notice authorization, which is provided as part of this contract, and include: a July 15 – September 30 in-stream work window, completion of in-stream work ‘in the dry’ using a cofferdam system, and implementation of erosion and sediment controls, among other requirements listed in the permit. In-stream work and temporary wetland impacts shall comply with those locations approved by the permit.

The Contractor shall comply with the erosion and sedimentation control requirements of the Basic Standards of Maine Stormwater Management Law, the Maine Pollutant Discharge Elimination System General Permit for stormwater discharge associated with construction activity (Maine Construction General Permit), the General Permit for the Discharge of Stormwater from Maine Department of Transportation and Maine Turnpike Authority Municipal Separate Storm Sewer Systems, and the Memorandum of Agreement for Stormwater Management Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection. The Contractor will comply with these erosion and sedimentation control requirements through implementation and adherence to the current version of the Maine Department of Transportation’s Best Management Practices for Erosion and Sedimentation Control.

Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

The Contractor shall indemnify and hold harmless the Maine Turnpike Authority or its agents, representatives and employees against any and all claims, liabilities, or fines arising from or based on the violation of the above noted permits.

See **Appendix A** for additional permitting and wetland impact information.

107.1 Contract Time and Contract Completion Date

This Subsection is amended by the addition of the following:

The work shall be substantially completed by September 17, 2025.

The final completion date for this project is October 1, 2025.

SP-4

PART II - SPECIAL PROVISIONS107.3.3 Sundays and Holidays

This Subsection is amended by the addition of the following:

Sunday work operations will be allowed withing the limitations defined in Section 652. The Contractor shall formally notify the Resident of their intent to work on Sunday a minimum of 14 calendar days ahead of the planned Sunday work.

107.4.6 Prosecution of Work

The Milling activities shall not begin until the following activities have been completed:

- All guardrail work
- Median Restoration
- Riprap installation

The following activities must be completed by or within the date(s) specified:

- a. Outlet reinforcement and steam bed stabilization at station 2717+45 must be completed within July 15, 2025 to September 30, 2025.

The following Subsection is added:

107.4.7 Limitations of Operations:

The construction in each location 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).

The Contractor will be allowed to work on both bounds at the same time. The Contractor shall complete his milling operation in one location prior to beginning his milling operation in the other location unless otherwise approved by the Resident. Pavement shall be milled, followed by crack repair, and crack seal as directed by the Resident. The paving operation shall begin within seven (7) days after this. The Contractor shall complete the paving operation in one location prior to beginning his paving operation in other location. The Contractor will be allowed to work in two separate work areas on each roadway. The work areas are not required to be in the same lane.

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 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.

SPECIAL PROVISIONSECTION 403HOT MIX ASPHALT PAVEMENT

Section 403 of the Maine Department of Transportation Standard Specifications 2016 Edition is deleted in its entirety and replaced with the following:

403.01 Description

This work shall also consist of the construction, maintenance and removal of all temporary bituminous ramps at locations as shown on the Plans or as directed by the Resident.

403.02 General

The Contractor shall compose the Hot Mix Asphalt Pavement with aggregate, Performance Graded Asphalt Binder (PGAB), and mineral filler if required. The Performance Graded Asphalt Binder (PGAB) shall be polymer modified as detailed in this special provision and shall conform to the requirements of AASHTO M 332. The PG70E-28 Binder shall be modified using a Styrene-Butadiene-Styrene (SBS) polymer {BWT} in a homogeneous blend. The stability of the modified binder shall be verified in accordance with ATSM D7173 using the Dynamic Shear Rheometer (DSR). The DSR $G^*/\sin(\delta)$ results from the top and bottom sections of the ATSM D7173 test shall not differ by more than 10%. The results of ASTM D7173 shall be included on the Certified Test Report.

403.03 Construction

All areas which have been milled or overlaid shall have a minimum length temporary ramp constructed as determined by the Resident at the milled or overlaid limits prior to opening the roadway to traffic. Temporary ramps shall be constructed using the same material as being placed on that day or as directed by the Resident. All temporary ramps are to be constructed on a sand joint. The Contractor shall be responsible for all repairs and maintenance required for the temporary ramps.

The Contractor shall be responsible for the layout of the longitudinal centerline between the travel lanes.

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 pavement with (up to) 15% RAP, placed as a wearing surface will be measured under Item 403.2081 Hot Mix Asphalt, 12.5 mm (Polymer Modified) - RAP.

