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.
 - o Mainline Mill and Fill total thickness changed to 1.75"
 - Additional table sections have been added for Presumpscot River Bridge, and Crack Repair
 - o Complimentary notes have been updated.
 - o 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?

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

Prevailing Wage Rates.

Can the contractor use internal personnel to satisfy the requirements for the Question 9: 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.

and faxing this sheet to Nathani	nowledge the receipt of the Addendum No. 1 by signing below lel Carll, Purchasing Department, Maine Turnpike Authority at o required to acknowledge receipt of this Addendum No. 1 on
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 nearll@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	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
No.			Quantities	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				

	1
CARRIED FORWARD:	1
	1

CONTRACT NO: 2025.03

	1	1	1		CONTRACT N	O: 2025.03
Item No.	Item Description	Description Units Approx. Quantities Unit Prices in Numbers		Bid Am in Num		
INO.	· ·		Quantities	Dollars Ce	ents Dollars	Cents
			Б	BROUGHT FORWAR	D:	i i
459.06	BITUMINOUS CONCRETE WATERWAY, TYPE I	Each	18]
470.08	BERM DROP OFF CORRECTION - GRINDINGS	Linear Foot	17,100			i I I
470.081	BERM CORRECTION	Linear Foot	2,190			i I I
502.248	UNDERWATER GROUT BAGS	Cubic Yard	4			i I I
603.155	12 IN REINFORCED CONCRETE PIPE CLASS III	Linear Foot	32			i ! !
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			i ! !
604.186	REBUILD CATCH BASIN TO GRADE - TYPE IV	Each	9	 		i ! !
606.1351	31" W-BEAM GUARDRAIL - MID-WAY SPLICE TERMINAL END - ANCHORED END	Each	1	i]
606.178	GUARDRAIL BEAM	Linear Foot	1,100			
				CARRIED FORWAR	D:	

CONTRACT NO: 2025.03

	1				-	CONTRACT NO: 2	025.03	
Item	Item No. Item Description Units		Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers		
INO.			Quantities	Dollars (Cents	Dollars	Cents	
			E	BROUGHT FORWA	RD:		 	
627.78	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	Linear Foot	104,600	 			 	
627.812	TEMPORARY RAISED PAVEMENT MARKERS	Each	7,000	i 			 	
627.94	PAVEMENT MARKING TAPE	Linear Foot	1,350	i 			 	
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 FORWA	RD:		 	

MAINE TURNPIKE AUTHORITY

SPECIFICATIONS

PART 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 Definition

Holidays

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 12:00 p.m. preceding Thursday to (Fourth of July) 6:00 a.m. the following Monday.

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

104.4.7 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.

107.3.3 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 <u>not</u> 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 PROVISION SECTION 403

HOT 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 paying 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:

Pay Item		Pay Unit
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
	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Mill &Fill,	
403.2083	Ramps	TON
403.20831	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Mill & Fill	TON
	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (sidewalks, drives	
403.2084	islands & incidentals)	TON
403.2085	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Bridge Deck	TON
	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (sidewalks, drives,	
403.209	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
	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Mill &Fill,	
403.2083	Ramps	TON
403.20831	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Mill & Fill	TON
	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (sidewalks, drives,	
403.2084	islands & incidentals)	TON
403.2085	Hot Mix Asphalt, 12.5 mm (Polymer/Latex Modified) - Bridge Deck	TON
	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (sidewalks, drives,	
403.209	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

SPECIAL PROVISION

SECTION 403

HOT MIX ASPHALT PAVEMENT

Course	HMA	Item	Total	No. of	Complimentary
	Grading	Number	Thickness	Layers	Notes

Mainline Mill and Fill

Wearing	12.5 mm	403.2081	1.75"	1	A,B,D,E,F,G,H,I,J,K		
		Mainline Mi	ill and Fill (C	rack Repair)		
Base	12.5 mm	427.09	2.00"	1	С		
Presumpscot River Bridge Mill and Fill							

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 antistrip additive Zycotherm SP manufactured by Zydex Industries shall be incorporated into the PGAB at a rate of 0.125%.

