

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT
2022.06

SUPERSTRUCTURE REPLACEMENT
RICHMOND ROAD (ROUTE 197) UNDERPASS
MILE 93.3

The bid opening date is Thursday February 24, 2022 at 2:00 pm.

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

GENERAL

All questions regarding Contract 2022.06 should be submitted by 11 am on Friday February 18, 2022 to be answered in the last addendum to be issued by Monday February 21, 2022, if necessary. Questions received after that time may not be answered.

SPECIFICATIONS

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

- Sheets N-1 and P-1 are replaced with the attached (to correct typographical error related to contact number 2022.06).
- Special Provision Section 104.3.8, WAGE RATES, Page SP-3 is replaced with the attached 2022 Wage Rates.
- Special Provision Section 104.4.6 UTILITY COORDINATION, Page SP-4: The following is added after the 3rd paragraph of the “General” section.

TRAFFIC SIGNALS

COMMUNICATION:

Central Maine Power Company (CMPCo)
83 Edison Drive, Augusta, ME 04336
Randy Berry (207) 500-1407
Email: RBerry@cancre.com

CENTRAL MAINE POWER COMPANY

The Contractor is responsible for coordinating with CMP and the Maine Turnpike Authority to disconnect existing temporary traffic signals and deliver all poles, hardware, and signals to Maine Turnpike Litchfield Maintenance Facility on Academy Road. The temporary detour shall be in place prior to the removal of the existing traffic signals. All costs associated with this coordination and work shall be considered incidental to the Contract.

- Special Provision 403, Page SP-24: Replace Complementary Notes E and F respectively with the following:
 - E. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. The design verification, Quality Control, and Acceptance tests for this mix will be performed at **65 gyrations**. (N design) Minimum and Maximum PGAB content shall not apply.
 - F: 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 **65 gyrations**. (N design)

QUESTIONS

The following are questions asked at the pre-bid meeting held on February 11, 2022 or submitted to the Maine Turnpike Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: MaineDOT Pavement Mix uses 65 gyrations in lieu of 75 gyrations. Can notes E and F on SP-24 be updated to specify 65 gyrations.

Answer: Yes, notes E and F on SP-24 are updated to specify 65 gyrations.

Question 2: Is hot rubber required at all pavement joints?

Answer: Hot rubber is only required on pavement joints on the bridge.

Question 3: Are there any restrictions for permanent lane and shoulder closures behind barrier?

Answer: The Contractor will be allowed to set up a single lane closure with temporary concrete barrier in one direction of travel at a time for period not to exceed 4 weeks. The open lane shall be maintained in its existing striped location, full width, with a minimum two-foot shoulder on one side while maintaining the full shoulder width on the other side.

Long term lane closure shall only be in place for active work, the Contractor is not allowed to set up a permanent lane closure for the purpose of storing materials or equipment. The Contractor shall submit a traffic control plan detailing the proposed lane closure, including proposed dates of use, for review and approval.

The Contractor is responsible for providing, maintaining, and removing any and all additional traffic control measures associated with this long-term lane closure including, but not limited to: temporary concrete barrier; construction signs; striping; temporary lighting; pi-lites; and work zone crash cushions. The additional work required to set up long term lane closure, beyond what is already included in the Contract, shall not be measured for payment but shall be considered incidental to the appropriate contract items.

Question 4: Is the use of a lightweight screed acceptable?

Answer: No.

Question 5: Is there any hydraulic data available for the stream crossing where the culvert sliplining is specified?

Answer: Yes, hydraulic report has been added to the Maine Turnpike Authority Website.

Question 6: What is the material and dimensions of the existing timber shielding?

Answer: 2x6 and 2x8 rough sawn Hemlock is what the Authority understands to be in place.

ATTACHMENTS

- Addendum No. 1 (4 pages)
- Contract Document Replacement Pages (N-1, P-1, SP-3) (3 pages)
- 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 with this addendum is eleven pages (11).

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-9 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 2022.06

SUPERSTRUCTURE REPLACEMENT
RICHMOND ROAD (ROUTE 197) UNDERPASS
MILE 93.3

at the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, ME, until 2:00 p.m., prevailing time as determined by the Authority on February 24, 2022 at which time and place the Proposals will be publicly opened and read. Bids will be accepted from Contractors **prequalified** by the Maine Department of Transportation for Bridge Construction Projects. All other bids may be rejected. This Project includes a wage determination developed by the State of Maine Department of Labor.