403.05 Basis of Payment

Hot Mix Asphalt, 12.5 mm (Polymer Modified) pavement, placed as a wearing surface will be paid under Item 403.2081 Hot Mix Asphalt, 12.5 mm (Polymer Modified).

The following pay items are added:

<u>Pay Item</u>		<u>Pay Unit</u>
403.207	Hot Mix Asphalt. 19.0 mm	TON
403.208	Hot Mix Asphalt, 12.5mm, Surface	TON
403.2081	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified)	TON
403.2083	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Mill & Fill, Ramps	TON
403.20831	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Mill & Fill	TON
403.2084	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (sidewalks, drives, islands & incidentals)	TON
403.2085	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Bridge Deck	TON
403.209	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (sidewalks, drives, islands & incidentals)	TON
403.21	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size	TON
403.2101	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size -Bridge Deck	TON
403.21041	Hot Mix Asphalt, 9.5 mm (Polymer/Latex Modified) - Mill & Fill	TON
403.21042	Hot Mix Asphalt, 9.5 mm (Polymer/Latex Modified) - Bridge Deck	TON
403.21043	Hot Mix Asphalt, 9.5 mm (Polymer/Latex Modified) - Overlay	TON
403.21044	Hot Mix Asphalt, 9.5 mm (Polymer/Latex Modified) -Interchange	TON
403.211	Hot Mix Asphalt, Shimming	TON
403.212	Hot Mix Asphalt, 4.75 mm Nominal Maximum Size	TON
403.213	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size, Base	TON

403.207	Hot Mix Asphalt, 19.0 mm Nominal Maximum Size	TON
403.208	Hot Mix Asphalt, 12.5mm Nominal Maximum Size, Surface	TON
403.2081	Hot Mix Asphalt, 12.5mm Nominal Maximum Size -Bridge Deck	TON
403.2082	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Overlay	TON
403.2083	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Mill & Fill, Ramps	TON
403.20831	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Mill & Fill	TON
403.2084	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (sidewalks, drives, islands & incidentals)	TON
403.2085	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Bridge Deck	TON
403.209	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (sidewalks, drives, islands & incidentals)	TON
403.21	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size	TON
403.2101	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size -Bridge Deck	TON
403.21041	Hot Mix Asphalt, 9.5 mm (Polymer/Latex Modified) - Mill & Fill	TON
403.21042	Hot Mix Asphalt, 9.5 mm (Polymer/Latex Modified) - Bridge Deck	TON
403.21043	Hot Mix Asphalt, 9.5 mm (Polymer/Latex Modified) - Overlay	TON
403.21044	Hot Mix Asphalt, 9.5 mm (Polymer/Latex Modified) -Interchange	TON
403.211	Hot Mix Asphalt, Shimming	TON
403.212	Hot Mix Asphalt, 4.75 mm	TON
403.213	Hot Mix Asphalt, 12.5 mm, Base	TON

PART II - SPECIAL PROVISIONS

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 Mill and Fill

Wearing	12.5 mm	403.2081	1.75"	1	A,B,D,E,F,G,H,I,J,K
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Mainline Mill and Fill (Crack Repair)

