

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2025.04

BRIDGE REPAIRS

BEECH RIDGE ROAD UNDERPASS (MM 4.80)

NEW COUNTY ROAD UNDERPASS (MM 34.40)

ROUTE 9/MIDDLE ROAD UNDERPASS (MM FS 3.70)

A pre-bid meeting was held on January 7, 2025. The pre-bid meeting agenda, presentation and sign-in sheet are attached to this addendum. **All questions must be submitted by 5:00pm on Tuesday January 14, 2025, to be considered.**

Questions:

The following are questions asked at the pre-bid meeting or submitted to the Authority in writing. Answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: Can paving at Route 9/Middle Road be done with flaggers during the day?

Response: *Lanes on Route 9/Middle Road shall not be closed until 8:00pm and shall be reopened the following day by 6:00am in accordance with Special Provision Section 107.4.6.*

Question 2: At the New County Road Underpass, Can the lane closure time limit be increased from 14 days to 21 days?

Response: *Yes, Special Provision Section 107.4.6 has been revised as part of this addendum to allow for a closure of 21 days per lane.*

Question 3: Will 2025 Fair Minimum Wage Rates be required for this project?

Response: *Yes. The Department of Labor has repealed the 2025 Fair Minimum Wage Rates that were previously published. Final 2025 Fair Minimum Wage Rates are expected in mid-February and Contractors are expected to use those rates for this contract. MTA will provide the 2025 Fair Minimum Wage Rates when they become available.*

Make the following changes to the bid documents:

In the Contract Documents, **REMOVE** Page SP-12 and **REPLACE** with the attached revised Page SP-12.

In the Contract Plans, **REMOVE** Sheet 3 and **REPLACE** with the attached revised Sheet 3.

In the Pre-Bid Agenda, Page 4 Section 12 **DELETE** bullet “h” in its entirety.

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

Attachments

- Contract Documents, Revised Page SP-12 (1 Page)
- Contract Plans, Revised Sheet 3 (1 Page)
- Pre-Bid Agenda (5 pages)
- Pre-Bid Presentation (23 pages)
- Pre-Bid Sign-In Sheet (1 page)

The total number of pages included with this addendum is thirty-three (33).

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-5 of the bid package.

Business Name

Print Name and Title

Signature

Date

January 13, 2025

Very truly yours,

MAINE TURNPIKE AUTHORITY

Purchasing Manager
Maine Turnpike Authority

- The Contractor shall close each lane on Beech Ridge Road Underpass for a maximum of seven (7) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that the bridge is closed in excess of seven (7) consecutive calendar days.

The following restrictions shall be applied to the work at the New County Road Underpass:



- The Contractor shall close each lane on New County Road Underpass for a maximum of twenty-one (21) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that the bridge is closed in excess of twenty-one (21) consecutive calendar days.
- The proposed overlay pavement shall be placed within fourteen days of the milling of the existing pavement.

The following restrictions shall be applied to the work at the Route 9/Middle Road Underpass:

- Lanes on Route 9/Middle Road shall not be closed until 8:00 p.m. and shall be reopened the following day by 6:00 a.m. Supplemental liquidated damages of \$500 per hour shall be assessed for each hour that any lane is closed past 6:00 a.m. each day.
- The Contractor shall close each lane on Route 9/Middle Road for a maximum of ten nights per lane. The maximum ten nights of closures per lane are not required to be consecutive nights.
- The proposed overlay pavement shall be placed within fourteen days of the milling of the existing pavement.

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 bridge is closed. The intent of this specification is to minimize the amount of time for bridge closure, while providing the Contractor sufficient time to complete the work in a diligent manner and reopen the bridge as prescribed by the project's Substantial Completion date.

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.

108.3 Retainage

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

Date: 11/22/2024

Filename: ... \BRIDGE\MSTA\003_notes.dgn

SPECIFICATIONS

Design: AASHTO LRFD Bridge Design Specifications, 2020.

Construction: State of Maine Department of Transportation Standard Specifications, 2014 Edition, with all revisions thereto.

State of Maine Department of Transportation Standard Details for Highways and Bridges, 2020 Edition, with all revisions thereto.

AASHTO LRFD Bridge Construction Specifications, Fourth Edition

NEW MATERIALS

Concrete (Unless noted otherwise) Class AAA - Modified
Reinforcing Steel ASTM A615/A615M, Grade 60

Structural Steel:
All Material (except as noted) ASTM A709/A709M, Grade 36
High Strength Bolts (except as noted) ASTM A325, Type I

BASIC DESIGN STRESSES (NEW MATERIALS)

Concrete $f'c = 4,500 \text{ psi}$

Reinforcing Steel $f_y = 60,000 \text{ psi}$

Structural Steel:
ASTM A 709/A 709M, Grade 36 $F_y = 36,000 \text{ psi}$
ASTM A 325 $F_u = 120,000 \text{ psi}$

TRAFFIC AND DESIGN LOADING DATA

BEECH RIDGE ROAD UNDERPASS

Design Live Load (for existing components) HS 20-44
AADT 2,650
Design Speed (MPH) (for existing) 35
Functional Class Minor Collector

