

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2018.12

**Pavement Rehabilitation, Guardrail,
Drainage, and Clear Zone Improvements
MM 74.9 to MM 80.7**

Questions will be accepted until 12:00 PM on April 19, 2018.

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

PROPOSAL

Proposal Sheets P-2 and P-3 are deleted and replaced with sheets P-2 and P-3 (Revised 4/10/18). Changes made include changing Item 403.211 to Item 403.212, and changing the quantity of Item 424.323.

PLANS

Plan Sheet 2 of 27, “Estimated Quantities” is deleted and replaced in its entirety with the attached revised sheet 2.

Plan Sheet 4 of 27, “Typical Sections 1 of 2” is deleted and replaced in its entirety with the attached revised sheet 4.

Plan Sheet 20a of 27, “Paving Limits Overview” is added to the set after Sheet 20.

SPECIFICATIONS

Special Provision 104.4.7 – Cooperation With Other Contractors: Clarify that MTA 2018.07 – Androscoggin River Bridge Substructure Repairs Mile 78 will be starting in September 2018.

Special Provision 403 - Hot Mix Asphalt: sheets SP-29 and SP-30 are deleted and replaced with revised sheets SP-29 and SP-30 (Revised 4/10/18).

Special Provision 427 – Pavement Crack Repair: sheets SP-36 and SP-37 are deleted and replaced with revised sheets SP-36 and SP-37 (Revised 4/10/18).

QUESTIONS

The following are questions asked and comments made at the pre-bid meeting held on April 9, 2018, or were submitted to the Maine Turnpike Authority in writing. The answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: Are the bridges being skipped and what are the stations of the bridges where the milling and paving skips?

Answer: Yes, bridges will be skipped for milling and paving. See added Plan Sheet 20a “Paving Limits Overview” for approximate stationing limits.

Question 2: Is SP-15 (Section 203 –Excavation and Embankment) needed

Answer: Yes. While, there is no separate payment for common excavation, excavation and embankment paid under other items shall meet the requirements of this this Special Provision.

Question 3: What is the work to MM 80.7 as it appears paving ends at MM 79.8?

Answer: Paving work does end at MM 79.8. However rumble strips will be installed through the Lewiston interchange to MM 80.7.

Question 4: Will shim be 9.5 mm or 4.75 mm?

Answer: Shim will be 4.75. Please see the attached revised P sheets and SP 403 for updated item number for shim.

Question 5: Since work around Danville Corner Road cannot begin until after June 15th, when the bridge work is done, if the bridge work is delayed, will the completion date for this contract be extended?

Answer: The MTA will discuss at a later time if this happens.

Question 6: Does the MTA want any millings from this contract, and if so where do they want them stockpiled?

Answer: The MTA does not want to retain any millings from this project.

ATTACHMENTS

- Proposal Sheets (2 pages)
- Plan Sheets (3 pages)
- Specifications (5 page)
- Pre-Bid Agenda (4 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 eighteen (18).

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-8 of the bid package.

Business Name

Print Name and Title

Signature

Date

April 10, 2018

Very truly yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Department
Maine Turnpike Authority

**SCHEDULE OF BID PRICES
CONTRACT NO. 2018.12**

**Pavement Rehabilitation, Guardrail, Drainage, and Clear Zone Improvements
MM 74.9 to MM 80.7**

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.202	REMOVING PAVEMENT SURFACE - MAINLINE	Square Yard	153,000				
202.206	REMOVING PAVEMENT SURFACE - DRAINAGE PATHS	Square Foot	6,350				
202.205	RUMBLE STRIPS	Each	59,000				
203.24	COMMON BORROW	Cubic Yard	170				
205.511	WIDENING OF EXISTING SHOULDER	Linear Foot	75				
211.30	DITCH EXCAVATION	Linear Foot	3,050				
403.208	HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE	Ton	860				
403.2081	HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	Ton	12,400				
403.212	HOT MIX ASPHALT, 4.75 mm NOMINAL MAXIMUM SIZE	Ton	4,100				
409.15	BITUMINOUS TACK COAT, APPLIED	Gallon	12,500				