Base	12.5 mm	427.09	2.00"	1	C
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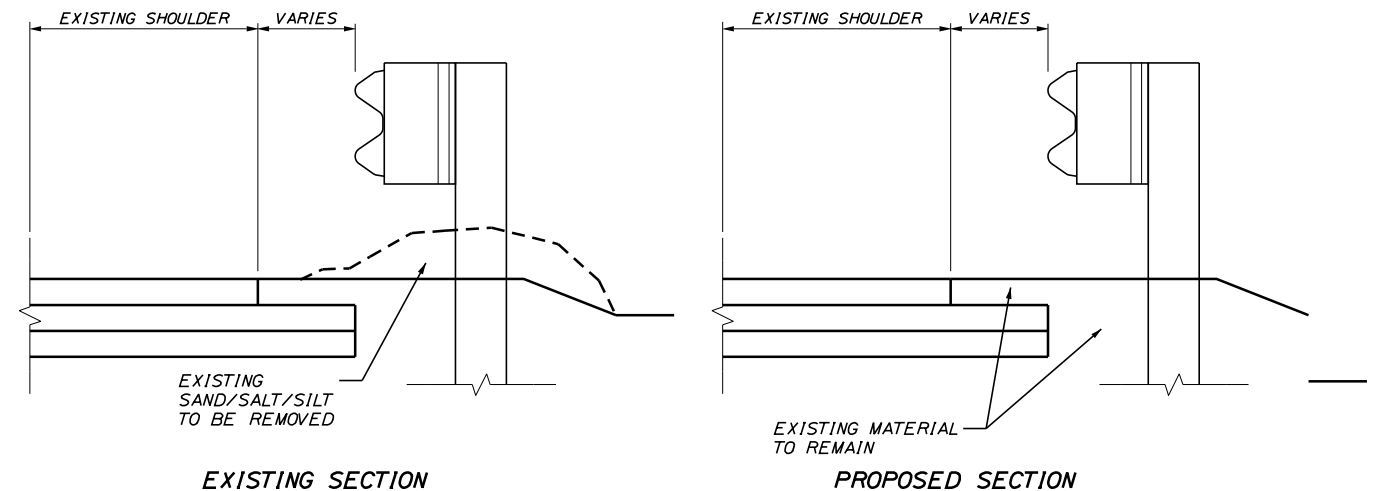