NEW COUNTY ROAD UNDERPASS

DESIGN LIVE LOAD (for existing components) Unknown
AADT 5,250
Design Speed (MPH) (for existing) 30
Functional Class Major Collector

ROUTE 9 / MIDDLE ROAD UNDERPASS

DESIGN LIVE LOAD (for existing components) Unknown
AADT 10,400
Design Speed (MPH) (for existing) 30
Functional Class Major Collector

GENERAL CONSTRUCTION NOTES

1. All details shall be in conformance with Maine Department of Transportation (MaineDOT) 2020 Standard Details for Highways and Bridges with all updates and MaineDOT Best Management Practices for Erosion and Sediment Control, latest revision unless otherwise noted in these plans.
2. All work must be completed within the limits shown in these Plans.
3. The Contractor shall submit proposed staging area(s) and field trailer location to the Resident for approval prior to starting work.
4. Any portions of the existing bridges removed by the Contractor shall become the property of the Contractor. The steel portions of the existing bridges may be coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the work of this project.
5. Copies of the As-Built plans are posted on the Maine Turnpike Authority website at www.maineturnpike.com/projects/construction-contracts. The completeness and accuracy of these plans is not guaranteed.
6. Chamfer all exposed new concrete edges $\frac{3}{4}$ " unless otherwise noted.
7. For all structures clear protective coating for concrete surfaces shall be applied to the following areas:
 - All bridge curbs, parapets, and transition barriers as shown in these plans.
 - For the New County Road Underpass, all exposed faces of the substructure abutments and pier.
8. The Contractor shall place approach pavement at all locations to achieve a smooth transition between existing and proposed pavement.
9. Prior to the removal of any pavement, the Contractor shall document the location, type, and color of all pavement striping and provide that information to the Resident.



EROSION CONTROL NOTE

1. All temporary and permanent erosion control devices shall be installed in accordance with the Maine Department of Transportation Best Management Practices.

UTILITIES NOTES

1. Existing utilities on these plans were compiled from existing plans and various other sources. Locations are not guaranteed to be accurate nor is it guaranteed that all utilities are shown. No separate or additional compensation will be allowed to the Contractor due to any variance between the data shown on the plans and the actual field conditions encountered. No work shall be started until the owners of the various utilities are notified by the Contractor of the proposed construction. The Contractor is also required to call Dig Safe at 1-888-344-7233 at least 72 hours prior to the start of the work.
2. The Contractor shall contact all non-members through www.OKtoDIG.com or as otherwise required by the Maine Public Utilities Commission. All proposed excavation locations shall be marked at the time of notification. No excavation shall be permitted until the authority has located and marked its underground utilities. The Resident shall be provided an electronic copy of all Dig Safe tickets within 24 hours of their release for project notifications and 3rd party utility locator coordination.
3. The Contractor shall notify the Resident 10 calendar days prior to submitting a utility locate request through Dig Safe so that the Resident can arrange for Maine Turnpike underground utility location. All proposed sign locations and excavation locations shall be marked at the notification time.
4. Contractor shall protect all new and existing utilities from damage during the construction as approved by the utility owners.
5. Following the completion of the initial utility locate the Contractor will GPS locate all utilities within the project limits and provide a copy of the Dig Safe records to the Authority, the Contractor, acting as the Authority's third party locator shall be responsible for remarking all Maine Turnpike facilities when a Dig Safe utility locate is call for in the project. This work shall be considered incidental to the contract.
6. The utilities involved in this contract are:
Beech Ridge Road Underpass: Consolidated Communications, Inc. (CCI)
New County Road Underpass: Central Maine Power (CMP), Spectrum, CCI
Middle Road Underpass: CMP, CCI, Town of Falmouth (Sewer)

Scale: AS NOTED			
No.	Revision	By	Date
1.	Addendum No. 1	MEB	01/25

Designed by:					
CONSULTANT PROJECT MANAGER: M. Bowe					
	By	Date	By	Date	
Designed	HMR	11/22/24	Checked	HNH	11/22/24
Drawn	BJM	11/22/24	In Charge of	MEB	11/22/24

VANASSE HANGEN BRUSTLIN, INC.
500 Southborough Dr.
Suite 105B
South Portland, ME 04106
TEL (207) 889-3150
FAX (207) 253-5596

**THE GOLD STAR
MEMORIAL HIGHWAY**

MTA PROJECT MANAGER: Kristi Van Ooyen, PE

MTA PROJECT NO. 2025.04 BRIDGE REPAIRS GENERAL NOTES	
VHB: 55807.00	SHEET NUMBER: 3
CONTRACT: 2025.04 3 OF 22	

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2025.04

BRIDGE REPAIRS

BEECH RIDGE ROAD UNDERPASS (MM 4.80)

NEW COUNTY ROAD UNDERPASS (MM 34.40)

ROUTE 9/MIDDLE ROAD UNDERPASS (MM FS 3.70)

January 7, 2025, 10:00 AM

1) Location:

The general limits of work are as shown in the Contract Plans. The Beech Ridge Road Underpass is located at MM 4.80 of the Maine Turnpike. The New County Road Underpass is located at MM 34.80 of the Maine Turnpike. The Route 9/Middle Road Underpass is located at MM FS 3.70 of the Falmouth Spur.

