

**MAINE TURNPIKE AUTHORITY**

**ADDENDUM NO. 1**

**CONTRACT 2024.08**

**Exit 36 Pavement Repairs**  
**Biddeford/Kennebunk Park and Ride**

The following changes are made to the CONTRACT DOCUMENTS:

**PROPOSAL SHEETS:**

Remove P-2 and replace with the attached Scheduled Prices.

**SPECIFICATIONS:**

The attached SP Section 609 shall be incorporated into the contract documents.

Page SP-4: The substantial completion date has been changed to November 1, 2024.

Page SP-4: The final completion date has been changed to November 15, 2024.

The following should be added under section 470:

**470.02 Bituminous Materials**

The recycled bituminous pavement shall be reprocessed (crushed) to meet the following gradations:

Sieve Designation	Percentage by Weight Passing Square Mesh Sieve
3/4"	100
1/2"	95-100
No. 4	50-80
No. 50	18-28
No. 200	3-10

**PLANS:**

The attached Biddeford P&R Curb Plan shall be incorporated into the contract documents.

**QUESTIONS:**

Q1: Since the drawings for the 2 park & rides are not to scale would you please let us know how many SF each lot is?

A1: The Biddeford lot is 56,200 square feet and the Kennebunk lot is 19,260 square feet. Contractor should verify all dimensions.

Q2: What are the street addresses for each lot?

A2: The Biddeford address is 514, 516 Alfred Road, Biddeford. The Kennebunk address is Alewife Road, Kennebunk, near the southbound toll booth (no street number available).

Q3: Is hot rubber joint sealant required for all locations or just on the mainline/ramps?

A3: Rubber sealant is only required for the mainline repairs, not for the parking lots.

Q4: Please clarify the width of the berm corrections to be installed.

A4: Reference detail sheet. With a guardrail, the berm should begin to slope 4" past the face of the guard at a 4:1 slope. Without a guardrail the berm should be 2' in length.

Q5: What work has to be done at night?

A5: Reference the lane closure tables in section SP-66 and SP-67.

Q6: How are the butt joints being paid for?

A6: Butt joints are paid for under item number 202.202.

Q7: Will the authority consider moving the bid date to the following week?

A7: No, the bid date will remain the same.

Q8: Will the authority consider moving the substantial completion date to November 1st, 2024?

A8: Yes, the Authority will move the substantial completion date to November 1, 2024, and the final completion date to November 15, 2024.

Q9: Please clarify the material to be used for the berm corrections. Is reclaim (asphalt mixed with gravel) acceptable or is the Authority looking for straight pavement grindings (millings)?

A9: Reclaim is acceptable for berm corrections.

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

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

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nate Carll, Purchasing Department, MTA at 207-871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-7 of the bid package.

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Business Name

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Print Name and Title

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Signature

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Date

Very truly yours,  
MAINE TURNPIKE AUTHORITY

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Nathaniel Carll  
Purchasing Manager  
Maine Turnpike Authority

Item Number	Description	Unit	Quantity	Unit Price in numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.202	Removing Pavement Surface	SY	300				
403.208	Hot Mix Asphalt, 12.5mm Surface	TON	800				
403.211	Hot Bituminous Pavement Shimming	TON	300				
403.213	Hot Mix Asphalt, 12.5mm Base	TON	20				
409.15	Bituminous Tack Coat - Applied	GAL	1,200				
470.081	Berm Correction	LF	2,400				
609.21	Concrete Slipform Curb Mold 2	LF	600				
609.22	Concrete Slipform Curb-Terminal Ends	LF	12				
615.07	Loam	CY	31				
618.1401	Seeding Method 2, Plan Quality	UNIT	3				
629.05	Hand Labor, Straight Time	HR	40				
631.12	All Purpose Excavator (including operator)	HR	40				
631.172	Truck - Large (including operator)	HR	40				
631.36	Foreman	HR	40				
659.10	Mobilization	LS	1				
<b>Total:</b>							

SPECIAL PROVISION

SECTION 609

CURB

(Concrete Slipform Curb)  
(Concrete Slipform Curb – Terminal End)

609.01 Description

This work shall consist of furnishing and placing Slipform Concrete Curb mold type 2 and concrete curb-terminal ends in close conformity with the plans, or as authorized by the Resident.

