

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2024.02

PORTLAND AREA PAVEMENT REHABILITATION

SOUTHBOUND MILE 42.0 TO 49.3

The bid opening date is changed and is now February 22, 2024, at 11:00 A.M.

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

GENERAL

All questions regarding Contract 2024.02 should be submitted by Noon on February 15, 2024 to be answered in the last addendum to be issued on February 16, 2024 if necessary. Questions received after that time may not be answered.

PROPOSAL

Proposal Sheet P-2 shall be deleted and replaced with Proposal Sheet P-2 (Revised 2/14/24). The quantity for Item 202.202 Removing Pavement Surface – Mainline is changed.

SPECIFICATIONS

Contractor shall make a pen & ink change on the Notice To Contractor sheet N-1 to strike out the current due date (~~February 20, 2024~~) and replace it with the new date of February 22, 2024. The 11:00am time remains unchanged.

Special Provision 202, pages SP-18 and SP-19 shall be deleted and replaced with pages SP-18 (Revised 2/14/24) and SP-19 (Revised 2/14/24) respectively.

- Modification is made to when a safety wedge is and is not required.
- Modification is made to the quantity of grindings delivered to Crosby.
- Modification is made to the method of payment for butt joints.

PLANS

Contractor shall make a pen & ink change on Sheet 8 to strike out the last sentence in Note 6, (~~Payment for work shall be considered incidental to 403 pay items.~~) and replace the sentence with, “Payment for this work will be through use of hourly rental items, as approved by the Resident.”

QUESTIONS

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

Question 1: Will the MTA consider adding item 202.203-Butt joints?

Answer: No. However, Item 202.202 Removing Pavement Surface – Mainline is modified to include the quantity of bridge approach, ramp approach, and median longitudinal butt joints; see Question and Response below.

Question 2: Is Lime required or is another MDOT approved antistriper acceptable?

Answer: Lime is required per Specifications.

Question 3: How is Culvert trench repair paid for; sheet 7 of 52 of the plans? Could widths of the trench be provided?

Answer: Culvert trench repair shall be paid for under the respective Items 202.202 Removing Pavement Surface – Mainline, and 403.213 HMA, 12.5 mm. Existing trench widths vary in size due to pipe diameter and construction phasing. Existing trenches vary from approximately 10 feet to 14 feet wide and approximately two lane widths, 24 feet in length. Payment will be based on actual measurements.

Question 4: How will the localized median grading be paid for; Note 6 on sheet 8 of 52 in the plans?

Answer: The method of payment is changed from incidental to the use of hourly rental items to pay for this work.

Question 5: Will a temporary ramp be allowed in place of the butt joint called for in Lane 3 milling?

Answer: A temporary ramp will be allowed as an option to the butt joint with the requirement that the temporary ramp be removed and final paved within five (5) days of milling; temporary ramps will not be allowed over the weekend or holiday periods. Additionally, the temporary ramp shall be constructed to the same length and profile as shown on the plans for the butt joint.

Question 6: Does the bituminous tack called for on Sheet 9, for the mill and fill of rumble strips, have to be trackless?

Answer: No, however, the bituminous tack coat for the rumble strips shall still meet the requirements of Standard Specification 409. Payment for bituminous tack, including that used for rumble strips will be measured and paid for under the existing Item 409.152 Bituminous Tack Coat Trackless - Applied. The contractor shall make a pen & ink change by striking out the last four (4) words in the last sentence of the Note on Sheet 9, (~~409.15 Bituminous Tack Coat~~) and replace with, “409.152 Bituminous Tack Coat Trackless - Applied”

Question 7: Does Item 202.202 Remove Pavement Surface – Mainline, quantity include the quantity for longitudinal butt joint along the median?

Answer: No. However, the quantity for Item 202.202 Remove Pavement Surface – Mainline is now modified to include the quantity of longitudinal butt joint, bridge approach butt joint, ramp butt joint and Crosby Maintenance entrance butt joint.

