

**MAINE TURNPIKE AUTHORITY**  
**ADDENDUM NO. 1**  
**CONTRACT 2021.05**

**YORK TOLL PLAZA DEMOLITION**  
**MILE 7.3**

**The bid opening date is modified to July 20, 2021 at 1pm.**

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

**GENERAL**

Questions will be accepted until end of business on July 14, 2021

**PROPOSAL**

No changes.

**PLANS**

No changes.

**SPECIFICATIONS**

No changes.

**QUESTIONS**

Questions will be addressed in subsequent Addendum.

**ATTACHMENTS**

Pre-Bid Agenda	(6 pages)
Pre-Bid Sign-In Sheet	(1 page)

The total number of pages included with this addendum is eight (8).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing or emailing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at 207-871-7739.

\_\_\_\_\_  
Business Name

\_\_\_\_\_  
Print Name and Title

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

# MAINE TURNPIKE AUTHORITY

## Pre-Bid Conference

### CONTRACT 2021.05

### YORK TOLL PLAZA

### MILE 7.3

July 1, 2021 10:00 a.m.

1) Location:

The general limits of work are at Mile 7.0 (Station 246+80) to Mile 7.9 (Station 295+00) in York, Maine.

2) General Description:

The work consists of highway and site work required to demolish the existing toll plaza and reconstruct to a highway. The work at Mile 7.3 consists of demolition of the existing 17-lane toll plaza, tunnel, removal of existing utilities, and reconstruction of the existing plaza to a three (3) lane highway southbound and a four (4) lane highway northbound. The work includes earthwork, pavement, concrete, toll plaza and tunnel demolition, signing, overhead sign structures, concrete barrier, guardrail, electrical work, and lighting. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) July 15, 2021 at 11:00 a.m. at MTA Headquarters 2360 Congress Street, Portland.
- b) Bids will be accepted from Contractors prequalified by the Maine Department of Transportation for Highway Construction Projects. All other bids may be rejected.
- c) All bid and contractual questions shall be directed to Purchasing Department, Phone No. (207) 482-8115 or [ncarl@maineturnpike.com](mailto:ncarl@maineturnpike.com)
- d) All questions on plans and specifications shall be in writing and shall be directed (faxed) to Purchasing Department, of the Maine Turnpike Authority. Fax No. (207) 871-7739 or [ncarl@maineturnpike.com](mailto:ncarl@maineturnpike.com).

4) Notification:

- a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project site for field inspection. The contact person is Mr. Steve Tartre at [startre@maineturnpike.com](mailto:startre@maineturnpike.com).

5) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)

- a) Highway and Earthwork

6) General Requirements

- a) 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 requirements and restrictions.
- b) All vehicles used on the Project, including concrete delivery trucks, shall be equipped with amber flashing beacons in accordance with the General Provision 652.61.
- c) Class III safety vests must be worn at all times in accordance with Supplemental Specifications 652.3.2.

7) Furnishing of Permits (Special Provision 104.2.2)

The Contractor shall obtain the following permits:

State Electrical permit.

The Contractor will not obtain permits from the Town of York.

8) Utility Coordination (Special Provision 104.4.6)

The project requires utility coordination summarized as follows:

- a) The existing toll plaza and Administration Building is served by overhead and underground utilities which are to remain to serve the Administration Building. No new utility work is anticipated.

9) Cooperation With Other Contractors (Special Provisions 104.4.7)

- a) MTA Contract 2018.20 – York Toll Plaza (2018 – 2021), MTA Contract 2022.xx – Bridge Repairs, MM 1.25 Route 236, MM 1.6 Ramp H, MM 2.0 Wilson Road, MM 2.2 Spruce Creek, MM 17.3 Littlefield Road, Ramp M, Ramp J, Maine DOT High Level Bridge Project, MM 0.0 – 2.0, NHDOT/Maine DOT/MTA ITS Project, and MaineDOT I-95 Maine/New Hampshire Bridge Wearing Surface project.

10) Lead Paint (Special Provision 105.2.4.2)

- a) The Contractor shall note that portions of the existing toll booth structures contains lead-based paint. A copy of the York Toll Plaza Building Survey Findings Report is attached in

Part III – Appendices, Appendix A. The Contractor shall institute every precaution when working with materials coated with lead-based paints.

