

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 2

CONTRACT 2026.22

TOLL PLAZA TUNNEL REPAIR

NEW GLOUCESTER (MM 67.0)

WEST GARDINER (MM 100.2)

The bid opening date is January 20, 2026, at 11:00am

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

GENERAL

- Intentionally left blank.

PROPOSAL

- Intentionally left blank.

SPECIFICATIONS

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

1. Special Provision Section 107.1 Contract Time and Contract Completion Date, page SP-6 shall be deleted and replaced with the attached, SP-6 (Revised 01/15/2026); revision to Substantial and Contract Completion dates.
2. Special Provision Section 107.4.6 Prosecution of Work, page SP-8 shall be deleted and replaced with the attached, SP-8 (Revised 01/15/2026); revision to fifth bullet.
3. Special Provision Section 652 Maintenance of Traffic, page SP-51 shall be deleted and replaced with SP-51 (Revision 01/15/2026); deleted portion of last sentence in paragraph two.

PLANS

- Intentionally left blank.

QUESTIONS

The following questions were asked during the Pre-Bid meeting 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: Will the MTA consider extending the Substantial Completion and Final Completion dates by two (2) months?

Answer: Yes, the Substantial Completion and Final Completion dates are modified. See updated Special Provision 107.1 Contract Time and Contract Completion Date for more information.

Question 2: Do the lane closure reopening times noted on page SP-51 refer to daily lane closures or those using temporary concrete barrier?

Answer: These times refer to closures with temporary concrete barrier, specifically the EZ Pass Only lane within the Cash portion of the New Gloucester Toll Plaza. Reference to West Gardiner is removed as there will only be temporary daily lane closures allowed at West Gardiner.

ATTACHMENTS

- (This document - Addendum #2 (2 pages))
- Specifications (3 pages)

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

The total number of pages included in this addendum is five (5) pages.

All bidders are requested to acknowledge the receipt of the Addendum No. 2 by signing below and faxing this sheet to Nathaniel Carll, Purchasing Department, Maine Turnpike Authority at ncarll@maineturnpike.com. Bidders are also required to acknowledge receipt of this Addendum No. 2 on Page P-4 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

105.11.1 As-Built Plan Submittals

The Contractor shall make the following submittals of as-built plans to the Resident as part of the conditions of Mobilization Payment, Retainage Reduction, and Final Payment as noted in Special Provision 108:

- a. Draft As-built Plans containing any underground work completed within the prior 30 day period once 50% of the Work is complete.
- b. Final Draft As-Built Plans containing all underground work
- c. 100% As-Built Plans containing all underground work and changes

105.11.2 As Built Plan Requirements

As-built plans and CADD files shall conform to the following requirements:

- a. Include legend of line weights and styles
- b. Project stationing shall be on its own layer and be color white
- c. Changes to pavement, concrete, barrier, guardrail, foundations, signs etc. shall be on their own layer and be color brown
- d. Electric power lines, cable, conduit, and lighting cables shall be on their own layer and be color red
- e. Gas, oil, steam, petroleum, or gaseous materials shall be on their own layer and be color yellow
- f. Communication, alarm or signal lines, cables, or conduit shall be on their own level and be color orange
- g. Potable water shall be on its own layer and be color blue
- h. Sewers and drain lines shall be on their own layer and be color green
- i. Reclaimed water, irrigation, and slurry lines shall be on their own level and be color purple

107.1 Contract Time and Contract Completion Date

This Subsection is amended by the addition of the following:

All work shall be completed on or before September 18, 2026. Tunnel rehabilitation at both locations shall be substantially complete by August 28, 2026.

107.1.1 Substantial Completion

This Subsection is amended by the addition of the following:

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

- All tunnel repairs, drainage modifications, and all stairwell enclosures complete.
- All toll plaza lanes fully opened to traffic including shoulders.
- All disturbed slopes loamed, seeded and mulched, temporary erosion control mix and/or blanket installed where necessary.

