

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2022.12

BRIDGE REPAIRS

ROUTE 1 OFF-RAMP (RAMP J) UNDERPASS (MM 1.50)

WILSON ROAD UNDERPASS (MM 2.00)

LITTLEFIELD ROAD (MM 17.30)

**General**

The final addendum is scheduled to be issued on Wednesday May 18, 2022. All questions regarding Contract 2022.12 shall be submitted by **5:00pm on Tuesday May 17, 2022** to be answered in that addendum. Questions received after that time may not be answered.

**Questions:**

**The following are questions asked at the pre-bid meeting held on May 10, 2022. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.**

Question 1: Can the curb repairs at the Wilson Road Underpass be completed during the winter?

Response: *No. The curb repairs may not be done between December 1, 2022 and March 31, 2023.*

Question 2: Can the protective shielding for the curb repairs at the Wilson Road Underpass be left in place over the winter?

Response: *No. The temporary shielding may not be in place between December 1, 2022 and March 31, 2023.*

Question 3: When a double lane closure is established on the Mainline, are two truck mounted attenuators required?

Response: *No, only one truck mounted attenuator is required for each lane closure set up, regardless of the number of lanes closed.*

**Make the following changes to the bid documents:**

In the Plans, Sheet 2, make the following 'Pen and Ink' change. Cross out Item 639.19 – Field Office, Type B.

In the Contract Documents, Proposal, **REMOVE** pages P-5 and P-6 and **REPLACE** with the attached revised pages P-5 and P-6.

In the Contract Documents, Page SP-112, make the following ‘Pen and Ink’ change. Change “Shoulder closures and lane closures along the Mainline Northbound during the period April 1, 2023 to September 10, 2023” to “Shoulder closures and lane closures along the Mainline Northbound during the period April 1, 2023 to **November 3, 2023**”.

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

**Attachments**

- Proposal Pages P-5 and P-6 (2 pages)
- Pre-Bid Agenda (4 pages)
- Pre-Bid Sign-In Sheet (1 page)

The total number of pages included with this addendum is nine (9).

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, (207) 871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-7 of the bid package.

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

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

May 10, 2022

Very truly yours,

MAINE TURNPIKE AUTHORITY

\_\_\_\_\_  
Purchasing Manager  
Maine Turnpike Authority

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
629.05	Hand Labor, Straight Time	Hour	100				
631.10	Air Compressor (including operator)	Hour	100				
631.11	Air Tool (including operator)	Hour	100				
631.12	All Purpose Excavator (including operator)	Hour	100				
631.171	Truck - small (including operator)	Hour	100				
631.36	Foreman	Hour	100				
643.72	Temporary Traffic Signal	Lump Sum	1				
652.3	Flashing Arrow	Each	4				
652.312	Type III Barricade	Each	14				
652.33	Drum	Each	230				
652.34	Cone	Each	50				
652.35	Construction Signs	Square Foot	2040				

**CARRIED FORWARD:**

Item No	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
<b>BROUGHT FORWARD:</b>							
652.361	Maintenance of Traffic Control Devices	Lump Sum	1				
652.38	Flaggers	Hour	300				
652.41	Portable Changeable Message Sign	Each	3				
652.45	Truck Mounted Attenuator	Contract Day	50				
652.451	Automated Trailer Mounted Speed Limit Sign	Contract Day	35				
652.47	Sequential Flashing Warning Lights	Each	90				
656.75	Temporary Soil Erosion and Water Pollution Control	Lump Sum	1				
659.10	Mobilization	Lump Sum	1				
830.17	Utility Conduit Hanger System Hardware	Lump Sum	1				

<b>TOTAL:</b>
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**MAINE TURNPIKE AUTHORITY**

Pre-Bid Conference

CONTRACT 2022.12

BRIDGE REPAIRS

ROUTE 1 OFF-RAMP (RAMP J) UNDERPASS (MM 1.50)

WILSON ROAD UNDERPASS (MM 2.00)

LITTLEFIELD ROAD (MM 17.30)

May 10, 2022 1:00 PM

1) Location:

The general limits of work are as shown in the Contract Plans. The Route 1 Off-Ramp (Ramp J) Underpass is located at Mile 1.50 of the Maine Turnpike, the Wilson Road Underpass is located at Mile 2.00 of the Maine Turnpike, and the Littlefield Road Underpass is located at Mile 17.30 of the Maine Turnpike.