2) General Description:

The work consists of bridge repairs at three locations. At the Beech Ridge Road Underpass in the town of York, the work generally consists of bridge deck broadcast sealant, bridge curb coating and bridge joint seal repairs. At the New County Road Underpass in the town of Saco, the work generally consists of bridge and approach mill and overlay paving, bridge joint repairs, header installation, girder haunch removal, bridge parapet coating and resealing of joints, substructure coating, and utility hanger repairs. At the Route 9/Middle Road Underpass in the town of Falmouth, the work generally consists of bridge joint repairs, header installation, and bridge parapet coating and resealing of joints. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) Bid opening is January 16, 2025 at 11:00 A.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.
- d) All questions must be submitted by 5:00pm on Monday January 13, 2025 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 at (207) 482-8144 or startre@maineturnpike.com.

5) Construction Schedule/Prosecution of Work:

- a) MTA Board is scheduled to consider the Contract Award on January 23, 2025.
- b) At all locations:
 - i) All work shall be substantially complete by October 31, 2025.
 - ii) All work shall be completed on or before November 21, 2025.
- c) Substantially complete shall be defined as:
 - i) All bridge repair work at all locations required by the Contract that requires shoulder and/or lane closures.
 - ii) All roads fully opened to two-way traffic including shoulders, surface pavement and pavement markings.
 - iii) Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.
- d) The following restrictions shall be applied to the work at the Beech Ridge Road Underpass:
 - i) The Contractor shall be allowed to close each lane for a maximum of seven (7) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that each lane is closed in excess of seven (7) consecutive calendar days.
- e) The following restrictions shall be applied to the work at the New County Road Underpass:
 - i) The Contractor shall be allowed to close each lane for a maximum of fourteen (14) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that each lane is closed in excess of maximum of fourteen (14) consecutive calendar days.
 - ii) The proposed overlay pavement shall be placed within fourteen days of the milling of the existing pavement.
- f) The following restrictions shall be applied to the work at the Route 9/ Middle Road Underpass:
 - i) Lanes on Route 9/Middle Road shall not be closed until 8:00 p.m. and shall be reopened the following day by 6:00 a.m. Supplemental liquidated damages of \$500 per hour shall be assessed for each hour that any lane is closed past 6:00 a.m. each day.
 - ii) The Contractor shall close each lane on Route 9/Middle Road for a maximum of ten nights per lane. The maximum ten nights of closures per lane are not required to be consecutive nights.
 - iii) The proposed overlay pavement shall be placed within fourteen days of the milling of the existing pavement.

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

- a) Heavy and Bridge wages for Cumberland County and York County for 2024 are included in the Contract Book and will be updated with the 2025 rates by addendum.

7) Utility Coordination (Special Provision 104.4.6)

- a) Existing utilities were not located for this project.
- b) The Contractor shall contact Dig Safe and any non-member utility operators through OK-TO-DIG prior to any work.
- c) Utility adjustments are not anticipated as part of this project. 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.

- 8) Cooperation With Other Contractors (Special Provision 104.4.7)
- a) Adjacent contracts currently scheduled for the 2025 construction season include:
 - i) MTA Contract 2022.07– Interchange Improvements Saco (Exit 35 & 36) MM 34.7 – MM 36.6
 - ii) MTA Contract 2024.01 – Pavement Rehabilitation (Exits 1, 2 & 3) MM 1.3 – MM 6.8
 - iii) MTA Contract 2025.02 – Mainline Pavement Rehabilitation (MM 42.0 – 49 NB Scarborough and Portland)
 - iv) MTA Contract 2025.03 – Mainline Pavement Rehabilitation (MM 51.2 – 54.5 Portland and Falmouth)
 - v) MTA Contract 2025.05 – Concrete Haunch Removal
 - vi) MTA Contract 2025.07 – Culvert Repair (MM 40.3, MM 72.0, MM 72.2)
 - vii) MTA Contract 2025.09 – 2025 Roadside Clearing
- 9) 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.
- 10) Permit Requirements (Special Provisions 105.8.2 and 105.8.3)
- a) 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).
 - b) This Project is also subject to the requirements of the Maine Pollutant Discharge and Elimination System (MPDES) General Permit for the Discharge of Stormwater from MTA’s Municipal Separate Storm Sewer Systems (MS4).
 - c) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
- 11) 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.
- 12) Traffic Control (Special Provision Section 652):
- a) Special Provision Section 652 replaces the MaineDOT Standard Specification 2014 Edition and MTA 2016 Supplemental Specification Section 652.
 - b) Substantive revisions have been bolded in the 652 SP.
 - c) Contractor is responsible for supplying all traffic control devices.
 - d) 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.