ITEM NO.	ITEM	UNIT	TOTAL
	REMOVING PAVEMENT SURFACE		QUANTITY
<i>202.202</i> <i>202.205</i>	RUMBLE STRIPS	SY EA	160200 51800
211.50	MEDIAN RESTORATION	LF.	15300
211.50	MEDIAN NESTONATION		13300
401.03	BALANCED MIX DESIGN DATA COLLECTION	LS	1
403.2081	HOT MIX ASPHALT - 12.5 MM (POLYMER MODIFIED)	T	15500
409./52	BITUMINOUS TACK COAT TRACKLESS, APPLIED	G	9700
419.30	SAW CUTTING BITUMINOUS PAVEMENT	LF	1000
424.3231	ASPHALT RUBBER MASTIC CRACK SEALER	LB	11100
424.324	ASPHALT RUBBER MASTIC CRACK SEALER WITH AGGREGATE	LB	2800
427.09	CRACK REPAIR	LF	15000
459.06	BITUMINOUS CONCRETE WATERWAY.TYPE I	ΕA	18
470.08	BERM DROP OFF CORRECTION - GRINDINGS	LF	17100
470.081	BERM CORRECTION	LF	2190
47 0.007	BETW CONNECTION		2130
502.248	UNDERWATER GROUT BAGS	CY	4
603./55	12 IN REINFORCED CONCRETE PIPE CLASS III	LF	32
603.225	42 IN REINFORCED CONCRETE PIPE CLASS III	LF	16
603.235	48 IN REINFORCED CONCRETE PIPE CLASS III	LF	32
603.28	CONCRETE COLLAR	EA	3
200.20	Source de Combrett		†
604.182	CLEAN EXISTING CATCH BASIN AND MANHOLE	EΑ	32
604.184	REBUILD CATCH BASIN TO GRADE, TYPE II	EΑ	8
604.186	REBUILD CATCH BASIN TO GRADE, TYPE IV	EΑ	9
COC 1751	ZIII DEAN CHADODAN MONAY COMO TEDUNA END ANCHODED END		
606.1351	3" W-BEAM GUARDRAIL - MID-WAY SPLICE TERMINAL END - ANCHORED END	EA LF	1 1/00
606.178 606.265	GUARDRAIL BEAM TERMINAL END-SINGLE RAIL - GALVANIZED STEEL	EA	<i>1100</i>
606.352	REFLECTORIZED BEAM GUARDRAIL DELINEATORS		5/0
	GUARDRAIL ADJUST. SINGLE RAIL	EA	
606.3621	· · · · · · · · · · · · · · · · · · ·	LF	2300
606.3622	GUARDRAIL ADJUST, DOUBLE RAIL	LF.	2600 7
606.47 606.471	SINGLE WOOD POST SINGLE OFFSET BLOCK - W-BEAM	EA EA	180
000,777	STAGE STAGE BESST TO BE STA		100
610.08	PLAIN RIPRAP	CY	120
613.319	EROSION CONTROL BLANKET	SY	14300
618.14	SEEDING METHOD NUMBER 2	UN	300
619.12	MULCH	UN	300
620.58	EROSION CONTROL GEOTEXTILE	SY	220
627.73	TEMPORARY PAVEMENT MARKING TAPE	LF	5/50
627.78	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW		104600
627.812	TEMPORARY RAISED PAVEMENT MARKERS	EA	7000
627.94	PAVEMENT MARKING TAPE	LF	/350
627.941	PAVEMENT MARKING TAPE DOTTED WHITE LINE 6-INCH WIDTH	LF	-3200
620.05	HAND LABOR, STRAIGHT TIME	HR	80
629.05 631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR HR	40
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	HR	80
631.17 Z 631.32	CULVERT CLEANER (INCLUDING OPERATOR)	HR	10
631.32 631.36	FOREMAN	HR	80
2230	1	1111	1 50
652.30	FLASHING ARROW BOARD	EΑ	4
652.35	CONSTRUCTION SIGNS	SF	3050
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	LS	1
652 . 410	PORTABLE - CHANGEABLE MESSAGE SIGN	EΑ	4
652 .4 502	TRUCK MOUNTED ATTENUATOR	EΑ	2
652.4503	TRUCK MOUNTED ATTENUATOR	WK	4
CEC EO	DALED HAY INDUACE	<i>E</i> ^	10
656.50	BALED HAY, IN-PLACE	EA	40
	MOBILIZATION	LS	1