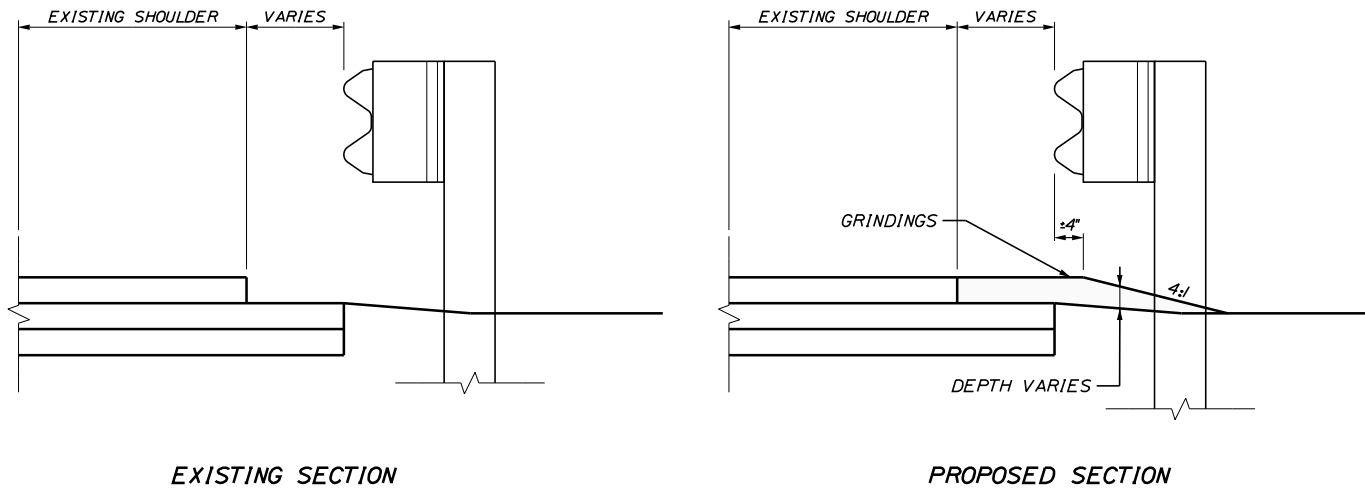
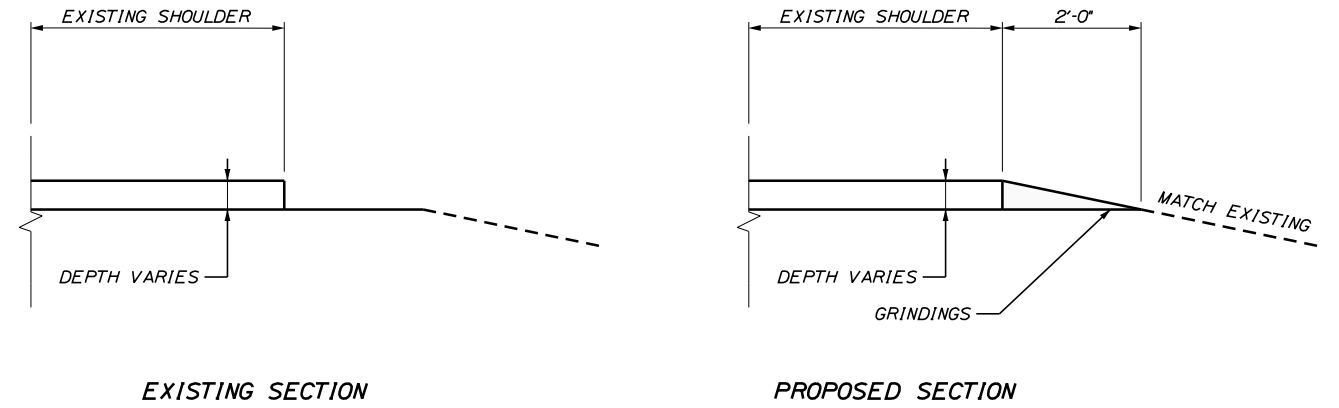
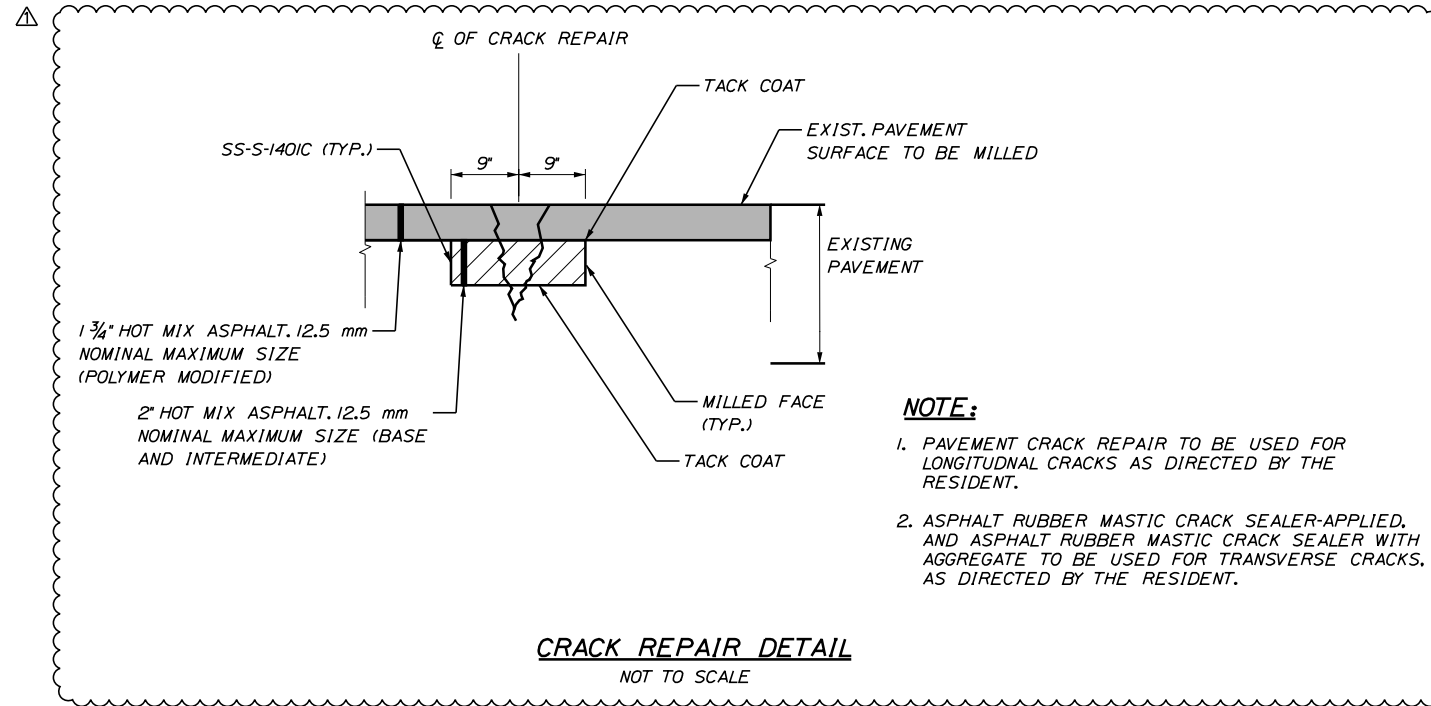
Presumpscot River Bridge Mill and Fill