CARRIED FORWARD:		
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Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
424.323	ASPHALT RUBBER MASTIC CRACK SEALER - APPLIED	Pound	25,000				
427.09	PAVEMENT CRACK REPAIR	Linear Foot	7,150				
429.341	GRID/PAVING FABRIC COMPOSITE INTERLAYER	Square Foot	33,600				
470.08	BERM DROP OFF CORRECTION - GRINDINGS	Ton	2,000				
527.304	ENERGY ABSORBING SYSTEM (C-A-T) - REMOVE & STACK	Each	4				
603.155	12" RCP CLASS III	Linear Foot	32				
603.159	12" CULVERT PIPE OPTION III	Linear Foot	91				
603.179	18" CULVERT PIPE OPTION III	Linear Foot	40				
603.199	24" CULVERT PIPE OPTION III	Linear Foot	32				
603.209	30" CULVERT PIPE OPTION III	Linear Foot	16				
603.28	CONCRETE COLLAR	Each	11				
604.184	REBUILD CATCH BASIN TO GRADE - TYPE II	Each	1				
CARRIED FORWARD:							

Date: 4/10/2018

Filename: ... \MSTA\002_general_notes.dgn

ESTIMATED QUANTITIES						
ITEM NO.	ITEM	UNIT	PAVING QUANTITY	CULVERTS QUANTITY	GUARDRAIL QUANTITY	TOTAL QUANTITY
202.202	REMOVING PAVEMENT SURFACE - MAINLINE	SY	153,000			153,000
202.2026	REMOVING PAVEMENT SURFACE - DRAINAGE PATHS	SF	6350			6350
202.205	RUMBLE STRIPS	EA	59,000			59,000
203.24	COMMON BORROW	CY		120	50	170
205.511	WIDENING OF EXISTING SHOULDER	LF			75	75
211.30	DITCH EXCAVATION	LF		3050		3050
403.208	HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE	T	860			860
403.2081	HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	T	12,400			12,400
403.212	HOT MIX ASPHALT, 4.75 mm NOMINAL MAXIMUM SIZE	T	4100			4100
409.15	BITUMINOUS TACK COAT, APPLIED	G	12,500			12,500
424.323	ASPHALT RUBBER MASTIC CRACK SEALER - APPLIED	LB	25,000			25,000
427.09	PAVEMENT CRACK REPAIR	LF	7150			7150
429.341	GRID/PAVING FABRIC COMPOSITE INTERLAYER	SF	33,600			33,600
470.08	BERM DROP OFF CORRECTION - GRINDINGS	T	2000			2000
527.304	ENERGY ABSORBING SYSTEM (C-A-T) - REMOVE & STACK	EA			4	4
603.155	12" RCP CLASS III	LF		32		32
603.159	12" CULVERT PIPE OPTION III	LF		91		91
603.179	18" CULVERT PIPE OPTION III	LF		40		40
603.199	24" CULVERT PIPE OPTION III	LF		32		32
603.209	30" CULVERT PIPE OPTION III	LF		16		16
603.28	CONCRETE COLLAR	EA		11		11
604.184	REBUILD CATCH BASIN TO GRADE - TYPE II	EA		1		1
606.178	GUARDRAIL BEAM	LF			1500	1500
606.24	GUARDRAIL TYPE 3D - SINGLE RAIL	LF			75	75
606.2401	GUARDRAIL TYPE 3D - DOUBLE RAIL	LF			300	300
606.2652	TERMINAL END - REMOVE AND STACK	EA			19	19
606.278	TERMINAL END - ANCHORED END	EA			19	19
606.356	UNDERDRAIN DELINEATOR POST	EA			35	35
606.3562	UNDERDRAIN DELINEATOR POST - REMOVE AND STACK	EA			28	28
606.3606	GUARDRAIL - REMOVE, MODIFY, AND RESET DOUBLE RAIL	LF			890	890
606.3621	GUARDRAIL ADJUST, SINGLE RAIL	LF			20900	20,900
606.3622	GUARDRAIL ADJUST, DOUBLE RAIL	LF			22100	22,100
606.471	SINGLE OFFSET BLOCK - W-BEAM	EA			20	20
606.48	SINGLE GALVANIZED STEEL POST	EA			30	30
606.754	WIDEN SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL	EA			4	4
606.755	MODIFY WIDENED SHOULDER FOR GUARDRAIL 350 FLARED TERMINAL	EA			19	19
606.79	GUARDRAIL 350 FLARED TERMINAL	EA			5	5
610.08	PLAIN RIPRAP	CY		57		57
613.319	EROSION CONTROL BLANKET	SY		2400		2400
615.07	LOAM	CY		290		290
618.14	SEEDING METHOD #2	UNIT		24		24
619.1201	MULCH - PLAN QUANTITY	UNIT		24		24
619.1202	TEMPORARY MULCH	LS		1		1
620.58	EROSION CONTROL GEOTEXTILE	SY		150		150
627.18	12" SOLID WHITE PAVEMENT MARKING LINE	LF	2550			2550
627.712	WHITE OR YELLOW PAVEMENT MARKING LINE	LF	103,000			103,000
627.78	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LF	142,000			142,000
627.812	TEMPORARY RAISED PAVEMENT MARKERS	EA	26,000			26,000
627.94	PAVEMENT MARKING TAPE	LF	1800			1800
627.941	PAVEMENT MARKING TAPE - DOTTED WHITE LANE LINE, 6-INCH WIDTH	LF	550			550
629.05	HAND LABOR, STRAIGHT TIME	HR		40		40
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	HR		10		10
631.11	AIR TOOL (INCLUDING OPERATOR)	HR		10		10
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR		40		40
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	HR		40		40
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	HR		10		10
631.36	FOREMAN	HR		40		40