609.02 Materials

Except as provided below, the materials used shall meet the requirements specified in Section 700 – Materials:

Portland Cement and Portland Pozzolan Cement	701.01
Water	701.02
Fine Aggregate for Concrete	703.01
Coarse Aggregate for Concrete	703.02
Air Entraining Admixtures	703.03

The aggregate shall conform to the requirements of Subsections 703.01 and 703.02.

A mix design for the Portland Cement Concrete shall be submitted to the Resident meeting the requirements of Class A or Class AAA.

Entrained air content of Slipform curbing shall be 4.0% to 7.0%.

Partially discharged loads may be retempered with water provided the maximum water to cement ratio is not exceeded.

Maximum concrete temperature at placement shall be 90°F.

Proposed mix designs may contain polypropylene fibers.

609.03 General

A. Preparation of Base. Before placing the curb, the foundation course shall be thoroughly cleaned of all foreign and objectionable material. The Contractor shall not place Slipform

Concrete Curb on a wet or frozen base. Base pavement for placing epoxy resin binder and slipform curbing may be in SSD condition but no standing water shall be allowed. String or chalk lines shall be positioned on the prepared base to provide guide lines. For HMA or PCC base the foundation shall be uniformly painted with an epoxy resin adhesive that meets AASHTO M 235, Type I, II, III, IV, or V. Proposed Epoxy Resin Adhesive from the Departments QPL shall be submitted with the concrete mix design for approval prior to placement and used in accordance with manufacturer's recommendations.

B. Placing. Concrete shall be placed with an approved Slipform machine that will produce a finished product according to the design specified in the plans. For cold weather Slipforming, the outside temperature must be at least 36°F (2.2°C) and rising. The curb shall be placed on a firm, uniform bearing surface, shall conform to the section profile specified in the plans, and shall match the appropriate grade. Expansion joints will be provided at ends of curve radii, or wherever the curb meets rigid structures such as building foundations or fire hydrants. Contraction joints will be placed at 10 foot (3 m) intervals using sawing methods, which shall cut 1-3" into the concrete. Joints shall be constructed perpendicular to the subgrade and match other joints in the roadways, sidewalks, or other structures when applicable.

C. Curing and Sealing. Proper curing shall be insured through the use of either a combination curing/sealing compound spray that meets ASTM 1315 Type 1 – Class A, or a curing compound spray that meets ASTM 309 Type 1-D – Class A. Curing may also be accomplished by the methods specified in Section 502.15 of the Specifications.

If a combination curing/sealing compound spray is not used, a separate sealing compound from the MaineDOT Qualified Products List for a Type 2 sealer shall be applied after the concrete has cured.

D. Protection. Slipform curb must be adequately protected after placement. The concrete shall be allowed to cure for at least 72 hours. During cold weather conditions, when temperatures drop below the required temperature of 36°F (2.2°C) after placement, curbing shall be protected by concrete blankets or a combination of plastic sheeting and straw. After any placement of Slipform curb, regardless of weather conditions, the placed curb shall be adequately protected by traffic control devices as necessary.

E. Marking. When required, the curb shall be painted and coated with glass beads in accordance with Section 627 – Pavement Marking. Curb designated to be painted shall not be sealed unless a combination curing/sealing compound is used.

F. Acceptance. Curb shall be accepted or rejected based on finish, alignment, entrained air content, and compressive strength. Acceptance testing for air content and compressive strength will be under 502. All damaged curb shall be removed and replaced at the Contractor's expense.

#### 609.04 Method of Measurement

Concrete Slipform Curb and Concrete Slipform Curb – Terminal End will be measured by the linear foot along the front face of the curb at the elevation of the finished pavement, complete in place and accepted.