- e) 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) A truck mounted attenuator shall be utilized for all work completed behind guardrail if that work is being completed within the deflection zone of the guardrail (within four feet behind the guardrail post).
 - iii) Automated trailer mounted speed limit signs shall only be used when a work zone speed limit is in place and shall be required when the work zone speed limit is active.
 - iv) Truck mounted attenuators and automated trailer mounted speed limit signs are incidental to Item 652.361, Maintenance of Traffic Control Devices.
- f) Turnpike/Falmouth Spur 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) Supplemental liquidated damages shall be assessed at \$1,000 per five minutes for every five minutes that a temporary lane closure is in place outside of the allowable times.
- g) 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.
- ~~h) All temporary striping, including covering existing striping with blackout tape, shall be incidental to Item 652.361, Maintenance of Traffic Control Devices.~~
- i) 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.

13) Specific Contract Items:

- a) The existing unreinforced concrete girder haunches at the New County Road Underpass shall be removed using pneumatic chipping hammers of a size approved by the Resident, or other methods approved by the Resident. The Contractor shall remove the haunches to an approximate 45° angle, as shown in the Plans. The Contractor is not required to grind the removal line to a smooth finish.
- b) Elastomeric Concrete Headers shall be paid under Item 518.864 Elastomeric Concrete Header Repair. Prior to placing the elastomeric concrete, the Contractor shall remove any areas of deteriorated concrete in accordance with Supplemental Specification Section 518 and as directed by the Resident. If repairs to the top of the backwall or end of the deck are needed, the Contractor shall repair with elastomeric concrete and repairs shall be paid under Item 518.864 Elastomeric Concrete Header Repair. If repair depth is greater than 3" below the header, the repairs and the concrete header may be done with AAA concrete at the direction of the Resident and paid under Item 518.865, Concrete Header Repair. The Elastomeric Concrete Header Repair quantity in the plans is based on an average depth of 4" over the backwall which includes 3" for the header and additional depth for repairs.

14) Questions:



**Maine
Turnpike
Authority**

MTA Contract 2025.04



Bridge Repairs Beech Ridge Road Underpass New County Road Underpass Route 9/ Middle Road Underpass

Pre-Bid Conference

January 7, 2025



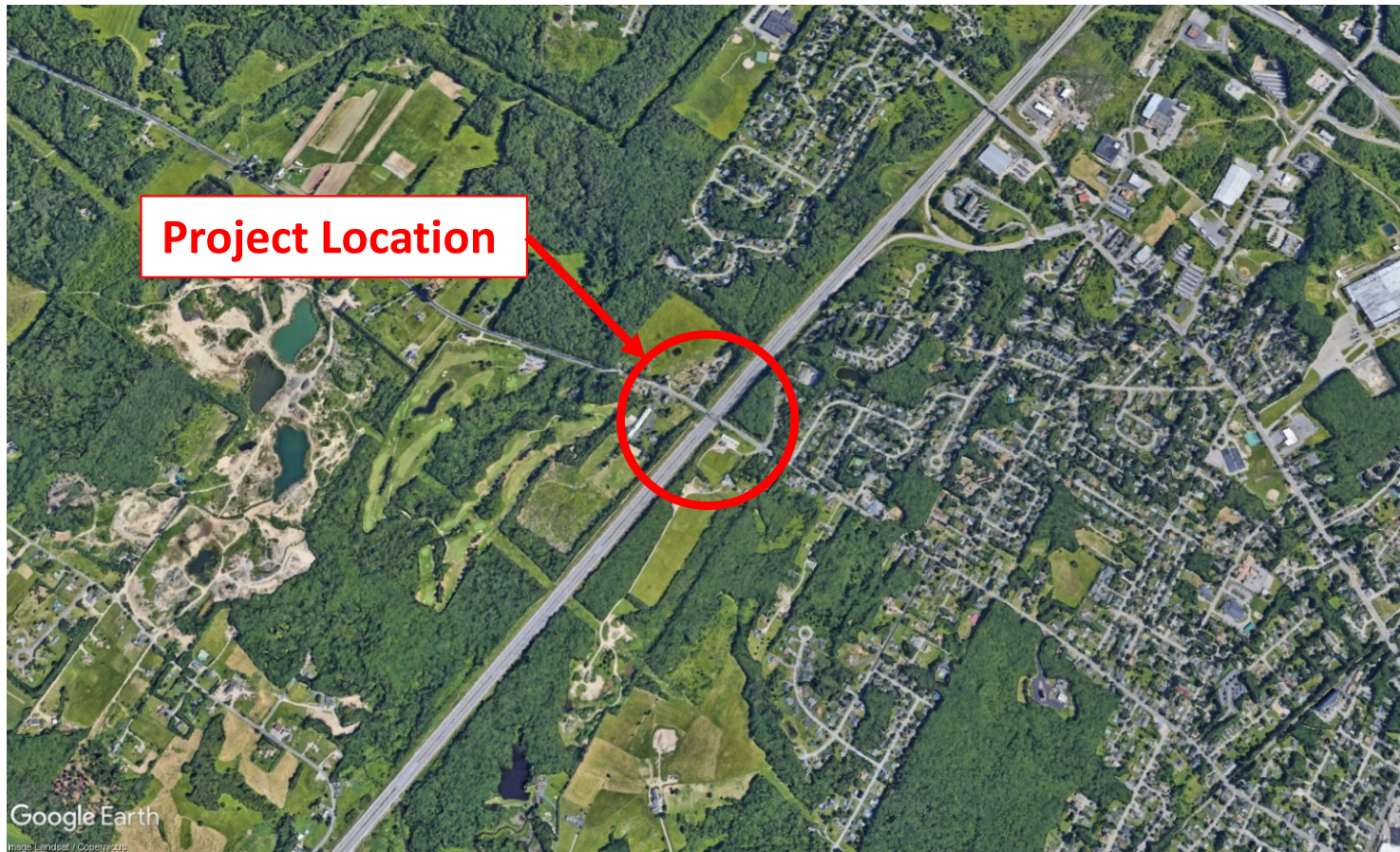
1) Location – Beech Ridge Road Underpass (MM 4.80)