- b) The Hazardous Waste Management Plan submittal shall describe how the Contractor / licensed lead abatement subcontractor intends to manage the hazardous waste that will be generated, temporarily accumulated, stored, transported off-site and disposed; adhere to ordinances associated with the management of hazardous wastes; and ensure protection of the environment.

11) Asbestos (Special Provision 105.2.4.3)

- a) The Contractor shall note that the existing structure(s) have undergone Hazardous Building Material inspection and have tested positive for asbestos containing materials. A copy of the Hazardous Building Material inspection report is attached as Appendix A. The removal and disposal of the asbestos containing materials is specified in Special Provision 202, Removing Structure and Obstructions (Removing Asbestos Containing Materials).

12) Polychlorinated Biphenyls (Special Provision 105.2.4.4)

- a) The Contractor shall note that the existing structure(s) have undergone Hazardous Building Material inspection and based on the visual observations conducted during the inspection, polychlorinated biphenyl (PCB) containing light ballasts, and fluorescent light bulbs are present throughout the Administration Building and Toll Booths. However, visual spot checks of accessible fixture ballasts were not feasible as the lighting systems were still energized during the survey. As such, the ballasts observed should be assumed to potentially have PCB containing ballasts until proper inspections of the ballasts can be conducted for a “No PCBs” label. Unmarked ballasts and ballasts without date stamps are assumed to be PCB containing.
- b) During demolition of the lights, additional inspections should be performed as noted above. PCB and non-PCB ballasts should be segregated and packaged for waste disposal in accordance with State and Federal requirements. It is also recommended that prior to proceeding with site work, it be requested that the Building Owner provide documentation of PCB ballasts removed and replaced in the building, if available.

13) Permit Requirements (Special Provision 105.8.2)

The Project is permitted under:

- The Maine Department of Environmental Protection (MDEP) Site Location of Development Act General Permit for the Maine Turnpike Authority (MTA GP)
- Natural Resources Protection Act (NRPA) issued by MDEP.
- The US Army Corps of Engineers Programmatic General Permit, Category 2 (General Permit Authorization dated October 13, 2015 through October 13, 2020).

A Copy of the permits is included in the Appendices of the contract documents.

14) Construction Schedule/Prosecution of Work:

- a) July 22, 2021 – Contract award considered at MTA Board Meeting
- b) August 2021 – Anticipated Contract start
- c) Substantially complete by September 30, 2022
- d) October 7, 2022 - Contract Completion date
- e) Contract completion date is defined as the required completion date of all Work including punch list items pursuant to the Contract, except the landscape establishment period and warranty work.
- f) Work on this contract cannot impact toll collection operations at the mile 7.3 toll plaza until the new toll plaza at mile 8.8 is fully operational. The new toll plaza is being constructed under Contract 2018.20 and is anticipated to be operational/collecting tolls on September 8, 2021 at 12:01 a.m. with a rain date of September 9, 2021 at 12:01 a.m. Contractor will be required to provide maintenance of traffic for a main line stoppage during the transition of toll collection from the MM 7.3 toll plaza to the new MM 8.8 toll plaza.. During the stoppage the contractor shall install “DO NOT STOP” signs at all toll lanes at the mile 7.3 toll plaza. In addition, the contractor shall remove all advance signage for the mile 7.3 plaza within 5 calendar days. If the signs are not removed within 5 calendar days then supplemental liquidated damages in accordance with Section 107.4.6 will be applied. Once the new toll plaza is operational, the existing toll plaza at mile 7.3 will stop collecting tolls and decommissioning can begin.

The Contractor shall provide the Authority five (5) working days to decommission the existing toll plaza and administration building, during which the Contractor shall not commence the demolition of the existing toll plaza, unless specifically authorized by the Authority. The contractor may begin establishing traffic control for the subsequent phase during this period.

Phase 1 incentive/disincentive: An incentive payment for early completion of Five Thousand (\$5,000.00) Dollars per calendar day shall be paid for each calendar day (up to a maximum of 5 days) that northbound and southbound traffic is shifted into phase 2 prior to a 40 calendar day total duration. Incentive will only be paid for days prior to October 30<sup>th</sup>, 2021. This is separate and distinct from the Liquidated Damages and Supplemental Liquidated Damages.