607.05 Basis of Payment

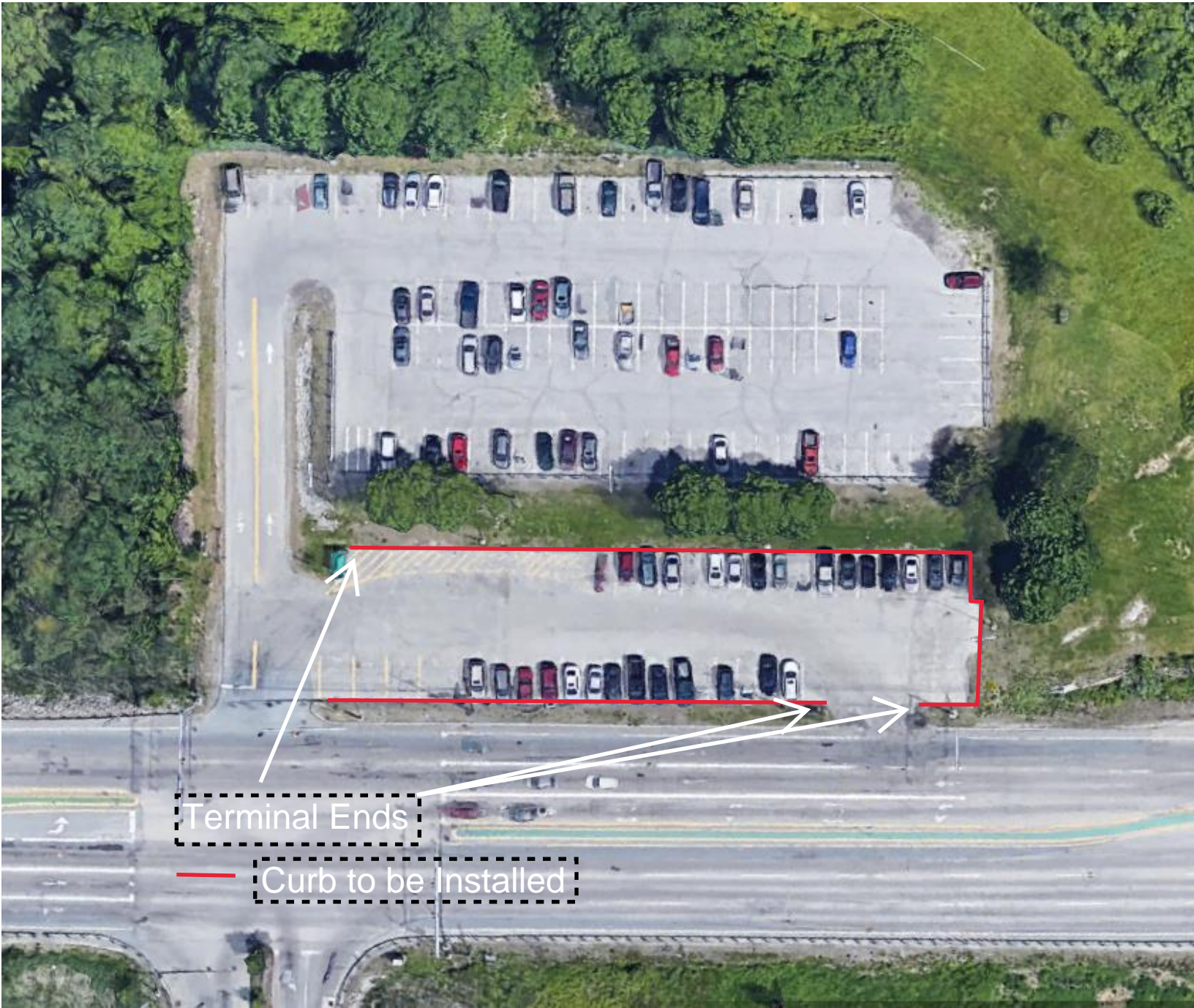
The accepted quantities of Concrete Slipform Curb and Concrete Slipform Curb – Terminal End will be paid for at the contract unit price per linear foot as specified.

There will be no separate payment for concrete, sealing, incidental materials, or labor needed to install the curb, but these will be considered included in the work of the related curb.

Removal of existing curb and necessary excavation for installing curb will not be paid for directly, but shall be considered to be included in the curb pay item. Base and Subbase material will be paid for under Section 304 – Aggregate Base and Subbase Course. Backing up machine laid curb is incidental to the curb items. Loam, as directed, will be paid under 615 – Loam.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
609.21 Concrete Slipform Curb	Linear Foot
609.219 Concrete Slipform Curb – Terminal End	Linear Foot



Terminal Ends

Curb to be Installed