Google Earth
Image © 2024 Airbus

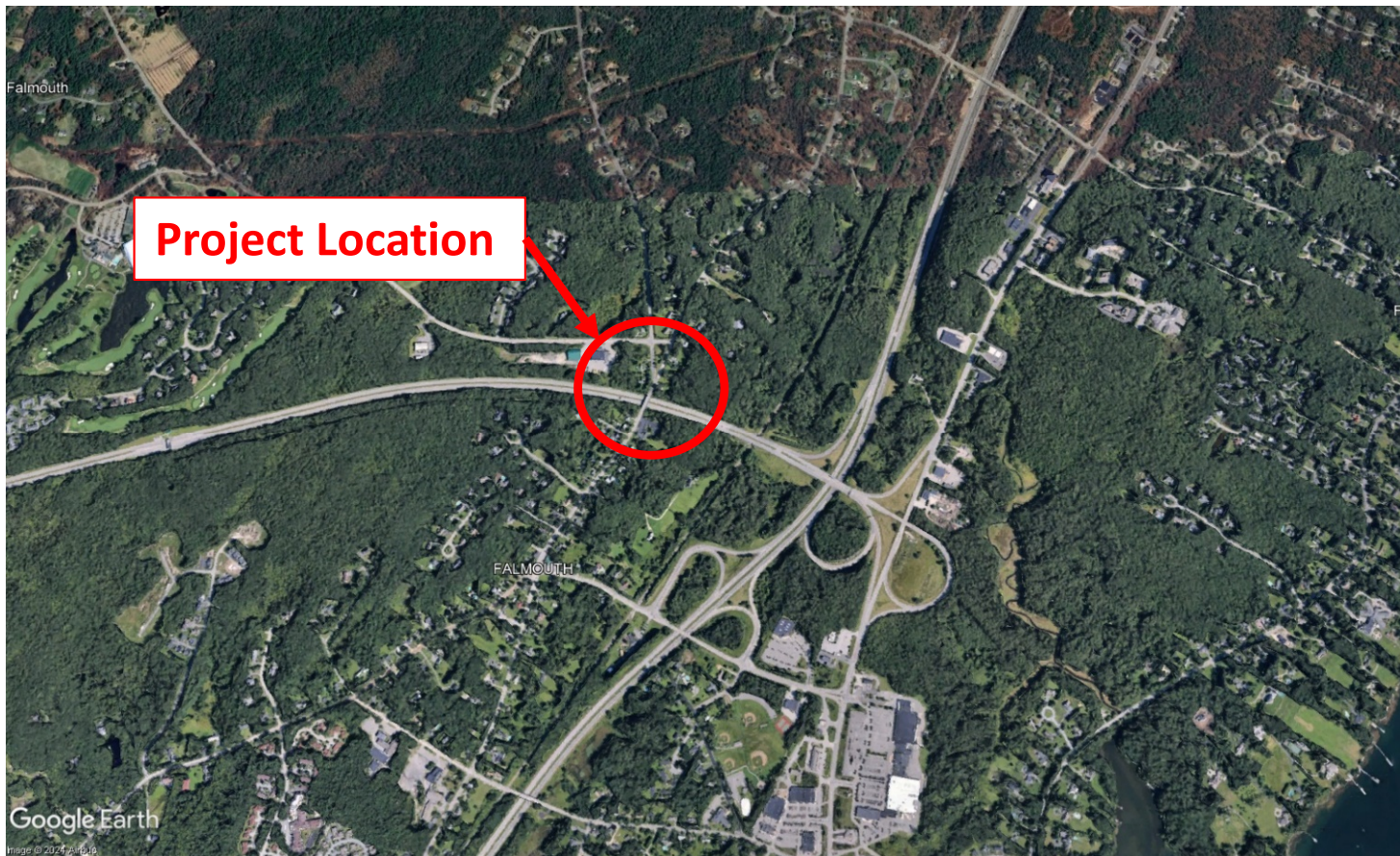


1) Location – New County Road Underpass (MM 34.40)