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1	(459.06 BITUM)	NOUS CONRETE	WATERWAY	TYPE I
_	STATION	LOCATION	QUANTITY	
	2561+00.00	MEDIAN	2	
	2573+45.00	MEDIAN	2	
	2606+00.00	MEDIAN	2	
	2617+00.00	MEDIAN	2	
	2621•90.00	MEDIAN	2	
	2630.00.00	MEDIAN	2	
	2633+50.00	MEDIAN	2	
	2660.00.00	MEDIAN	2	
	2712•40.00	MEDIAN	2	

STATION	STATION D	IRECTION	LENGTH (FT)
2720-10.00	2722+00.00	SB	190
2700•50.00	2712+90.00	SB	1240
2693+21.00	2699+76.00	SB	655
2686•66.00	2690.07.00	SB	341
2682 · 48 . 00	2686+66.00	SB	418
2671•60.00	2678+46.00	SB	686
2656+25 . 00	2665+60.00	SB	9 3 5
2653•60.00	2656+03.00	SB	243
26 49 •98.00	2651+24.00	SB	126
26 45+38. 00	2646+95.00	SB	157
2630•00.00	2641+80.00	SB	1180
262 3 •75 . 00	2626+05.00	SB	230
2620•82.00	2623-23.00	SB	241
2615•70.00	2619+18.00	SB	<i>348</i>
2603•00.00	2608+73.00	SB	<i>573</i>
2593•08.00	2602+50.00	SB	942
2570+15.00	2581+95.00	SB	1180
2563•05.00	2565+75,00	SB	270
2556 -40. 00	2556+98.00	SB	58
2557+10.00	2559•73.00	NB	458
256 4 •26 . 00	2568+25.00	NB	453
2569•50.00	2575+75.00	NB	625
2592 · 27 . 00	2598+30.00	NB	603
2609•49.00	2611-00.00	NB	151
26 <i>24•</i> 75 . 00	2628+64.00	NB	<i>389</i>
2652+90.00	2654•39.00	NB	149
2706+50.00	2719•77.00	NB	1 32 7

<u>470.081 BERM</u>	CORRECTION		
<u>STATION</u>	STATION D	<u>IRECTION</u>	<u>LENGTH (FT)</u>
2699•76.00	<i>2700+22.00</i>	SB	46
2651-24.00	2653-60.00	SB	<i>23</i> 6
2556+98.00	2560•70.00	SB	<i>372</i>
2552+52,00	2557+10.00	NB	458
2559 • 73 . 00	2564+26.00	NB	453
2587+40.00	2592+27.00	NB	487
2598•30.00	2599•60.00	NB	130

000000	IZ INCII	NE IN ONCE	J CONCILL I	<i>' 11 L</i>	CLASS	111
STATIO	<u>v</u> <u>s</u>	IDE LENG	<u> </u>			
2622+00	0.00 NE	3 10	6			
2646 · 00	.00 NE	3 /6	6			