ESTIMATED QUANTITIES						
ITEM NO.	ITEM	UNIT	PAVING QUANTITY	CULVERTS QUANTITY	GUARDRAIL QUANTITY	TOTAL QUANTITY
652.30	FLASHING ARROW BOARD	EA	2			2
652.331	DRUM	LS	1			1
652.34	CONE	EA	10			10
652.35	CONSTRUCTION SIGNS	SF	3400			3400
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	LS	0.83	0.06	0.11	1
652.410	PORTABLE - CHANGEABLE MESSAGE SIGN	EA	3			3
652.45	TRUCK MOUNTED ATTENUATOR	CD	60	10	30	100
652.452	AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	EA	2			2
652.46	TEMPORARY PORTABLE RUMBLE STRIP	UNIT	180	30	90	300
656.632	30 INCH TEMPORARY SILT FENCE	LF		830		830
659.10	MOBILIZATION	LS	0.83	0.06	0.11	1

GENERAL NOTES:

- ALL WORK SHALL CONFORM TO THE 2014 MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES, EXCEPT AS MODIFIED BY THE MAINE TURNPIKE AUTHORITY'S SUPPLEMENTAL SPECIFICATIONS AND SPECIAL PROVISIONS.
- THE CONTRACTOR IS REQUIRED TO CALL DIG SAFE AT 1-888-344-7233 AT LEAST 72 HOURS PRIOR TO START OF WORK.
- THE CONTRACTOR SHALL NOTIFY THE RESIDENT 10 DAYS PRIOR TO CONSTRUCTION SO THE RESIDENT CAN ARRANGE FOR MAINE TURNPIKE UNDERGROUND UTILITY LOCATION. ALL PROPOSED SIGN LOCATIONS AND EXCAVATION LOCATIONS SHALL BE MARKED AT THE NOTIFICATION TIME. EXCAVATING WILL NOT BE PERMITTED UNTIL THE AUTHORITY HAS LOCATED AND MARKED ITS' UNDERGROUND UTILITIES, OR NOTIFIED THE RESIDENT THERE ARE NO UNDERGROUND UTILITIES IN THE MARKED AREAS.