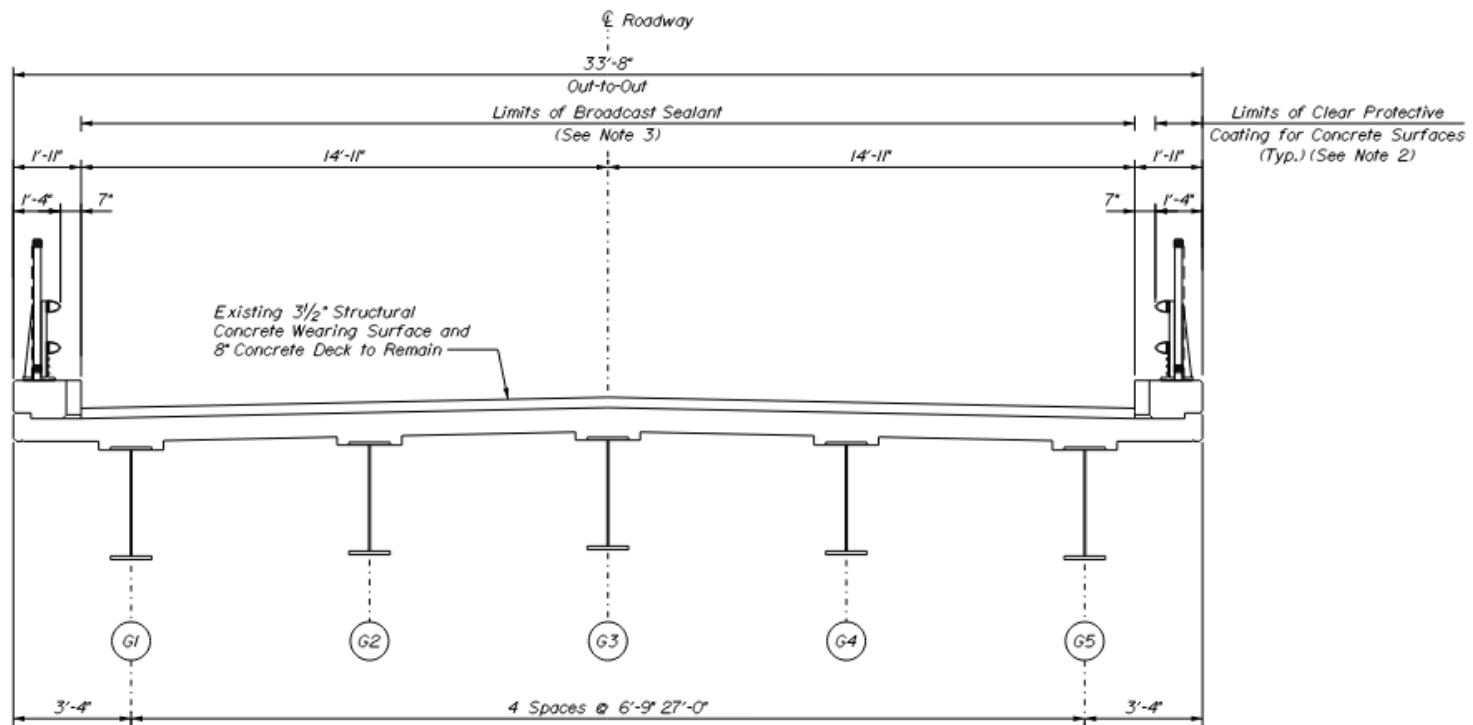


1) Location – Middle Road/Route 9 Underpass (MM FS 3.70)



2) General Description

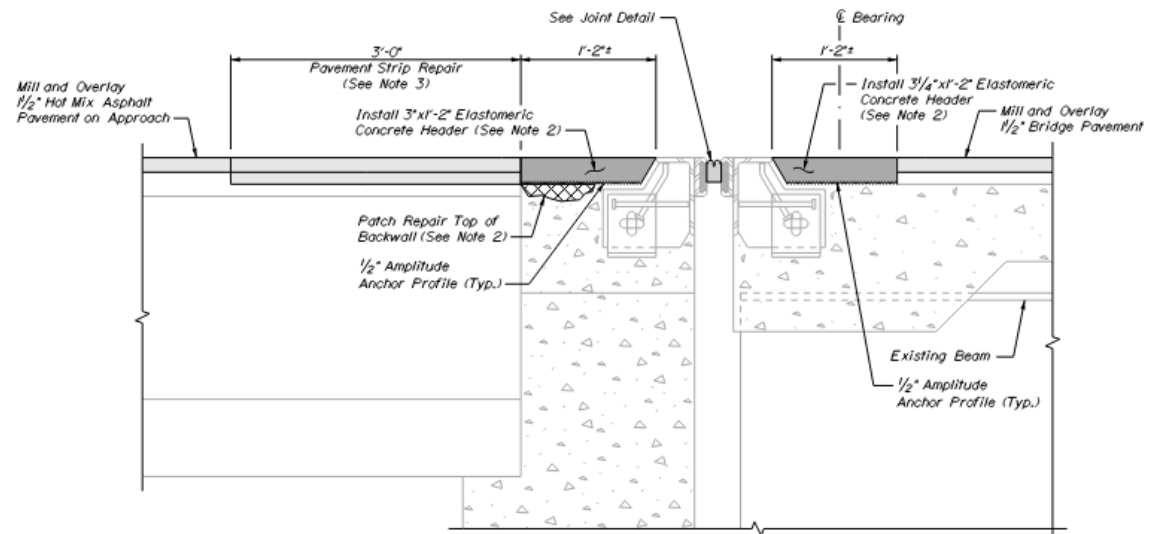
- At the Beech Ridge Road Underpass, the work includes:
 - Bridge deck broadcast sealant
 - Bridge curb coating
 - Bridge joint seal repairs