Wearing	12.5 mm	403.2081	1.5"	1	A,B,D,E,F,H,I,J,K
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COMPLEMENTARY NOTES

- A. The required PGAB for this mixture shall be **70E-28**.
- B. RAP may not be used.
- C. The Maine DOT will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. Minimum and Maximum PGAB content limits from 401.21 shall not apply.
- D. The MTA will conduct the job mix verification. The aggregate qualities shall meet the design traffic level of 10 to <30 million ESALS for mix placed under this contract. The design verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations**. (N design)
- E. A material transfer vehicle (MTV) shall be used for the placement of Hot Mix Asphalt wearing surface on all roadways including acceleration and deceleration lanes and all ramps.
- F. Joints shall be constructed as the “notched wedge” type in accordance with Subsection 401.17.
- G. Joint density will be measured in accordance with Subsection 401.165.
- H. PGAB shall conform to the provisions of 403.02 – Polymer Modified PGAB for HMA
- I. The contractor shall furnish a quality control technician equipped with an approved densometer to ensure density requirements are met.
- J. Hydrated Lime shall be incorporated into the mixture.
- K. The antistripping additive Zycotherm SP manufactured by Zydex Industries shall be incorporated into the PGAB at a rate of 0.125%.

Date: 1/16/2025



Filename: ... \MSTA\004_Berm_Correction.dgn

Scale: NOT TO SCALE			
No.	Revision	By	Date
1	REVISED CRACK REPAIR DETAIL	NJB	1/2025

Designed by:

TYLin

CONSULTANT PROJECT MANAGER: Shawn R. Davis

By	Date	By	Date
Designed TWA	7/2024	Checked JOF	10/2024
Drawn TWA	7/2024	In Charge of DWB	12/2024

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TEL: (207) 781-4721
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THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Kristi Van Ooven, P.E.

PAVEMENT REHABILITATION
AND SAFETY IMPROVEMENTS
PAVEMENT CRACK REPAIR
AND BERM CORRECTION DETAILS

SHEET NUMBER: P-6

CONTRACT: 2025.03

8 OF 25

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2025.03

Pavement Rehabilitation and Safety Improvements and Pipe End Repairs MM 51.2 TO MM 54.5 January 14, 2025 at 11:00 am

- 1) Location:
 - a) The general limits of work are MM 51.2 to MM 54.5 – Milling and Paving travel lanes and shoulders, Median Restoration, Guardrail adjustments, Culvert Outlet Reinforcement, and general Drainage improvements.
- 2) General Description:
- 3) The pavement rehabilitation work consists of milling and filling two travel lanes and the median and outside shoulders for both northbound and southbound approaches. The limit of work will extend 150 feet beyond the project end mile marker in the northbound lanes. Excess material in the median will be removed and catch basins shall be cleaned to restore proper drainage. Noted catch basin tops will be replaced and concrete aprons will be installed around the basins where required. Guardrail height will be adjusted as necessary, with damaged sections of guardrail being replaced where it is needed. The splash pad at the outlet of the 48” culvert located on the east side of the turnpike at Station 2717+45 shall be supported by grout bags underneath the hanging end. Riprap shall be used to restore the grade of the stream adjacent to the outfall. Pavement markings, maintenance of traffic and all other work incidental thereto will be completed in accordance with the Plans and Specifications.
- 4) Bid:
 - a) Bid deadline Tuesday, January 21, 2025 at 11:00 AM at MTA headquarters 2360 Congress Street, Portland. All registered plan holders will be sent a Zoom Link/Call in number for the bid opening.
 - b) For general information regarding Bidding and Contracting procedures, contact Nate Carll, Purchasing Manager, at (207)482-8115 or ncarll@maineturnpike.com .
- 5) For Project specific information, fax all questions to Nate Carll, Purchasing Manager, at (207) 871-7739 or email ncarll@maineturnpike.com. Responses will not be prepared for questions received by telephone.
- 6) 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) 871-7771, ext. 144 or startre@maineturnpike.com.
- 7) Contract Specifications:
 - a) The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions and Part III, Appendices. Contractor is to review updated Supplemental Specifications.
 - b) The Maine Turnpike Authority Supplemental Specifications are additions and alterations to the 2014 Maine Department of Transportation Standard Specifications. They are available online at <http://www.maineturnpike.com/Projects-Planning/Construction-Contracts.aspx>

8) Construction Schedule/Prosecution of Work:

- a) January 23, 2025 – MTA Board to consider Contract Award
- b) September 17, 2025 – Substantial Completion
- c) October 1, 2025 – Final Completion
- d) Supplemental Liquidated damages will be assessed for each calendar day that substantial completion is not achieved.
- e) The Milling activities shall not begin until all Guardrail Work, Median Restoration, and the Riprap Installation is complete.
- f) Outlet reinforcement and stream bed stabilization at station 2717+45 must be completed within July 15, 2025 to September 30, 2025.