- Question 8: Will the MTA consider accepting a smaller quantity of pavement grindings from milling operations?
Answer: The quantity of pavement grindings to be delivered to MTA Crosby Maintenance is changed from “up to 950 cy” to “500 cy”.
- Question 9: Will the MTA accept pavement grindings for Berm Correction that have not been reprocessed and that do not meet the 100% passing the ¾ inch sieve?
Answer: It is MTA’s intent that all grindings used for Berm Correction meet the gradation contained in SP 470.02. Upon request to and approval by the Resident, grindings that have not been reprocessed but that do pass 100% thru the ¾ inch sieve will be accepted.
- Question 10: Will the MTA allow removing the rubber tire roller and replacing it with an oscillation roller?
Answer: No.
- Question 11: Is it MTA’s intent that Lane 1 and the median shoulder be paved in one operation, or will the MTA allow Lane 1 to be paved then set over and pave the median shoulder?
Answer: The contractor will be allowed to pave Lane 1 then reset and pave the median shoulder with the same construction requirements as would apply to adjoining travel lanes, including but not limited to equipment, surface tolerances, compaction, longitudinal joint density and quality control.
- Question 12: Is a safety edge required for milling Lanes 1 and 2?
Answer: A 45-degree pavement safety edge is required for milled edges adjacent to a travel lane if the edge is not paved within three (3) days of milling and in no case will a vertical milled edge be permitted over a weekend or holiday period.
- Question 13: Will the MTA consider moving the Bid Opening date?
Answer: The Bid Opening date is changed to February 22, 2024, at 11:00am.
- Question 14: Will there be a surface pavement joint between Overlay and Special Pavement Rehabilitation, station 2434+95?
Answer: No. The intent is to complete the variable depth mill and 1 ½ inch fill between Sta 2434+95 and the bridge joint, then the overlay would be continuous from bridge joint southerly.
- Question 15: Will there be additional payment for mill depths greater than noted on plans for Special Pavement Rehabilitation at Warren Avenue?
Answer: The plans note the estimated milling depths required, specifically 1 ½” and 2”, south of and north of the bridge. The intent is for MTA to determine final mill depth(s) prior to construction. There will be no additional payment if the final mill depth can be constructed in one pass. If the final mill depth will require more than one lift of pavement based on survey, an additional milling pass will be paid for.

ATTACHMENTS

- Pre-Bid Agenda (4 pages)
- Pre-Bid Sign-In Sheet (1 page)
- Proposal Sheet P-2 (Revised 2/14/24) (1 page)
- Special Provision sheet SP-18 (Revised 2/14/24) (1 page)
- Special Provision sheet SP-19 (Revised 2/14/19) (1 page)

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

The total number of pages included with this addendum is twelve (12) pages.

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

Business Name

Print Name and Title

Signature

Date

Very truly
yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Department
Maine Turnpike
Authority

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2024.02

PORTLAND AREA PAVEMENT REHABILITATION

SOUTHBOUND MILE 42.0 TO 49.3

February 13, 2024, at 10:00 a.m.

At Maine Turnpike Authority

1) Location

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

2) General Description

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

3) Bid

- a) Proposals will be opened February 20, 2024, at 11:00 A.M. at the office of the MTA at 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Purchasing Department (207-482-8115)
- c) All questions on plans and specifications shall be in writing and shall be directed to Nate Carll, Purchasing Manager, at (207-871-7739) or email ncarll@maineturnpike.com.
- d) All questions must be submitted by Noon on Thursday, February 15, to be considered.

4) Construction Schedule:

- a) MTA Board is scheduled to consider the Contract Award on or about February 29, 2024.
- b) Construction Schedule:
- i) Substantially complete date is September 27, 2024.
- ii) All work shall be complete on or before October 25, 2024.
- c) Substantial Completion – Section 107.1.1

Substantially complete shall be defined by the Authority as the following:

- All milling and paving complete.

- All drainage and median work complete.
- Entire length of project shall be fully opened to traffic including shoulders, guardrail, surface pavement and signage.
- No ramp closures shall remain.
- No lane closures shall remain, except for rumble strip installation, line striping, and demobilization (removal of construction signs, drums, cones, etc. and general clean-up).
- All disturbed slopes and grassed median shall be loamed, seeded and mulched, and temporary erosion control mix and/or blanket installed where necessary.

5) 104.3.8 Wage Rates and Labor Laws

- a) Fair minimum hourly rates determined by Maine Department of Labor shall apply.

6) 104.4.6 Utility Coordination

- a) The Contractor shall contact Dig Safe before excavation.
 b) Aerial and Underground utilities exist throughout the project limits.

7) Temporary Soil Erosion and Water Pollution Control (Sections 105.8.2 and 656)

- a) Contractor is responsible to follow erosion and sedimentation control requirements outlined in this Contract.

8) 104.4.7 Cooperation with Other Contractors

Adjacent contracts currently scheduled for the 2024 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 2024.04 – Exit 75 Paving, Mile 75
- MTA Contract 2024.05 – Bridge Painting, Miles 64.3, 66.2, and 68.6
- MTA Contract 2024.06 – Bridge Repair (SLRR), Mile 74.5
- MTA Contract 2024.07 – Culvert Repair, Mile 40.3
- MaineDOT WIN 27482.00 – Route 703 Mill and Fill

9) 107.4.7 Limitations of Operation

- a) The Contractor shall submit to the Authority, prior to milling, a construction schedule and documentation that the Contractor has the necessary labor and equipment to work immediately and continuously at the two-lane mill and fill area. Once started, the mill and fill operations for lanes 1 and 2 shall be completed prior to any other milling or paving operations. Paving of this milled area, including lane 3 drainage path, shall be completed within seven days of completed milling. The intent of this specification is to minimize the amount of time traffic must traverse the widened drainage path across lane 3 (right lane) when lane 2 (middle lane) is milled.
- b) The construction shall proceed expeditiously. Once milling and/or paving operations commence for every day/night not worked (milling or paving) when work is allowed by Contract and weather, the Contractor will be charged a fee in the amount of \$1,000 (excluding inclement weather days).