THE AUTHORITY HAS PROGRAMMED TWO FIELD VISITS FOR MAINE TURNPIKE UTILITY COORDINATION ON THIS PROJECT. SHOULD THE CONTRACTOR NEED ADDITIONAL SIGN LOCATIONS AND/OR ADDITIONAL EXCAVATION LOCATIONS MARKED, OR SHOULD THE CONTRACTOR FAIL TO MAINTAIN THE AUTHORITY'S PREVIOUSLY ESTABLISHED DIG SMART MARKS, THE AUTHORITY SHALL DEDUCT THE ADDED MARKING COSTS FROM THE CONTRACTOR'S PAYMENTS.
- EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH OSHA SUBPART P OF 29 CFR PART 1926.650-652 (CONSTRUCTION STANDARDS FOR EXCAVATIONS).
- ALL STANDARD DETAILS SHALL BE IN CONFORMANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MAINE DOT) STANDARD DETAILS HIGHWAY AND BRIDGES 2014 LATEST REVISIONS AND MAINE DOT BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL LATEST REVISION UNLESS OTHERWISE INCLUDED IN THESE PLANS.
- COMMON BORROW SHALL BE COMPACTED TO 90% OF ITS MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR. GRANULAR BORROW AND AGGREGATE SHALL BE COMPACTED TO 95% OF THEIR MAXIMUM DRY DENSITY AS DETERMINED BY THE MODIFIED PROCTOR.

DRAINAGE NOTES:

- NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT APPROVAL OF THE RESIDENT.

EROSION CONTROL:

- ADDITIONAL MEASURES MAY BE PROPOSED BY THE CONTRACTOR DUE TO SITE OR WEATHER CONDITIONS. THE RESIDENT MAY DIRECT THE CONTRACTOR TO IMPLEMENT ADDITIONAL MEASURES. ANY ADDITIONAL MEASURES APPROVED BY THE RESIDENT WILL BE MEASURED FOR PAYMENT.
- ALL TEMPORARY EROSION CONTROL DEVICES SHALL BE INSTALLED IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION BEST MANAGEMENT PRACTICES.

Scale: NOT TO SCALE

No.	Revision	By	Date
1	UPDATED QUANTITIES	JRH	4/10/2018

Designed by:

TYLIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Jim Ferguson

	By	Date	By	Date	
Designed	PJB	3/2018	Checked	JRH	3/2018
Drawn	PJB	3/2018	In Charge of	JOF	4/2018

T.Y. Lin International
 12 Northbrook Drive
 Building A, Suite One
 Falmouth, Maine 04105
 TEL: (207) 781-4721
 FAX: (207) 781-4753



THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

PAVEMENT REHABILITATION, GUARDRAIL AND CLEAR ZONE IMPROVEMENTS

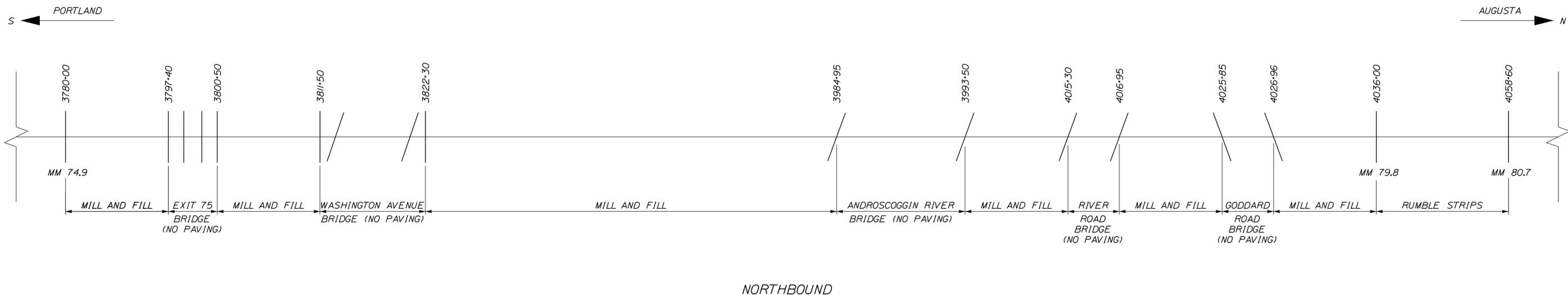
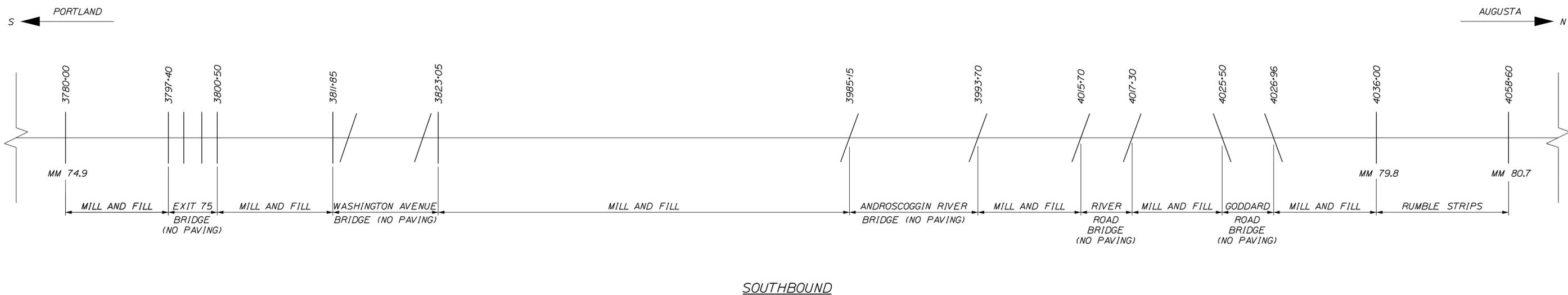
ESTIMATED QUANTITIES AND GENERAL NOTES

SHEET NUMBER: C-1

CONTRACT: 2018.12

2 OF 27

Date: 4/10/2018



MAINLINE PAVING WORK LIMITS

NOTE:
ALL STATIONING IS APPROXIMATE

Scale: NOT TO SCALE

No.	Revision	By	Date
1	SHEET ADDED	JRH	4/10/2018

Designed by:

TYLIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Jim Ferguson

	By	Date	By	Date	
Designed	JRH	4/2018	Checked	JRH	4/2018
Drawn	PJB	4/2018	In Charge of	JOF	4/2018

T.Y. Lin International
12 Northbrook Drive
Building A, Suite One
Falmouth, Maine 04105
TEL: (207) 781-4721
FAX: (207) 781-4753



THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

PAVEMENT REHABILITATION, GUARDRAIL AND CLEAR ZONE IMPROVEMENTS

PAVING LIMITS OVERVIEW

SHEET NUMBER: P-6a
CONTRACT: 2018.12
20a OF 27

Filename: ... \020a_Paving_Limits_Overview.dgn

104.4.7 Cooperation With Other Contractors

This Subsection is amended by the addition of the following:

Adjacent contracts currently scheduled for the 2018 construction season include:

MTA Contract 2018.10 – Bridge and Culvert Repairs – 4 Locations (Mile 75.8 to Mile 91.9)

MTA Contract 2018.07 – Androscoggin River Bridges Substructure Repairs Mile 78.9 (Starting in September 2018)

MTA Contract 2018.17 – Exit 75 Toll System and Slope Repairs

105.8.2 Permit Requirements

The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity, as promulgated by the US Environmental Protection Agency (US EPA) and Administrated by the Maine Department of Environmental Protection (DEP).

A Notice of Intent (NOI) was submitted by the Authority to the DEP for coverage under the Maine Construction General Permit (MCGP). Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

The Contractor shall prepare a LOD plan illustrating the Contractor's proposed limit of earthwork disturbance. The LOD plan shall show all construction access locations, field office locations, material and temporary waste storage locations, as well as include the Contract limits of earthwork disturbance. All applicable erosion and sedimentation control devices needed shall be detailed on the Contractor's LOD plan and are not limited to those devices shown on the Contract LOD plan. **This Plan shall be submitted for review and approval, to the Resident within 14 days of Contract award.** Payment for creating, revising, and completing this plan shall be incidental to Item 659.10, Mobilization.