SUPERSTRUCTURE TYPICAL SECTION
Scale: 3/8" = 1'-0"

2) General Description (Cont'd)

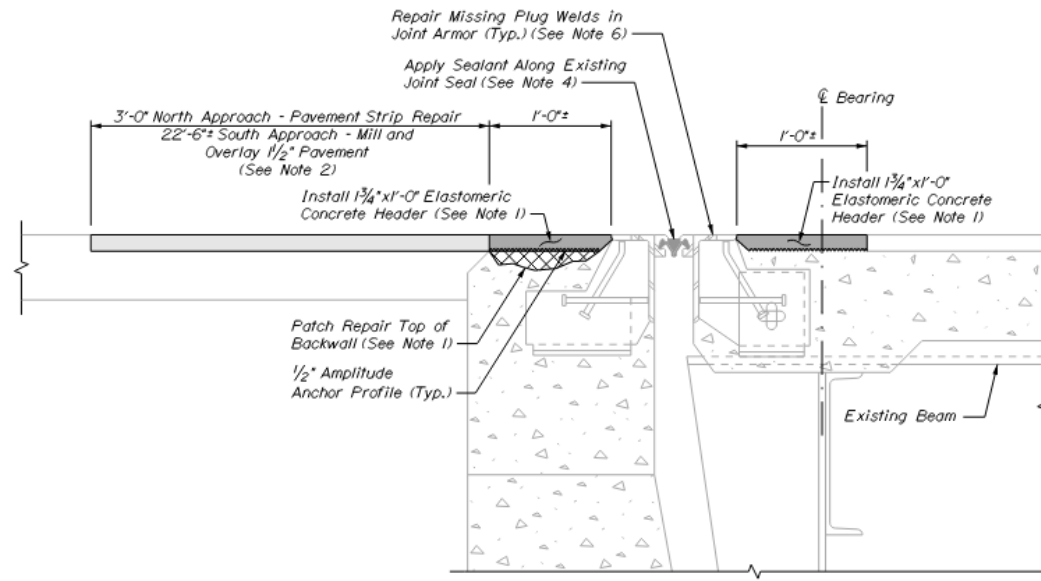
- At the New County Road Underpass, the work includes:
 - Girder haunch removal
 - Bridge and approach mill and overlay paving
 - Joint repairs and header installations
 - Parapet coating and resealing joints
 - Substructure coating
 - Utility hanger repairs



PROPOSED EXPANSION JOINT SECTION

2) General Description (Cont'd)

- At the Middle Road/ Route 9 Underpass, the work includes:
 - Joint repairs and header installations
 - Bridge parapet coating and joint sealing



PROPOSED EXPANSION JOINT SECTION



3) Bid

- **Bid opening:** January 16, 2025, at 11:00 A.M.
- All **bid & contractual questions** direct to Purchasing Dept.
 - Phone #: (207) 482-8115
- All **plan & spec questions** submit in writing directed to Nate Carll, Purchasing Manager
 - Fax: (207) 871-7739
 - Email: ncarll@maineturnpike.com
- All questions **must be submitted** by 5:00 pm on Monday January 13, 2025



4) Notification

- Contractor shall **notify and obtain approval** from the Authority (Steve Tartre) **prior to visiting the Project site** for field inspection.
 - Phone #: (207) 482-8144
 - email: startre@maineturnpike.com



5) Construction Schedule/Prosecution of Work

- MTA Board is scheduled to consider the **Contract Award on January 23, 2025.**

- At all locations:
 - Substantially complete: **October 31, 2025**
 - All work complete: **November 21, 2025**



5) Construction Schedule/Prosecution of Work (Cont'd)

- At the Beech Ridge Road Underpass:
 - The Contractor shall be allowed to close each lane for a maximum of seven (7) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that each lane is closed in excess of seven (7) consecutive calendar days.



5) Construction Schedule/Prosecution of Work (Cont'd)

- At the New County Road Underpass:
 - The Contractor shall be allowed to close each lane for a maximum of fourteen (14) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that each lane is closed in excess of maximum of fourteen (14) consecutive calendar days.
 - The proposed overlay pavement shall be placed within fourteen days of the milling of the existing pavement.



5) Construction Schedule/Prosecution of Work (Cont'd)

- At the Middle Road/ Route 9 Underpass:
 - Lanes on Route 9/Middle Road shall not be closed until 8:00 p.m. and shall be reopened the following day by 6:00 a.m. Supplemental liquidated damages of \$500 per hour shall be assessed for each hour that any lane is closed past 6:00 a.m. each day.
 - The Contractor shall close each lane on Route 9/Middle Road for a maximum of ten nights per lane. The maximum ten nights of closures per lane are not required to be consecutive nights.
 - The proposed overlay pavement shall be placed within fourteen days of the milling of the existing pavement.



6) Maine Department of Labor – Fair Hourly Wages

- Included Wage Rates:
 - Cumberland County
 - York County
 - Rates for 2024 are included in the Contract Book and will be updated with the 2025 rates by addendum.