The work consists of replacing the Richmond Road (Route 197) bridge superstructure over the Maine Turnpike in the Town of Litchfield, Maine. The work includes concrete deck, steel girder and bearing replacement, concrete substructure modifications and repairs, approach work and paving, guardrail, bridge rails, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications. The Authority has pre-purchased the new structural steel, bearings, and expansion joints. The Contractor is responsible for the installation of these items.

Plans and Contract Documents may be examined by prospective Bidders weekdays between 8:00 a.m. and 4:30 p.m. at the office of the Maine Turnpike Authority, 2360 Congress Street, Portland, Maine. **The half size Plans** and Contract Documents may be obtained from the Authority upon payment of one-hundred (\$100.00) 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/Projects/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/Projects/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.

All work shall be governed by the Specifications entitled "State of Maine, Department of Transportation, Standard Specifications, Revision of November 2014", "Standard Details,

MAINE TURNPIKE AUTHORITY

PROPOSAL

CONTRACT 2022.06

SUPERSTRUCTURE REPLACEMENT
RICHMOND ROAD (ROUTE 197) UNDERPASS
MILE 93.3

TO MAINE TURNPIKE AUTHORITY:

The work consists of replacing the Richmond Road (Route 197) bridge superstructure over the Maine Turnpike in the Town of Litchfield, Maine. The work includes concrete deck, steel girder and bearing replacement, concrete substructure modifications and repairs, approach work and paving, guardrail, bridge rails, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications. The Authority has pre-purchased the new structural steel, bearings, and expansion joints. The Contractor is responsible for the installation of these items.

This Work will be done under a Contract known as Contract 2022.06 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.

State of Maine
 Department of Labor
 Bureau of Labor Standards
 Augusta, Maine 04333-0045
 Telephone (207) 623-7906

Wage Determination - In accordance with 26 MRS §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid to laborers and workers employed on the below titled project.

**2022 Fair Minimum Wage Rates
 Heavy & Bridge Kennebec County**

Occupational Title	Minimum Wage	Minimum Benefit	Total
Carpenter	\$29.00	\$5.33	\$34.33
Cement Masons And Concrete Finisher	\$20.04	\$1.02	\$21.06
Commercial Divers	\$28.00	\$0.48	\$28.48
Construction And Maintenance Painters	\$33.75	\$31.25	\$65.00
Construction Laborer	\$21.00	\$2.36	\$23.36
Conveyor Operators And Tenders	\$16.50	\$0.00	\$16.50
Crane And Tower Operators	\$30.00	\$7.42	\$37.42
Crushing Grinding And Polishing Machine Operators	\$21.00	\$4.38	\$25.38
Earth Drillers - Except Oil And Gas	\$23.25	\$5.53	\$28.78
Electrical Power - Line Installer And Repairers	\$43.55	\$23.26	\$66.81
Electricians	\$29.63	\$14.80	\$44.43
Excavating And Loading Machine And Dragline Operators	\$28.00	\$4.44	\$32.44
Flaggers	\$21.00	\$0.65	\$21.65
Heating And Air Conditioning And Refrigeration Mechanics And Installers	\$26.33	\$4.06	\$30.39
Heavy And Tractor - Trailer Truck Drivers	\$23.00	\$3.60	\$26.60
Highway Maintenance Workers	\$21.66	\$3.22	\$24.88
Industrial Machinery Mechanics	\$30.00	\$7.45	\$37.45
Industrial Truck And Tractor Operators	\$24.00	\$5.61	\$29.61
Ironworker - Ornamental	\$25.00	\$3.32	\$28.32
Light Truck Or Delivery Services Drivers	\$24.50	\$6.23	\$30.73
Millwrights	\$32.28	\$22.86	\$55.14
Mobile Heavy Equipment Mechanics - Except Engines	\$29.75	\$7.69	\$37.44
Operating Engineers And Other Equipment Operators	\$34.82	\$32.39	\$67.21
Paving Surfacing And Tamping Equipment Operators	\$35.11	\$2.28	\$37.39
Pile-Driver Operators	\$30.54	\$8.93	\$39.47
Pipelayers	\$28.50	\$7.20	\$35.70
Plumbers Pipe Fitters And Steamfitters	\$32.86	\$18.00	\$50.86
Radio Cellular And Tower Equipment Installers	\$27.00	\$0.00	\$27.00
Reinforcing Iron And Rebar Workers	\$34.83	\$14.47	\$49.30
Riggers	\$25.25	\$9.62	\$34.87
Sheet Metal Workers	\$24.00	\$5.48	\$29.48
Structural Iron And Steel Workers	\$26.97	\$4.50	\$31.47
Telecommunications Line Installers And Repairers	\$24.00	\$3.88	\$27.88

Welders are classified as the trade to which welding is incidental (e.g. welding structural steel is Structural Iron and Steel Worker)


Apprentices – The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.