- Demolition and reconstruction of the stairwell enclosures shall be scheduled to minimize requirements for temporary lane closures during cold weather.
- The Contractor will be allowed a seven-day period to close the tunnel stairwell, restricting toll staff passage, for constructing the stairwell enclosure and other repairs that would normally impede passage.
- Outside of the seven-day period, the Contractor shall provide, at a minimum, during daily shift changes at 6 AM, 2 PM, and 10 PM, safe passage for MTA staff.
- Installation of sump pit discharge pipe shall be scheduled for non-frost conditions.
- A minimum of one cash lane per bound shall remain open at all times. All lane closures shall be approved by MTA before closure. All lane closures are subject to reopening within a one-hour period as may be requested by MTA. See Special Provision 652 for more information.

The Contractor shall submit to the Authority a construction schedule which shall document that the Contractor has the necessary labor and equipment to work immediately and continuously at the project site once the first toll lane is closed. The construction schedule shall contain specific details for the sequencing of closed lanes and be accompanied by plan details showing the location of MTA toll staff parking and the clear path to both the tunnel and the vacant toll booth to be used as temporary break space. The intent of this specification is to minimize the amount of time for lane closure, while providing the Contractor sufficient time to complete the work in a diligent manner, providing MTA toll staff with safe access and egress, and reopen the full toll plaza as prescribed by the project's Substantial Completion date.

108.2.1 Generation of Progress Payments

The Authority will estimate the amount of Work performed at least monthly and make payment based upon such estimates. Estimates may be paid bimonthly (twice-a-month) if the bimonthly (twice-a-month) invoices exceed \$100,000. No such estimates or payment will be made if, in the judgment of the Authority, the Work is not proceeding in accordance with the provisions of the Contract. The Contractor agrees to waive all claims related to the timing and amount of such estimates.

108.2.3 Mobilization Payment

The second paragraph is deleted in its entirety and replaced with the following:

Upon approval of all pre-construction submittals required for approval by this Contract, including those listed in Section 104.4.2 – Preconstruction Conference, the Contractor will receive payment of 50% of the Lump Sum price for Mobilization, not to exceed 5% of the Bid less the amount bid for Mobilization. After the Authority determines that the Work is 50% complete and the Contractor has submitted a Draft (50%) as-built submittal of all underground work to date (within the prior 30 day pay period) as defined in Special Provision 105., the Contractor will receive the other 50% of the Lump Sum price for Mobilization, not to exceed 5% of the Bid less the amount bid for Mobilization. Any remaining Mobilization will be at the completion of physical work.

SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(Specific Project Maintenance of Traffic Requirements)

This Specification describes the specific project maintenance of traffic requirements for this Project.

The following minimum traffic requirements shall be maintained. These requirements may be adjusted based on the traffic volume when authorized by the Authority.

Maine Turnpike Traffic Control Requirements

Mainline lane and shoulder closures are not allowed. A single temporary toll plaza lane may be closed, one at a time, as the Contractor progresses the work. The Contractor may request to close the left-most EZ-Pass Only lane within the CASH lanes at New Gloucester northbound, on a longer term basis with temporary concrete barrier. The closure may include temporary concrete barrier prior to the toll plaza to close the lane, then temporary concrete barrier shall extend approximately 100 feet, as directed by MTA Resident, beyond the toll plaza to create the Contractor's laydown and parking area. Contractor shall coordinate with the MTA Resident to change overhead lane use signals upon implementing this single, left-most EZ-Pass Only lane closure. Toll lane closures at West Gardiner southbound will be limited to daily single lane closure.

The Contractor is responsible to keep the closed lane free of snow and ice at all times for the duration of the closure. The Contractor shall plan the work, including sufficient labor and materials, such that once the closure is setup, the stairwell caps and booth repairs are completed expeditiously without undue delay to minimize the duration of this EZ-Pass Only lane closure. With the exception of the stairwell closure period defined in Special Provision 652 Temporary Toll Plaza Lane Closure, the Contractor shall be prepared at all times to allow MTA to reopen the closed EZ-Pass Only lane at New Gloucester with a two-day notice.

See Special Provision 652 Temporary Toll Plaza Lane Closure for other allowable closures.