The LOD for this Contract, which were submitted as part of the NOI, has been estimated to be 1.3 acres.

At any time during the Contract, if the Limit of Disturbance needs to be adjusted to accommodate construction activities, the Contractor shall resubmit the LOD plan (including any additional erosion and sedimentation control measures needed) to the Resident for review and approval prior to any additional disturbance taking place:

- If the cumulative area of disturbance exceeds the estimated LOD noted above, by less than one acre, the Resident shall have a minimum of five (5) working days to approve the revised LOD plan.
- If the cumulative area of disturbance exceeds the estimated LOD noted above, by over one acre, the Resident shall first approve of the plan and then possibly resubmit the NOI for MaineDEP approval. The approval may take a minimum of 21 working days.

SPECIAL PROVISIONSECTION 403HOT MIX ASPHALT PAVEMENT

Course	HMA Grading	Item Number	Total Thickness	No. of Layers	Complimentary Notes
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Mainline Mill and Fill and Shim and Overlay

Wearing	12.5mm	403.2081	1.5"	1	A,C,F,G,H,I,J,K,L,M,N,O
Intermediate	12.5mm	403.208	1.75"	1	B,E,J,L,N
Base	12.5mm	403.208	1.75"	1	B,E,J,L,N
Shim	4.75mm	403.212	1/2"	1	B,E,J,L,N

COMPLEMENTARY NOTES

- A. The required PGAB for this mixture shall be **64E-28**.
- B. The required PGAB for this mixture shall be **64-28**.
- C. A maximum of 15 percent RAP may be used.
- D. RAP may not be used.
- E. The Maine DOT will conduct the job mix verification. 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 **75 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 **75 gyrations**. (N design)
- G. A material transfer vehicle (MTV) shall be used for the placement of Hot Mix Asphalt wearing surface on all roadways including acceleration and deceleration lanes and all ramps.
- H. Joints shall be constructed as the "notched wedge" type in accordance with Subsection 401.17.
- I. Joint density will be measured in accordance with Subsection 401.165.
- J. Tack coat shall be applied between all layers of pavement at a rate of 0.04 G/SY.
- K. PGAB shall conform to the provisions of 403.02 – Polymer Modified PGAB for HMA
- L. The contractor shall furnish a quality control technician equipped with an approved densometer to ensure density requirements are met.
- M. Hydrated Lime shall be incorporated into the mixture.
- N. No vehicular loads shall be permitted on newly completed pavement until adequate stability has been attained and the material has cooled sufficiently to prevent distortion or loss of fines. The newly paved area may be opened to traffic after the internal temperature of the pavement has cooled to 120° F. The Resident will test the internal temperature of the pavement and shall be the sole judge as to the opening to traffic. The period of time before opening to traffic may be extended at the discretion of the Resident. The lane closure may not be removed until the internal temperature has cooled to 120° F.

- O. The warm mix/antistrip additive Zycotherm manufactured by Zydex Industries shall be incorporated into the PGAB at a rate of 0.1%.

SPECIAL PROVISIONSECTION 427PAVEMENT CRACK REPAIR427.01 Description

This work shall consist of grinding the existing bituminous pavement to the depth and width as shown on the plans and coating the vertical and horizontal surfaces with a bituminous tack coat, and placing hot bituminous pavement over the entire milled area. The exact limits of the repair will be determined by the Resident in the field after the pavement has been milled.

427.02 Materials

Grinding shall be done in accordance with Section 202 of the Standard Specifications.

Bituminous tack coat shall conform to Section 409.

Hot Mix Asphalt, 12.5 mm shall be a MaineDOT approved mix that conforms to Section 401.

427.03 General

The bituminous concrete pavement to be milled shall be accurately marked before beginning the milling operation. The marking shall be in accordance with the locations as shown on the Plans or as approved by the Resident. The milling machine shall be capable of removing the pavement to the required width and depth in one pass.

Residue or debris from the milling operation shall be removed immediately and legally disposed of by the Contractor off of Turnpike property.