- c) The median and outside shoulder milling and paving work southbound shall be performed such that the finished grade is flush with the existing pavement elevation of the adjacent lane at the end of each shift.
- d) The paving operation shall begin within seven calendar days of all milling being complete. The Contractor will be allowed to work in two separate work areas on the mainline. The work areas are not required to be in the same lane.
- e) For the two-lane mill and fill area (southbound approximate stations 2294+00 to 2368+50): the Contractor shall begin the milling operation in Lane 3 (wide drainage paths), followed by Lane 2, followed by Lane 1, (left-most passing lane).
- f) For the two-lane mill and fill area (southbound approximate stations 2294+00 to 2368+50): the Contractor shall begin the fill paving operation in Lane 1 (left-most passing lane), followed by Lane 2, followed by Lane 3.
- g) For the overlay: the Contractor shall begin the milling operation at the median shoulder longitudinal butt joint, followed by the ramp butt joints.
- h) For the overlay: the Contractor shall begin the paving operation in the median shoulder and Lane 1 (left-most passing lane), followed by Lane 2, followed by Lane 3, followed by the ramps and outside shoulder. Interchange ramps shall be paved at the same time as adjacent Lane 3. The intent is to consolidate and minimize the total number of lane and ramp closures at each individual ramp.
- i) Interchange ramp closures will be allowed per requirements of Special Provision 652. Adjacent interchange ramps in the same direction shall not be closed at the same time.
- j) Interchange ramp closures shall be limited to one night for mill operations, including for ramp and mainline, one night for crack sealing, including ramp and mainline, and one night for paving operation, including for ramp and mainline.
- k) Interchange 45 southbound on-ramp shall not be closed. Contractor shall develop and submit for approval temporary traffic control plans to maintain on-ramp traffic during milling and paving operations.
- l) 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.
- m) 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.
- n) The Contractor shall limit the milling operations such that temporary pavement markings or pavement markers are applied daily prior to the roadway being open to traffic.
- o) Permanent pavement markings shall be laid out for painting once the mainline is completely paved so that the MTA can paint within two weeks.
- p) Lane closure(s) will not be allowed over a weekend or Holidays unless otherwise approved by the Resident.
- q) The Contractor shall keep a 14-foot-wide lane open for traffic during the milling and paving operations from ½ hour before sunrise to ½ hour after sunset unless otherwise approved by the Resident.
- r) Temporary bituminous ramps will be required at all transverse butt joints, unless otherwise noted on the plans. Longitudinal butt joints (median gutter line) do not require temporary bituminous ramps.
- s) Traffic will be allowed to traverse the longitudinal joint where the pavement is lower in one lane than the adjacent lane.

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

- 7) Specific Contract Items
 - a) 202.202 Removing Pavement Surface – Mainline: Contractor shall review the plans and requirement for milling of Lane 3 (right-most lane in direction of travel) during the Lane 1 and Lane 2 mill and fill work. The Lane 3 mill functions as a traversable drainage path.
 - b) 403 Hot Mix Asphalt – Hydrated Lime shall be incorporated into all surface pavement.
 - c) 403 Hot Mix Asphalt – The required PGAB for all courses shall be 70E-28; pavement for spot shims, delaminations, and incidentals as directed is excluded.
 - d) 409 Bituminous Tack Coat – bituminous tack coat shall be trackless.
 - e) 652 Maintenance of Traffic
 - i) Work Zone Speeds shall be 50 MPH for all Paving and Milling Operations, and 60 MPH for all other Operations.
 - ii) The contractor shall submit temporary traffic control plans for review and approval, for each day that lane or ramp closure(s) are planned. The requested review shall be submitted at least two weeks prior for all ramp closures.
 - iii) 36 inch tall, 12-pound cones may be used in place of drums on the tangent, for milling and paving operations. All tapers and shifts shall require drums.
 - iv) The contractor shall provide a traffic control vehicle(s) for continuous patrolling (24 hours/seven days a week) when lane closures are installed (during non-work and work hours).
 - v) Allowable lane closure tables are provided in Special Provision 652.
 - f) Special Pavement Rehabilitation at Warren Avenue – the Contractor shall review the variable depth mill and fill requirements, the minimum 30-day notice of planned work, the limits of work, the potential change in limits of work, and the potential change in quantities required to complete this area of pavement rehabilitation.