- g) Liquidated damages on a calendar day basis in accordance with Subsection 107.4.6 shall be assessed for each calendar day that project completion is not achieved.

## 15) Limitations of Operations

- a) New Toll Plaza at mile 8.8 will remain open during construction.
- b) Lane and shoulder closures required to perform daily and short term operations, as well as overhead operations and equipment moves, shall be allowed in accordance with the tables provided in Special Provision 652 – Maintenance of Traffic - Specific Project Maintenance of Traffic Requirements. The Contractor shall provide strict adherence to lane and shoulder closures in accordance with these tables unless authorized by Authority.
- c) Wide loads will be allowed to safely pass through the Project area during daylight hours as authorized by the Authority unless otherwise approved. Wide loads are restricted from moving on the Turnpike from a half hour after sunset until a half hour before sunrise. The request to implement wide load restrictions must be made two weeks in advance.
- d) The Contractor shall use the I-95 mainline for the hauling and delivery of materials and equipment for the construction of this project. Chases Pond Road and Chases Pond Road / Sewall's Pasture Road emergency vehicle ramps shall not be used by the Contractor for hauling and delivery of materials and equipment for construction of this contract.
- e) The length of temporary barrier installed during each Phase of work shall be limited to the Contractor's active work area, unless additional barrier is specifically required in the contract documents. The Contractor shall sequence the work within each Phase in a logical manner that minimizes the length temporary barrier along one or both sides any active travel lane. When construction or operations in a work area is complete and matches existing pavement surface, the temporary barrier shall be removed or moved away from the active lane. If the temporary barrier is removed, appropriate traffic control devices will be employed to delineate the mainline edge of shoulder.

## 16) Traffic Control (Special Provision Section 652):

- a) Pre-Phase 1 begins after decommissioning is completed or authorized by MTA. Remove entire canopy and overhead gantries over lanes 1, 2 and 3 southbound and northbound using temporary lane closures. Replace flashing yellow beacons at end of toll islands with solar powered unit to remain operational until traffic is shifted out of toll lanes.
- b) Phase 1 shifts traffic to outside on existing pavement through closed toll lanes, five (5) southbound and four (4) northbound. Canopy mounted lighting will be removed with canopy. Add temporary lighting in work zone to illuminate toll island noses to approaching traffic.
- c) Phase 2 shifts traffic for winter to proposed shimmed median at toll plaza removal and transitions to existing maintaining three 12' lanes and 8' shoulders southbound, three 12' lanes and 8' mainline shoulders and one northbound on ramp lane on outside existing toll lane.

- d) Phase 3 shifts traffic to outside lanes constructed in phase 2. Construct median lanes, median shoulders and concrete median barrier.
- e) Phase 4 shifts southbound traffic to final layout and completes southbound off ramp, northbound on ramp and final grading construction.

17) Specific Contract Items

- a) Section 511- Temporary Earth Support Systems – Lump sum
  - i) Temporary earth support structures and systems shall also include temporary structures or systems that are left-in-place if needed to accomplish the phasing of work as shown on the plans or at the Contractor’s option. Any temporary materials left-in-place shall be designed and located to avoid any interference with, or other detriment to, the subsequent work and completed project. This includes the operation of the tolling equipment. Any temporary materials left-in-place shall be subject to review and approval by the Engineer.
- b) Section 526 – Temporary Concrete Barrier Type I – Supplied by Authority
  - i) 9,000 linear feet will be available for use on this contract, the concrete barrier sections are stored at the York or Kennebunk maintenance area and shall be returned there.
- c) Section 526 – Concrete Barrier
  - i) In addition to contractor supplied concrete barrier this contract calls for precast barrier sections and precast concrete barrier supplied by MTA located at York Maintenance area.
- d) Section 652 – Maintenance of Traffic (October 8, 2020) – SP was recently updated; updates are bolded to aid in recognition.
- e) Section 800 - Toll Plaza and Tunnel Demolition- Lump Sum
  - i) Contractor should note all work items listed in Section 800.31 Work Included.
  - ii) Division 800 contains the specifications for the tunnel and plaza demolition.
  - iii) Removal of canopy and all overhead structures at plaza are included in Toll Plaza and Tunnel Demolition.
  - iv) Wrapping existing booths adjacent to traffic with plastic shall be included in Toll Plaza and Tunnel Demolition.

18) Questions:

