

**MAINE TURNPIKE AUTHORITY**

**ADDENDUM NO. 1**

**CONTRACT 2015.02**

**PAVEMENT REHABILITATION**  
**CLEAR ZONE IMPROVEMENTS**  
**MM 67.1 TO MM 74.9**

**ROYAL RIVER BRIDGE REPAIRS MM71.1**

**BALD HILL ROAD BRIDGE REPAIRS MM71.6**

**The following changes are made to the Specifications:**

**SPECIFICATIONS:**

Remove paragraph on page SP-10:

The Contract start date is May 11, 2015 at the discretion of the Authority; the work shall be substantially complete on or before August 28, 2015 and all work shall be complete on or before October 30, 2015.

And Replace with:

The Contract start date is May 11, 2015 at the discretion of the Authority; the work shall be substantially complete on or before August 28, 2015 and all work shall be complete on or before November 30, 2015.

Remove paragraph on page SP-11:

Substantially Complete is defined by the Authority as the following:

- All paving and line work has been completed.
- No lane closures, except for demobilization (removal of construction signs and drums, and general clean-up) with the exception of those that might be needed for tree planting.
- All disturbed slopes have been loamed, seeded, mulched and temporary erosion control blanket has been placed except for the establishment period.
- Median crossover and guardrail work has been completed.
- All bridge repairs are complete.
- All drainage work has been completed.

And Replace with:

Substantially Complete is defined by the Authority as the following:

- All paving and line work has been completed.
- No lane closures, except for demobilization (removal of construction signs and drums, and general clean-up) with the exception of those that might be needed for tree planting and those that will be needed for the expansion joints seals installation.
- All disturbed slopes have been loamed, seeded, mulched and temporary erosion control blanket has been placed except for the establishment period.
- Median crossover and guardrail work has been completed.
- All bridge repairs are complete.
- All drainage work has been completed.

Insert attached Sub-Section 401.165 Longitudinal Joint Density on page SP-40.

Remove paragraph on page SP-40:

Longitudinal joints shall be generally straight to the line of travel, and constructed in a manner that will best ensure joint integrity. Methods or activities that prove detrimental to the construction of straight, sound longitudinal joints will be discontinued.

Replace with:

Longitudinal joints shall constructed as a notched wedge joint and be generally straight to the line of travel, and constructed in a manner that will best ensure joint integrity. Methods or activities that prove detrimental to the construction of straight, sound longitudinal joints will be discontinued.

**The following are questions asked at the pre-bid meeting held on April 14, 2015 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: I cannot find the size of the 125 black spruce trees to be installed?

Answer: Seven feet.

Question 2: On item 621.81 I do not see any sizes listed anywhere for the Black Spruce?

Answer: Seven feet.

Question 3: Where is the anticipated location of the field painting(506.9104)?

Answer: Refer to Note #8 under General Notes on Plan Sheet 25 of 57.

Question 4: There is no detail for item 518.87 Concrete Edge Beam Repair. What is the detail?

Answer: Details are located on Plan Sheets 27 and 29 of 57.

**Question 5:** Can the bridge seals be installed in colder weather?  
**Answer:** Yes, see revised Contract Completion Date.

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

The total number of pages included with this addendum is 6

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to J. Ryan Leavitt , P.E., Senior Resident Engineer, MTA at 207-878-8613. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-12 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

April 17, 2015

Very truly yours,  
MAINE TURNPIKE AUTHORITY

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Nathanial Carll  
Purchasing Manager  
Maine Turnpike Authority

#### 401.165 Longitudinal Joint Density

The Authority will measure the pavement density of longitudinal joints between adjoining mainline travel lanes.

Pavement joint density will be determined by comparing the density of six inch diameter full depth cores (for the course being laid) taken from the compacted pavement to the Theoretical Maximum Density of that core. The edge of the core nearest the joint shall be a 1" offset from the visible longitudinal joint as determined by the resident. Longitudinal core locations shall be determined by random sampling in conformance with ASTM-D979 & D3665. The Contractor shall supply a masonry saw with a 12 inch deep diamond wet cutting saw blade capable of trimming the underside of the six inch diameter cores if necessary. The resident shall determine if trimming is required and the core will be labeled as such.

For determination of pavement joint density, core samples six inches in diameter, for the full depth of the course being laid, shall be taken by the Contractor from the mixture incorporated in the work after finishing operations have been completed and the pavement has cooled to 70°F. Ice or dry ice shall be used to reduce temperature as necessary.

Vertical surface of the core area shall be coated with rubberized joint sealer prior to refilling with bituminous mixture. Cores will not be cut for shim pavement.

The joint sealer, bituminous mixture and the labor for obtaining these samples in the field and restoring the surface shall be furnished without charge by the Contractor. The joint sealant shall conform to Federal Specification SS-S-1401C and shall be incidental to the pavement items. Care must be exercised to avoid excess joint material on top of the finished mat and at the bottom of the joint.

No additional course shall be constructed on a course until the density of the sample has been established and approved.

The minimum density of the completed pavement shall be 91.0 percent of the theoretical maximum density obtained. Two consecutive failing tests shall result in production shut down. Prior to resuming paving operations, the contractor quality control unit shall satisfy the Authority that the paving operation will produce joint densities in compliance with the Specifications.

The pavement will be accepted for density on a subplot basis. A subplot will consist of 2640 lineal feet per lane. The number of cores per day will be computed as one for every 2640 lineal feet plus one for any additional fractional subplot or as directed by the Resident. -There shall be a minimum of 1 subplot per day per JMF.

Each subplot will be evaluated separately and full or partial payment will be made based on the results of tests performed on the cores.

Payment reduction will be applied to each subplot that has a density lower than 91.0% as outlined below.

PERCENT COMPACTION	PERCENT PAY
91.0 or greater	100
90.0 to 90.99	95
89.0 to 89.9	85
88.9 or less	0

An example of payment reduction is as follows:

Total daily paved length divided by 2640'

$$\text{Example } 7200' / 2640 = 2.73 \text{ sublots}$$

Total daily tons divided by the number of sublots

$$\text{Example } 1260 \text{ ton} / 2.73 = 461.54 \text{ tons per subplot}$$

Percent pay based on density based on tons per subplot

Example subplot 1 core density 90.3% corresponds to 95% pay for the subplot

$$461.54 * 0.95 = 438.46$$

$$461.54 - 438.46 = 23.08$$

Deduction would be 23.08 tons for subplot 1.