Remaining cracks 3/4" or larger shall be filled using an asphalt rubber mastic crack sealer.

427.04 Method of Measurement

Pavement Crack Repair shall be measured by the linear foot removed, in filled and accepted. Measurement shall be parallel to the baseline.

Hot mix asphalt, bituminous tack coat and hot rubberized asphalt will not be paid for separately, but shall be incidental to the 427.09 pay item.

427.05 Basis of Payment

Pavement Crack Repair shall be paid for at the Contract unit price per linear foot. This price shall be full compensation for all materials, equipment, labor, and incidental items necessary to satisfactorily complete the work.

Asphalt Rubber Mastic Crack Sealer – Applied shall be paid under Item 424.323.

Payment will be made under:

Pay Item

Pay Unit

427.09 Pavement Crack Repair

Linear Foot

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2018.12

Pavement Rehabilitation, Guardrail, Drainage, and Clear Zone Improvements MM 74.9 to MM 80.7

April 9, 2018 11:00 AM

1) Location:

- a) The general limits of work are MM 74.9 to MM 80.7 - Milling, and Paving travel lanes, and Guardrail and Drainage improvements.

2) General Description:

- a) The work consists of milling the existing travel lanes and 4 ft shoulder, crack repair, shimming, and repaving the surface layer, guardrail modifications, drainage modifications, partial depth construction at Danville Corner Road (Northbound) and South Main Street (Southbound), slope repairs, striping, rumble strips, and maintenance of traffic

3) Bid:

- a) Bid deadline Tuesday, April 24, 2018 at 11:00 AM at MTA headquarters 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Purchasing Department. Phone (207) 871-7771, Ext. 115.
- c) All questions on plans and specifications shall be in writing and shall be directed to Nate Carll, Purchasing Manager, of the Maine Turnpike Authority. Fax (207) 871-7739. Email Nate Carll at nearll@maineturnpike.com and Ralph Norwood at rnorwood@maineturnpike.com

4) Future Addendum

- a) Revise Pavement Crack Repair Detail (Plan Sheet 4) to include Item 424.323 – Asphalt Rubber Mastic Crack Sealer – Applied for all remaining cracks over 3/4”

5) 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) 871-7771, ext. 144 or startre@maineturnpike.com.

6) Contract Specifications:

- a) The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions and Part III, Appendices. Contractor is to review updated Supplemental Specifications.
- b) The Maine Turnpike Authority 2016 Supplemental Specifications are additions and alterations to the 2014 Maine Department of Transportation Standard Specifications. They are available online at <http://www.maineturnpike.com/Projects-Planning/Construction-Contracts.aspx>

- 7) Construction Schedule/Prosecution of Work (Special Provision 107.x):
- a) April 26, 2018 – MTA Board to consider Contract Award
 - b) August 31, 2018 – Substantial Completion
 - c) September 14, 2018 – Final Completion
 - d) Supplemental Liquidated damages per calendar day that substantial completion is not achieved.
 - e) Lane closures in the vicinity of Danville Corner Road will not be allowed until on or after June 15, 2018 based on the work performed for Bridge and Culvert Repairs Contract 2018.10.
 - f) Milling for partial depth construction shall take place after milling of pavement surface for project. Paving of partial depth construction areas, including placement of GlasGrid8511 shall occur during the same shift as milling.
- 8) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)
- a) A copy of each record must be filed monthly with the Maine Turnpike Authority. This information shall be sent directly to the Maine Turnpike Authority, Director of Engineering and Building Maintenance, Attention: Wage Rate Records, 2360 Congress Street, Portland, ME 04102. The records shall note the Maine Turnpike Contract Number.
- 9) Cooperation With Other Contractors (Special Provision 104.4.7):
- a) MTA Contract 2018.10 – Bridge and Culvert Repairs – 4 Locations (Mile 75.8 to Mile 91.9) (Danville Corner Road)
 - b) MTA Contract 2018.07 – Androscoggin River Bridges Substructure Repairs Mile 78 – Starting in September 2018
 - c) MTA Contract 2018.17 – Exit 75 Toll System and Slope Repairs
- 10) Permit Requirements (Special Provision 105.8.2):
- a) The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity, as promulgated by the US Environmental Protection Agency (US EPA) and Administrated by the Maine Department of Environmental Protection (DEP).
 - b) The Contractor shall prepare a LOD plan illustrating the Contractor’s proposed limit of earthwork disturbance. The LOD plan shall show all construction access locations, field office locations, material and temporary waste storage locations, as well as include the Contract limits of earthwork disturbance. All applicable erosion and sedimentation control devices needed shall be detailed on the Contractor’s LOD plan. **This Plan shall be submitted for review and approval, to the Resident within 14 days of Contract award.** Payment for creating, revising, and completing this plan shall be incidental to Item 659.10, Mobilization.
 - i) The expected LOD is estimated to be **1.3 acres**
 - c) A Notice of Intent (NOI) was submitted by the Authority to the DEP for coverage under the Maine Construction General Permit (MCGP). Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
 - d) The Project shall be performed in accordance with the MaineDOT Best Management Practices (BMP) latest issue.
- 11) Wetland and Water Body Impacts (Special Provision 105.8.3):