7) Utility Coordination

- Existing utilities were not located for this project.
- The Contractor shall **contact Dig Safe** and any non-member utility operators through **OK-TO-DIG prior to any work.**
- 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.



8) Cooperation With Other Contractors

- Adjacent contracts currently scheduled for the 2025 construction season include:
 - **MTA Contract 2022.07** – Interchange Improvements Saco (Exit 35 & 36) MM 34.7 – MM 36.6
 - **MTA Contract 2024.01** – Pavement Rehabilitation (Exits 1, 2 & 3) MM 1.3 – MM 6.8
 - **MTA Contract 2025.02** – Mainline Pavement Rehabilitation (MM 42.0 – 49 NB Scarborough and Portland)
 - **MTA Contract 2025.03** – Mainline Pavement Rehabilitation (MM 51.2 – 54.5 Portland and Falmouth)
 - **MTA Contract 2025.05** – Concrete Haunch Removal
 - **MTA Contract 2025.07** – Culvert Repair (MM 40.3, MM 72.0, MM 72.2)
 - **MTA Contract 2025.09** – 2025 Roadside Clearing

9) Lead Paint

- 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.



10) Permit Requirements

- 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.
- This Project is also subject to the requirements of the **Maine Pollutant Discharge and Elimination System (MPDES)** General Permit for the Discharge of Stormwater from MTA's Municipal Separate Storm Sewer Systems (MS4).
- **Compliance with the erosion and sedimentation control** requirements outlined in this Contract is required by the Contractor.



11) General Requirements

- **U-Turns** at toll plazas and median openings **not allowed**.
- **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.
- **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.
- **Class III safety vests** must be worn at all times.



12) Traffic Control (Special Provision Section 652)

- SP 652 **replaces** the MaineDOT Standard Specs 2014 Edition and MTA 2016 Supplemental Specs.
- Substantive **revisions have been bolded** in the 652 SP.
- Contractor is responsible for supplying all traffic control devices.
- 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.



12) Traffic Control (Special Provision Section 652)

- Temporary detours, lane closures and construction phasing shall be established and **maintained at all times**.
 - **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.
 - **A truck mounted attenuator** shall be utilized for **all work completed behind guardrail** if that work is being completed **within the deflection zone** of the guardrail (within four feet behind the guardrail post).
 - **Automated trailer mounted speed limit signs** shall only be used when a work zone speed limit is in place and shall be required when the work zone speed limit is active.
 - Truck mounted attenuators and automated trailer mounted speed limit signs are incidental to Item 652.361, Maintenance of Traffic Control Devices.



12) Traffic Control (Special Provision Section 652)

- Turnpike Lane closures
 - **One lane of traffic flowing** in each direction at all times. **Minimum traveling width of 14'** required unless otherwise shown in the Plans.
 - 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.
 - **Supplemental liquidated damages** shall be assessed at **\$1,000 per five minutes** for every five minutes that a temporary lane closure is in place outside of the allowable times.



12) Traffic Control (Special Provision Section 652)

- 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.
- ~~All **temporary striping, including covering existing striping with blackout tape**, shall be incidental to Item 652.361, Maintenance of Traffic Control Devices.~~
- 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**.



13) Specific Contract Items

- The existing unreinforced concrete girder haunches at the New County Road Underpass shall be removed. The Contactor shall remove the haunches to an approximate 45° angle. The Contractor is not required to grind the removal line to a smooth finish.
- Elastomeric Concrete Headers shall be paid under Item 518.864 Elastomeric Concrete Header Repair. Prior to placing the elastomeric concrete, the Contractor shall remove any areas of deteriorated concrete in accordance with Supplemental Specification Section 518 and as directed by the Resident. If repairs to the top of the backwall or end of the deck are needed, the Contractor shall repair with elastomeric concrete and repairs shall be paid under Item 518.864 Elastomeric Concrete Header Repair. **If repair depth is greater than 3" below the header, the repairs and the concrete header may be done with AAA concrete at the direction of the Resident and paid under Item 518.865, Concrete Header Repair.** The Elastomeric Concrete Header Repair quantity in the plans is based on an average depth of 4" over the backwall which includes 3" for the header and additional depth for repairs.



**Maine
Turnpike
Authority**

MTA Contract 2025.04



Questions?

2025.04 PRE BID SIGN IN SHEET

Name	Company	E-mail	Phone Number
JAKE ADAMS	CPM CONSTRUCTORS	SADAMS@CPMCORSTRUCTORS.COM	207-837-5381
GREG SCULT	SCOTT CONSI	gscott27@gmail.com	632-0521
Yash Goraniya	NEI	ygoraniya@NEIinfrastructure.com	774-405-0605
KRISTY VAN BOMEN	MTA	kvanodyn@maineturnpike.com	482-8113
James Mison	MTA	James@mta.com	482-8172
Haven Rose	VHB	hrose@vhb.com	823-4419
Mackenzie Beane	VHB	mbeane@vhb.com	458-9327
Nate Curll	MTA	necurll@maineturnpike.com	482-8115