- 8) Questions

CONTRACT 2024.02
 PORTLAND AREA PAVEMENT REHABILITATION
 SOUTHBOUND MILE 42.0 TO 49.3

PRE-BID CONFERENCE FEBRUARY 13, 2024

SIGN-IN SHEET
 Please Print



Name	Company and/or Address	Phone	E-Mail
Dan Klemanski	North East Paris	207-713-6019	dan.klemanski@bureau.us ^{dan@} dan.klemanski@bureau.us
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SCHEDULE OF BID PRICES
CONTRACT NO. 2024.02
Portland Area Pavement Rehabilitation
SOUTHBOUND MM 42.0 to MM 49.3

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.202	Removing Pavement Surface - Mainline	Square Yard	48,000				
202.206	Removing Pavement Surface - Drainage Paths	Square Foot	960				
202.205	Rumble Strips	Each	54,000				
304.14	Aggregate Base Course - Type A	Cubic Yard	275				
403.2081	Hot Mix Asphalt - 12.5 mm Nominal Maximum Size (Polymer Modified)	Ton	23,000				
403.211	Hot Mix Asphalt, 9.5 mm Nominal Maximum Size (Shimming)	Ton	650				
403.213	Hot Mix Asphalt, 12.5 mm Nominal Maximum Size (Base and Intermediate Base course)	Ton	2,800				
409.152	Bituminous Tack Coat Trackless - Applied	Gallon	21,000				
424.3231	Asphalt Rubber Mastic Crack Sealer - Applied	Pound	36,000				
424.324	Asphalt Rubber Mastic Crack Sealer With Aggregate	Pound	4,000				
427.09	Pavement Crack Repair	Linear Foot	175				

CARRIED FORWARD:

straightedge placed transversely to the centerline will be corrected. In no case shall the cross slope in a single lane width be inverted resulting in a depression as measured transverse to the direction of travel. Any cross slope inversions or depressions shall be corrected by spot shimming the area with HMA as directed by the resident prior to installing any leveling or wearing course. Any areas requiring corrections will be subject to the same acceptable surface tolerances. These corrections shall be done with no additional expense to the Authority. Excess material that becomes bonded to the milled surface shall be removed to the Resident's satisfaction before the area is accepted.

A 45-degree pavement safety edge is required for milled edges adjacent to a travel lane if the edge is not paved within three (3) days of milling and in no case will a vertical milled edge be permitted over a weekend or holiday period. The contractor shall schedule the wedge removal accordingly.

The Contractor shall deliver the cubic yards of pavement grindings as specified below to the following Maintenance Facilities. The exact location of the stockpile shall be as directed by the Resident.

<u>Name of Facility</u>	<u>Mile Marker</u>	<u>Cubic Yards</u>
Crosby Maintenance	45.8 Southbound	500 cy

All surplus pavement grindings, except for the amount specified above, shall be disposed of by the Contractor off the turnpike right-of-way. All grindings shall be disposed of in accordance with the Maine Department of Environmental Protection Solid Waste Management Requirements.

In the event of encountering shoulder gravels during milling, the contractor shall reset and plunge cut fully through pavement into shoulder gravels by 1-2 inches as directed by the Resident. Contractor will be paid double the unit price of Item 202.202 - Removing Pavement Surface, for the area requiring the deeper plunge cut. Type A gravels to restore grade shall be paid under 304.14 – Aggregate Base Course – Type A. No additional payment will be made for this work.

202.07 Method of Measurement

The removal of existing bituminous concrete pavement – mainline will be measured by the square yard of material removed to the required depth.

The following sentences are added:

Transporting and stockpiling of the pavement grindings at the maintenance facilities will not be measured separately for payment, but shall be incidental to the Removing Pavement Surface items.

Installation of temporary bituminous ramps will not be measured separately for payment, but shall be incidental to the Contract.

Removal of temporary bituminous ramps will not be measured separately for payment, but shall be incidental to the Contract.

Installation of and removal of longitudinal safety wedges will not be measured separately for payment, but shall be incidental to the Contract.

SP - 18 (Revised 2/14/24)

Installation of longitudinal and transverse butt joints will be measured for payment under this Removing Pavement Surface - Mainline item.

Shoulder area requiring a deeper plunge cut to remove thin remaining existing pavement will be measured by the square yard of additional material removed. In effect, the Contractor will be paid double the unit price of Item 202.202 - Removing Pavement Surface, for the area requiring the deeper plunge cut; once for typical depth milling and once for the deeper depth removal. Type A gravels to restore grade shall be measured and paid under 304.14 – Aggregate Base Course – Type A. No additional payment will be made for this work.

202.08 Basis of Payment

Removing Pavement Surface – Mainline will be paid for at unit price per square yard which price shall be full compensation for removing and disposing of the bituminous and gravel materials.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
202.202	Removing Pavement Surface – Mainline	Square Yard