For any other specific trade on this project not listed above, contact the Bureau of Labor Standards for further clarification.

Title 26 §1310 requires that a clearly legible statement of all fair minimum wage and benefits rates to be paid the several classes of laborers, workers and mechanics employed on the construction on the public work must be kept posted in a prominent and easily accessible place at the site by each contractor and subcontractor subject to sections 1304 to 1313.

Appeal – Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates.

A true copy

Attest: 

Scott R. Cotnoir
 Wage & Hour Director
 Bureau of Labor Standards

Expiration Date: 12-31-2022

Contract 2022.06
 Superstructure Replacement
 Richmond Rd (Rte. 197) Underpass



SIGN-IN SHEET
 Please Print

PRE-BID MEETING

February 11, 2022

Name	Company and/or Address	Phone	E-Mail
Bret Grenier	HNTB	207-228-0945	bgrenier@HNTB.com
Steve Hodgdon	HNTB	603 703 7263 (C)	shodgdon@HNTB.com
RYAN BARNES	MTA	207-482-8326	rbarnes@MAINE TURNPIKE.COM
Matt Callahan	Glidden Exc & Paving	207. 856-9990	Matt@gliddenpaving.com
Scott Wash	MTA	482-8121	swash@maineturnpike.com
Mark Libby	Scott Construction	632-0521	gscott207@gmail.com
Josht MARCEAU	WYMAN & SIMPSON, INC.	207-737-4471	jmarceau@wymanandsimpson.com
Steve Tartre	MTA	207 831-5814	startre@maineturnpike.com
KRISTI VAN OYEN	MTA	207-482-8113	KVANNOYEN@GMAIL.COM
Nate Carll	MTA	207-482-8115	ncarll@maineturnpike.com

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2022.06

SUPERSTRUCTURE REPLACEMENT

RICHMOND ROAD (ROUTE 197) UNDERPASS

MILE 93.3

February 11, 2022 10:00 AM

1. Location
 - a. The general limits of work are as shown in the Contract Plans.
2. General Description
 - a. The work consists of replacing the Richmond Road (Route 197) bridge superstructure over the Maine Turnpike in the Town of Litchfield, Maine.
 - b. The work includes concrete deck, steel girder and bearing replacement, concrete substructure modifications and repairs, approach work and paving, guardrail, bridge rails, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.
 - c. The Authority has pre-purchased the new structural steel, bearings, and expansion joints. The Contractor is responsible for the installation of these items.
3. Bid
 - a. February 24, 2022, at 2:00 P.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 5:00 P.M. on Thursday February 17, 2022, to be considered.**
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 (207.482.8144) or startre@maineturnpike.com.
5. Construction Schedule/Prosecution of Work:
 - a. MTA Board is scheduled to consider the Contract Award on March 3, 2022.
 - b. Construction Schedule:
 - i. All work complete on or before June 15, 2023.
 - ii. Construction on Richmond Road substantially complete by October 28, 2022
 - iii. Construction on the Maine Turnpike substantially complete by December 31, 2022.
 - c. Delivery Dates for Pre-purchased Materials are noted in SP 107.4.6
 - d. The bridge shall be closed no earlier than April 4, 2022 and opened no later than October 28, 2022.
6. Maine Department of Labor – Fair Hourly Wages (SP 104.3.8)
 - a. **Wage rates will be provided via addendum.**