2) General Description:

The work consists of bridge repairs at three locations. At the Route 1 Off-Ramp (Ramp J) Underpass in the Town of Kittery, the work generally includes bridge pavement and membrane replacement, approach work and paving, resetting bearings, bridge drain replacement, and miscellaneous superstructure and substructure repairs. At the Wilson Road Underpass in the Town of Kittery, the work generally includes bridge pavement and membrane replacement, approach work and paving, deck expansion joint repairs, bridge drain replacement, and miscellaneous superstructure and substructure repairs. At the Littlefield Road Underpass in the Town of Wells, the work generally includes bridge pavement replacement, approach work and paving, deck expansion joint repairs, utility conduit hanger replacements, and miscellaneous superstructure and substructure repairs. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) May 19, 2022 at 2:00 P.M. at MTA headquarters 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Purchasing Department, Phone No. (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 (fax) or email [ncarll@maineturnpike.com](mailto:ncarll@maineturnpike.com).
- d) All questions must be submitted by 5:00pm on Friday May 13, 2022 to be considered.

4) Notification:

- a) Contractor shall notify and obtain approval from the Authority prior to visiting the Project sites for field inspection. The contact person is Mr. Steve Tartre at (207) 482-8144 or [startre@maineturnpike.com](mailto:startre@maineturnpike.com).

- 5) Construction Schedule/Prosecution of Work:
- a) MTA Board is scheduled to consider the Contract Award on May 26, 2022.
  - b) Construction Schedule:
    - All work shall be substantially complete on or before October 3, 2023.
    - All work shall be completed on or before November 3, 2023.
  - c) At the Route 1 Off-Ramp (Ramp J) Underpass:
    - The Contractor shall be allowed to close the Route 1 Off-Ramp (Ramp J) for a maximum of twenty-eight (28) consecutive calendar days.
  - d) At the Wilson Road Underpass:
    - The Contractor shall complete the south fascia curb repairs and north fascia curb repairs utilizing the temporary lane shifts shown in the Plans prior to closing Wilson Road to complete all other bridge repairs.
    - The Contractor shall be allowed to close Wilson Road for a maximum of twenty-eight (28) consecutive calendar days.
    - The Contractor shall not close Wilson Road during the Kittery School District school year.
  - e) At the Littlefield Road Underpass:
    - The Contractor shall maintain a minimum of one lane of traffic at all times. The Contractor may reduce Littlefield Road to one lane of traffic for a maximum of sixty (60) consecutive calendar days. The duration of time that an individual lane may be closed is at the Contractor's option provided that the maximum duration of lane closures does not exceed sixty (60) consecutive calendar days.
  - f) Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed as described in Special Provisions 107.1, 107.1.1, and 107.4.6.
- 6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)
- a) Bridge and Highway wages are included in the Contract Book.
- 7) Lead Paint (Special Provision 105.2.4.2):
- a) The Contractor shall note that the existing bridge structures may contain lead based paint. The Contractor shall institute every precaution when working with materials coated with lead based paints.
- 8) Utility Coordination (Special Provision 104.4.6)
- a) The Contractor shall contact Dig Safe and any non-member utility operators through OK-TO-DIG prior to any work.
  - b) The following utilities are anticipated to be located within the Project limits:
    - i) Central Maine Power
    - ii) Charter Communications, Inc.
    - iii) Consolidated Communications
    - iv) Kennebunk, Kennebunkport & Wells Water District
  - c) The Littlefield Road Underpass bridge utility supports will be replaced as shown on the Plans. Consolidated Communications and the Authority have entered an agreement to have the Contractor complete this work. No other utility adjustments are anticipated.
  - d) If any unexpected utility relocations become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.

- 9) Permit Requirements (Special Provisions 105.8.2 and 105.8.3)
- a) The work is being permitted under Section 404 of the Clean Water Act, through the US Army Corps of Engineers Maine Programmatic General Permit. The Project is subject to the General Conditions of the Maine General Permit dated October 14, 2020 through October 14, 2025.
  - b) The Project is subject to the Stormwater Memorandum of Agreement for Stormwater Management Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection (Stormwater MOA). Under the Stormwater MOA, all construction activities are subject to Maine Stormwater Law Basic Standards through implementation of MaineDOT's Best Management Practices for Erosion and Sedimentation Control (MaineDOT BMP Manual), which are the Contractor's responsibility to implement.
  - 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) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
- 10) General Requirements
- a) U-Turns at toll plazas and median openings 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 for safe access. Refer to Special Provision 652, Specific Project Maintenance of Traffic Requirements, for lane closure requirements and restrictions.
  - 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 (Special Provision Section 652):
- a) Special Provision Section 652 replaces the MTA 2016 Supplemental Specification Section 652. Substantive revisions have been bolded in the 652 SP.
  - b) Contractor is responsible for supplying all traffic control devices.
  - c) Contractor is responsible for placement, relocation, removal and maintenance of traffic control devices. Maintenance of traffic control devices is a 24-hour a day, seven days per week, responsibility. Contractor shall inspect devices as required.
  - d) Temporary detours, lane closures and construction phasing shall be established and maintained at all times in accordance with the details shown on the Plans and the requirements of the Special Provisions.
    - i) 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.
    - ii) An automated speed sign shall be required when there is a Work Zone Speed Limit in place. The automated speed signs shall be capable of recording and storing speed data and Contractor shall supply data to Resident upon request.
    - iii) Detour signs for closed bridge work shall not be installed more than two weeks prior to the start of the detour and shall be removed within two weeks of the end of the detour.

- e) Turnpike Lane closures
  - i) One lane of traffic flowing in each direction at all times. Minimum traveling width of 14' required unless otherwise shown in the Plans.
  - ii) All lane closures require the approval of the Resident. The Resident is required to submit a request to MTA for lane closures by noon on Thursday for lane closures needed for the following week. The Contractor shall plan the work and requests for lane closures accordingly. Requests are subject to approval by MTA.
  - iii) Shoulder closures and lane closures along the Mainline Northbound south of Exit 3 during the period April 1, 2023 to September 10, 2023 shall require coordination with the part-time shoulder use (PTSU) contractor and the Traffic Management and Communications Center (TMCC). The Contractor will not be permitted to close a shoulder or lane along the Turnpike Northbound while PTSU is being tested or operated.
  - iiii) Supplemental liquidated damages shall be assessed at \$1,000 per minute for every minute that a temporary lane closure is in place outside of the allowable times.
- f) All signs, which do not apply to current construction activity, shall be 100% covered or removed in accordance with the plans. This includes any speed limit signs when work zone speed is in operation.
- g) Traffic control devices shall be NCHRP 350 compliant. All traffic control devices shall meet MASH guidelines if the date of manufacture was after December 31, 2019

12) Specific Contract Items:

- a) MTA is constructing new Emergency Vehicle Ramps at the Littlefield Road Underpass through Contract 2022.11. The new EVRs are anticipated to be completed by November 2022.
- b) The curb repairs at the Wilson Road Underpass shall be accessed via protective shielding. Note that the south curb repair includes partial reconstruction of the entire curb, and the north curb repair includes a significant amount of fascia repairs.
- c) The jacking required to reset the bearings at the Route 1 Off-Ramp (Ramp J) Underpass may be accomplished by creating a flat spot on the bearing seat. Any removed concrete shall be repaired in accordance with Supplemental Specification 518.

13) Questions:



MTA Contract 2022.12

Bridge Repairs at Route 1 Off-Ramp (Ramp J) Underpass, Wilson Road Underpass and Littlefield Road Underpass

PREBID MEETING 1:00PM MAY 10, 2022 - ATTENDENCE SHEET

NAME	COMPANY	EMAIL	PHONE
GORDON EDINGTON	VHB	GEDINGTON@VHB.COM	207-219-0662
ANDY KITTREDGE	CPM CONSTRUCTORS	ANDYK@CPMCONSTRUCTORS.COM	207-865-0000
KRISTI VAN OUYEN	MTA	KVANOUYEN@MAINE TurnPIKE.COM	207-482-8113
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