603.225 42	INCH RE	INFORCED	CONCRETE	PIPE	CLASS	III
STATION	SIDE	<i>LENGTH</i>	(<i>FT</i>)			
2577+50 00	NP	16				

	∧ 603.225 48	INCH REI	NFORCED CONCRETE	PIPE CLASS III
	STATION	SIDE	LENGTH (FT)	
	2717•45.00	NB		
_	2717-45.00	SB	16	

604.182 CLEA	N EXISTING CB	AND MANHOLE	604.186 REB	UILDING CATC	H BASIN -	TYPE IV	
<u>STATION</u>	<u>LOCATION</u>	<u>QUANTITY</u>	<u>STATION</u>	<u>LOCATION</u>	QUANT	<u>ITY</u>	
2561+00.00	MEDIAN	1	2561+00.00	MEDIAN	/ /		
2566+50.00	MEDIAN	1	257 3 +45 . 00	MEDIAN	1		
2573•45.00	MEDIAN	1	2606+00.00	MEDIAN	1 1		
2577+00.00	NB	1	2617+00.00	MEDIAN	1 1		
2587•50.00	NB. SB. MEDIAN	5	2621•90.00	MEDIAN	/ /		
2598+00.00	SB	1	2630+00.00	MEDIAN	, ,		
2606+00.00	MEDIAN	1	2633+50.00	MEDIAN	, ,		
2617+00.00	MEDIAN	1	2660•00.00	MEDIAN	, ,		
2621+90.00	MEDIAN	1	2712•40.00	MEDIAN	/ /		
2630-00.00	MEDIAN	1	606 IZELTED	MINAL END	MCHOBED	END - 3/" W-BEAM	CUADO
2633•50.00	MEDIAN	1	STATION	DIRECTION		END - JI W-DEAM	GUARDE
2638+00.00	NB	1	2711•90	NB			
2646+00.00	NB	1	606 IZB CUA	RDRAIL BEAM			
2660+00.00	MEDIAN	1	STATION		DIRECTION	LENGTH (FT)	
2666+00.00	MEDIAN	1	2555+ <i>1</i> 8	2557+06	NB	187.5	
2673+00.00	NB	1	2560•75	2562•00	NB	<i>12</i> 5	
2679+90.00	NB	1	EXIT 52 NB	ON RAMP	NB	<i>2</i> 5	
2687+90.00	NB	1	2609•85	2610-23	NB	<i>37.5</i>	
2694+90.00	NB	1	2740+80	2741•30	NB	50	
2700+90.00	NB	1					

I. 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.

DRAINAGE NOTES:

THE RESIDENT.

I. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT APPROVAL OF

2. SEDIMENTATION IN DITCHES
ALONG THE OUTSIDE SOUTHBOUND SHOULDER BETWEEN MILE MARKER 54 AND MILE MARKER 53 SHALL BE REMOVED AT THE

HOURLY RENTAL ITEMS.

EROSION CONTROL:

2. ALL TEMPORARY EROSION CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES.

2573.00 SB OUTSIDE I 2623-25.00 SB

606.265 - TERMINAL END SINGLE RAIL - GALVANIZED STEEL

SIDE QUANTITY

SB

50

12.5

225

300

2635+00.00 2664.75.00 NR 2700-00.00 SB

2700•72

2693•49

2576+00

2573.03

2700-22

2693•36

2578+20

2576.00

STATION

- TERMINAL END ANCHORED END TO BE REPLACED IN MEDIAN UNDER BRIDGE SECTIONS.
- LOCATIONS TO BE ADJUSTED OR FINALIZED IN FIELD BY

GENERAL NOTES:

2705•30.00

2712+40.00

2718+90.00

2725.40.00

STATION

2587•50.00

2705+30.00

NB. SB. MEDIAN

MFDIAN

604.184 REBUILDING CATCH BASIN - TYPE II

<u>QUANTITY</u>

LOCATION

NB, SB

NB. SB

- ALL WORK SHALL CONFORM TO THE 2014 MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES, EXCEPT AS MODIFIED BY THE MAINE TURNPIKE AUTHORITY'S SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
- 2. EXISTING UTILITIES ON THESE PLANS WERE COMPLIED 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, NOT WORK SHALL BE STARTED UNTIL THE OWNERS OF THE VARIOUS UTILITIES ARE NOTIFIED BY THE CONTRACTOR OF THE PROPOSED CONSTRUCTION. THE CONTRACTOR IS ALSO REQUIRED TO CALL DIG SAFE AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO THE START OF THE WORK.
- 3. THE CONTRACTOR SHALL NOTIFY ALL NON-MEMBERS THROUGH WWW.OKIODIG.COM OR AS OTHERWISE REQUIRED BY THE MAINE PUBLIC UTILITIES COMMISSION, ALL PROPOSED SIGN LOCATIONS 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. 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 LOCATER
- 4. THE CONTRACTOR SHALL NOTIFY THE RESIDENT IO CALENDAR DAYS PRIOR TO SUBMITTING A UTILITY LOCATE REQUEST THROUGH DIG SAFE SO THAT THE RESIDENT CAN ARRANGE FOR MAINE TURNPIKE UNDERGROUND UTILITY LOCATION, ALL PROPOSED SIGN LOCATIONS AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME.
- 5. 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 LOCATE IS CALLED FOR IN THE PROJECT. THIS WORK
- 6. EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH OSHA SUBPART P OF 29 CFR PART 1926.650-652 (CONSTRUCTION STANDARDS FOR EXCAVATIONS).
- 7. ALL STANDARD DETAILS SHALL BE IN CONFORMANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) STANDARD DETAILS HIGHWAY AND BRIDGES 2020 LATEST REVISIONS AND MAINE DOT BEST MANAGMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL LATEST REVISION UNLESS OTHERWISE INCLUDED IN THESE PLANS.
- 8. COMMON BORROW SHALL BE COMPACTED TO 90% OF ITS MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR. GRANULAR BORROW AND AGGREGATE SHALL BE COMPACTED TO 95% OF THEIR MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR.

CONTRACT:2025.03

9. ALL STATIONS ARE APPROXIMATE, LOCATIONS TO BE FINALIZED IN FIELD BY RESIDENT.

△ (O. 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.

NOT TO SCALE Revision By Date QUANTITIES AND NOTES REVISIONS NJB 1/202 ONSULTANT PROJECT MANAGER: Shawn R. Davis Date MJD 8/2024 Checked JOF 10/2024 MJD 8/2024 In Charge of DWB 12/2024

T.Y. Lin International 12 Northbrook Drive Building A, Suite One Falmouth, Maine 04105 TEL: (207) 781-4721 FAX: (207) 781-4753