7. Lead Paint (SP 105.2.4.2)
 - a. The Contractor shall note that the existing bridge structure may contain remnants of lead-based paint. The Contractor shall institute every precaution when working with materials coated with lead-based paints.
8. Utility Coordination (SP 104.4.6) and utility notes on Plan sheet 3 of 81
 - a. The Contractor shall contact Dig Safe and any non-member utility operators through OK-TO-DIG prior to any work.
 - b. Consolidated Communications (CC) is the utility within the project.
 - c. Three utility poles have been identified for relocation on this project
 - d. Contractor is responsible for scheduling a date for CC to relocate the utility poles and for providing access to complete the work. This includes guardrail removal and constructing temporary earth embankment areas at each pole location for CC access.
 - e. The Contractor shall notify CC at least one month in advance of requested relocation date.
 - i. Utility pole relocation shall be completed by or before April 29, 2022.
9. Permit Requirements (SP 105.8.2)
 - a. The Project is being constructed under Maine Department of Environmental Protection (DEP) Permit – Natural Resources Protection Act Permit by Rule regulations, Section 11 – State Transportation Facilities.
 - b. The Project has been authorized under Section 404 of the Clean Water Act, through the US Army Corps of Engineers Maine Programmatic General Permit, Pre-Construction Notification. The Project is subject to the General Conditions of the Department of the Army Maine General Permit dated October 14, 2020 through October 14, 2025, as well as the project-specific authorization and conditions issued by the Army Corps Maine Project Office.
 - c. The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
 - d. There are wetland impacts associated with the construction of the approach roadways on Route 197.
 - e. Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor. The limit of disturbance (LOD) for this Contract has been estimated at 3.15 acres.
10. General Requirements
 - a. U-Turns at toll plazas and median openings is not allowed. (Supplemental Specification 105.5.1)
 - 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 safe access. Refer to SP 652, Specific Project Maintenance of Traffic Requirements.
 - c. All vehicles used on the Project, including concrete delivery trucks, shall be equipped with amber flashing beacons in accordance with Supplemental Specification 652.3.4.
 - d. Class III safety vests must be worn at all times.

11. Traffic Control

- a. SP 652 replaces MTA 2016 Supplemental Specification Section 652.
- b. A minimum of one (1) Truck Mounted Attenuator (TMA) will be furnished and maintained by the Contractor for use on the project. A truck mounted attenuator shall be utilized for all lane closures on the Turnpike mainline, shall be utilized for all temporary shoulder closures (i.e. closures that do not include temporary concrete barrier) on the Turnpike mainline, and other construction operations where workers are exposed to traffic and not protected by positive means.
- c. Similar to the truck mounted attenuator, an Automated Trailed Mounted Radar Speed Limit Sign shall be placed in advance of a lane closure where workers are exposed to traffic and not protected by positive means. The Contractor shall furnish, operate, and maintain the Automated Trailer Mounted Radar Speed Limit Signs during the project operations.
- d. Concrete barriers supplied by the Authority shall be available at the West Gardiner Maintenance Facility. Total length is 320 feet.
- e. The Detour Signs shown in the upper left of plan sheet 13 of 18 have already been fabricated by MTA and the posts for detour signs have already been installed by the MTA. See SP 652 for more information. Construction signs on this plan sheet are the responsibility of the Contractor.
- f. Pavement markings must be applied to the bridge carrying Small Road over I-95 (Maine Turnpike) prior to closing the bridge and implementing the temporary detour plan depicted in the plans.

12. Specific Contract Items

- a. The abutments require lightweight backfill. Refer to SP 203, Lightweight Fill.
- b. A 4" minimum thick concrete distribution slab is provided at each abutment above the lightweight backfill. This work is included in the contract under Item 502.31, Structural Concrete Approach Slab. Details are provided in the plans.
- c. The Work includes slip-lining an existing corrugated metal pipe. See SP 509, Culvert Slip-Lining and SP 502, Annular Space Grouting.
- d. The existing bridge is limited to one lane of traffic with temporary traffic signals at each end. Once the temporary detour is in place, the Contractor will need to coordinate with CMP to remove service to these signals and coordinate with MTA to remove the lights and poles and deliver them to MTA. **An addendum will be issued related to this work.**
- e. SP 504, Structural Steel includes specific requirements of the Contractor to coordinate with the structural steel fabricator including penalty costs for delays related to delivery and/or storage.
- f. SP 520, Gland Seal-Supplied by Authority, includes specific requirements of the Contractor to coordinate with the expansion joint fabricator including receiving, unloading, and transporting the joint assemblies
- g. SP 523, Bearings includes specific requirements of the Contractor to coordinate with the bearing manufacturer including receiving, unloading, and transporting the bearing assemblies. The anchor rods are scheduled to be delivered prior to the bearing assemblies.
- h. SP 524, Protective Shielding – Steel Girders includes provisions for use and disposition of existing timber shielding. If the Contractor decides not to use the protective shielding it shall be removed and transported to the Maine Turnpike Authority Litchfield Maintenance Facility on Academy Road.

13. Questions