- a) This project does not anticipate any wetland or water body impacts.

12) General Requirements

- a) U-Turns at toll plazas and median openings are not allowed.
- 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 restrictions.
- c) All vehicles used on the Project, shall be equipped with amber flashing beacons in accordance with Supplemental Specification 652.3.4.
- d) All jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures at all times. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.
- e) Berm corrections for drop-offs of more than 3” must be made prior to shifting traffic adjacent to the shoulder requiring correction.

13) Traffic Control (Special Provision Section 652):

- a) Contractor is responsible for supplying all traffic control.
- b) The 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 day per week, responsibility. The Contractor shall inspect the devices as required.
- c) Lane closures
 - i) Requests for temporary lane closures shall be submitted a minimum of two days in advance of scheduled closure. Requests are subject to approval by MTA
 - ii) Lane closures that are setup early or that remain in place outside of the approved period shall be subject to a lane rental fee of \$500 per five minutes for every five minutes outside of the approved time.
- d) All signs, which do not apply to current construction activity, shall be 100% covered or removed in accordance with the plans. This includes speed limit signs when work zone speed is in effect.
- e) Traffic control devices shall be NCHRP 350 compliant.
- f) Portable Changeable Message Boards. These will be located 1 mile outside the work limits. These may be relocated as requested by the Authority.
- g) Existing Wide Load Sign Assemblies at the Gray interchange shall be uncovered prior to starting work. At the completion of the projects these sign assemblies shall be removed and Stacked at the Crosby Maintenance Yard at MM 46 southbound. Removal and stacking will be incidental to Item 652.35 – Construction Signs
- h) The existing W4-1 and solar powered LED Flasher Ring at the Exit 75 northbound on-ramp shall be uncovered when lane closures impact the ramp. After completion of the project the sign assembly will be removed and stacked at the Hackett Road Maintenance facility at MM 77 northbound. Removal and Stacking for this sign shall be paid under appropriate rental items.

14) Specific Contract Items

- a) Special Provision 403 – Bituminous Pavement
 - i) Surface course shall be 12.5 mm (Polymer Modified) – RAP meeting PG 64E-28.
 - ii) RAP Shall be Class 1 and shall be from an interstate highway.
 - iii) Mix shall include Hydrated Lime
 - iv) Mix shall include Zycotherm anti-strip additive.

- b) Special Provision 652 Temporary Mainline Lane Closures: The installation and removal of construction signs will be considered setting up the lane closure
- c) Temporary Rumble Strips have been included for use with temporary mainline lane closures. Usage of the Temporary Rumble Strips is up to the Contractor. These may be placed in several different configurations. “Bump” signs and “Rumble Strips Ahead” signs shall be adjusted to match the configuration being used. See sheets 8-9 of the plans.
- d) Automated Trailer Mounted Speed Limit signs are being included for mainline lane closures.
- e) Truck Mounted Attenuator SP is updated (SP-77).

15) Questions