THE GOLD STAR MEMORIAL HIGHWAY

PAVEMENT REHABILITATION AND SAFETY IMPROVEMENTS

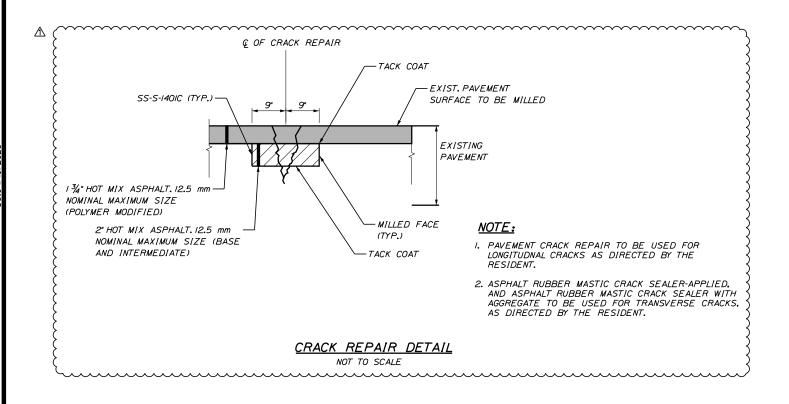
ESTIMATED QUANTITIES & GENERAL NOTES

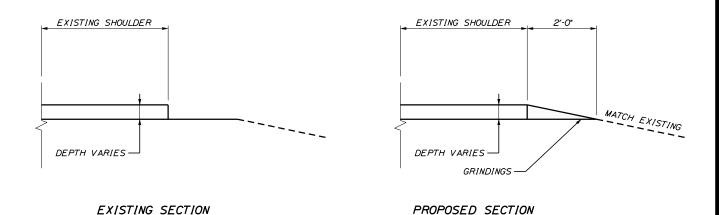
SHEET NUMBER: C-1

2 OF 25

MTA PROJECT MANAGER: Kristi Van Ooven, P.E

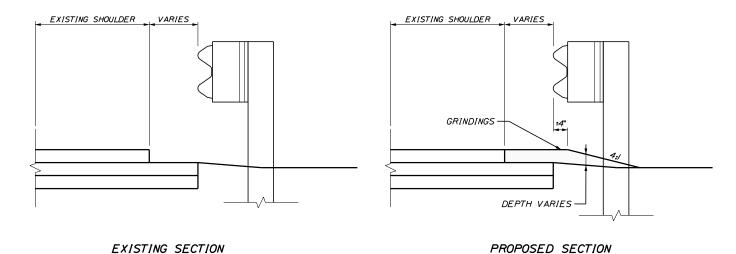
Addendum #1 Page 19 of 24

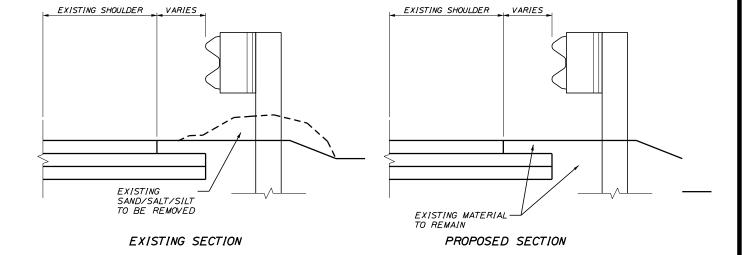




<u>DETAIL A</u> BERM DROPOFF CORRECTION WITHOUT GUARDRAIL

NOT TO SCALE



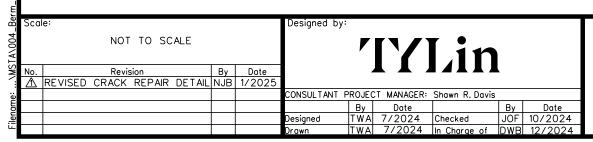


DETAIL B BERM DROPOFF CORRECTION WITH GUARDRAIL

NOT TO SCALE



CONTRACT:2025.03



T.Y. Lin International 12 Northbrook Drive Building A, Suite One Falmouth, Maine 04105 TEL: (207) 781-4721 FAX: (207) 781-4753



THE GOLD STAR MEMORIAL HIGHWAY

PAVEMENT REHABILITATION AND SAFETY IMPROVEMENTS

PAVEMENT CRACK REPAIR AND BERM CORRECTION DETAILS

SHEET NUMBER: P-6

8 OF 25

Contract 2025.03

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) <u>Bid:</u>

- 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.
- 5) For Project specific information, fax all questions to Nate Carll, Purchasing Manager, at (207) 871-7739 or email nearll@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 steam 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) <u>Questions Questions need to be submitted by close of business on Thursday January 16th to be answered in an addendum on Friday January 17th.</u>

TY:LININTERNATIONAL

 Project:
 2025.03
 Job No.
 Sheet:
 of

 Item:
 PRE-BID
 Designer:
 Date:
 1/14/25

 ATTENDANCE
 Checker:
 Date:
 Grid:
 1/10"

Shawn Davis	TYLin	shavn.davis@tylin.com
	가는 옷이 먹는 것이 없는 것이 없는 것이 없다.	
Loren Blair	Pilce	Lblair@pikeindustries con
Agelo Galversio	CAR	Asalvaysia corme.com
Kerby Ovellette	CRR	Kovelletteacrme.com
	CRR	Lee ruby @ crrme.com
LEE Rusy Eric Doschonbalt Chris Webber	CRR NEP	christine, webber @eurovia. US
Greg Brown	Pike	greg. brown @ P.Kcindustries .com
Rich Clustier Justin Freeman	Pike Pike	justin. freeman@ pike industries.com
Peter Moulen	Pike	Amoulten@pikeindustries. con
Steve Tartre Nate Gr11	in (A MTA	startree meineturnpite. com
KRIST VAN OOTEN	MTA	kvanooyen@mameturnpike con
J. RYAN LEAVITT	мта	i leavitle MAINETURNPIKE. COM
Same Mason	MTA	o Mason a maine turnpine con
Tim Ferguson	TYLin	Jun. fugusoul Tylin Con
David Burhans	7760	david burhans@ ty lin. co