9) Permit Requirements (Special Provision 105.8.2):

- a) See Special Provisions, Appendix A, and note the following:
A copy of the U.S. Army Corps of Engineers General Permit Self-Verification Notice authorization will be provided to the contractor.
- b) All outlet reinforcement and streambed stabilization needs to be complete within July 15, 2025 to September 30, 2025.
- c) Completion of in-stream work will be completed “in the dry” using a cofferdam system and any other necessary equipment.
- d) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
- e) The Contractor shall comply with the erosion and sedimentation control requirements of the Basic Standards of Maine Stormwater Management Law, the Maine Pollutant Discharge Elimination System General Permit for stormwater discharge associated with construction activity (Maine Construction General Permit), the General Permit for the Discharge of Stormwater from Maine Department of Transportation and Maine Turnpike Authority Municipal Separate Storm Sewer Systems, and the Memorandum of Agreement for Stormwater Management Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection. The Contractor will comply with these erosion and sedimentation control requirements through implementation and adherence to the current version of the Maine Department of Transportation’s Best Management Practices for Erosion and Sedimentation Control.

10) General Requirements

- a) U-Turns at toll plazas and median openings are not allowed.
- 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 restrictions.
- c) All vehicles used on the Project, shall be equipped with amber flashing beacons in accordance with Supplemental Specification 652.3.4.
- d) All jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures at all times. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.

- e) Berm corrections for drop-offs of more than 3” must be made prior to shifting traffic adjacent to the shoulder requiring correction.

11) Traffic Control (Special Provision Section 652):

- a) Contractor is responsible for supplying all traffic control.
- b) Lane closures - Temporary lane closures that would restrict travel to one lane in each direction shall be conducted at night between the times presented in the table in Section 652 of the Supplemental Specifications. Liquidated damages shall be assessed at \$1,000/minute for every minute that a temporary lane closure is in place outside the times presented in the table in Section 652 of the Supplemental Specifications.

12) Specific Contract Items

- a) The splash pad at the outlet of the 48” culvert located on the east side of the turnpike at Station 2717+45 shall be supported by grout bags underneath the hanging end. Riprap shall be used to restore the grade of the stream adjacent to the outfall.
- b) Special Provision 211- Ditch and Inslope Excavation – Median Restoration
- c) Special Provision 403 – Bituminous Pavement
 - Surface course shall be 12.5 mm (Polymer Modified) – RAP meeting Class 1, PG 70E-28.
 - Mix shall include Hydrated Lime
 - Mix shall include Zycotherm anti-strip additive.
- d) The Median Shoulder Reconstruction Typical applies to the known locations listed, as well as potentially unknown locations. Upon removal of the surface pavement from the median shoulder, the Resident shall review the condition of remaining pavement to determine additional areas of shoulder reconstruction.

13) Discussion Items

- a) Item number 401.03 – Balance Mix Design Data Collection shall be paid as a lump sum of \$10,000 and added to the P-Sheets in an addendum.
- b) Item number 603.235 – 48 Inch Reinforced Concrete Pipe Class III shall be removed from the description of work and will not be paid for.
- c) Special Provision Section 403 – Hot Mix Asphalt Pavement shall be revised to state that mainline pavement shall have a depth of 1.75” and an additional section shall be added stating that pavement over the Penobscot River Bridge shall have a depth of 1.5”.
- d) The wage rates in the contract book have been repealed by the Department of Labor. Corrected wage rates are expected mid-February, and the contractor is expected to use these corrected rates in this contract.

14) Questions – Questions need to be submitted by close of business on Thursday January 16th to be answered in an addendum on Friday January 17th.

Project: 2025.03

Job No.

Sheet: of

Item: PRE-BID

Designer:

Date: 1/14/25

ATTENDANCE

Checker:

Date:

Grid: 1/10"

NAME	COMPANY	EMAIL
Shawn Davis	TYLin	shawn.davis@tylin.com
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