

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2015.14

GRAY PARK AND RIDE  
AND PRELOAD FOR GRAY INTECHANGE  
(EXIT 63)

Make the following changes to the bid documents:

In the Contract Documents, Notice To Contractors on page N-1 in the first sentence, the time of 11:00 a.m. shall be **REPLACED** with 1:00 p.m.

In the Contract Documents, Part 2 – Special Provisions, Section 639 Engineering Facilities (Instrumentation – Geotechnical) on page SP-95, the table for the settlement platform locations within the Construction Requirements section shall be **REPLACED** with the table below:

<b>Settlement Platform No.</b>	<b>Station/Ramp</b>	<b>Offset</b>
SP-1	129+50/SB on	0
SP-2	127+00/SB on	0
SP-3	126+50/SB on	0
SP-4	124+00/SB on	37.5 ft RT
SP-5A	122+50/SB on	25 ft LT
SP-6	208+50/SB off	0
SP-7	212+50/SB off	0
SP-8	214+00/SB off	0
SP-5B	122+50/SB on	25 ft RT
SP-5C	122+50/SB on	75 ft RT

In the Contract Documents, Part 2 – Special Provisions, Section 652 Maintenance of Traffic (Specific Project Maintenance of Traffic Requirements) on page SP-102 in the second paragraph of the Maine Turnpike Traffic Control Requirements section, **INSERT** the following sentence after the fourth sentence: “No stoppages of traffic shall occur from 7:00 a.m. to 9:00 a.m.”

In the Contract Documents, Part 2 – Special Provisions, Section 652 Maintenance of Traffic (Specific Project Maintenance of Traffic Requirements) on page SP-103 in Table A for the SB On Ramp during the 9:00 a.m. to 6:00 p.m. period, under the Lane Closure column, **REMOVE** “Allowed” and **REPLACE** with “Not Allowed”.

In the Plans, Sheet Number 6 of 58, under the FUTURE SB RAMP WORK section, the date for Note 2 should be **REPLACED** with August 31, 2015.

**Questions:**

**The following question(s) were submitted to the Maine Turnpike Authority. Answers to the questions are noted below. Bidders shall utilize this information in preparing their bid.**

- 1) Question: Advanced Drainage Systems Inc. respectfully requests that their 24"/48" SaniTite HP (High Performance) pipe be considered as an equal alternate material to the specified 24"/48" CMP.

*Response: Maine Turnpike Authority appreciates the interest in the project, however at this time and for this project, Maine Turnpike Authority is not approving this pipe as an approved equal alternative.*

- 2) Question: Can the northbound Bennett Road access be utilized during construction if the material from the Bennett Road pit is being used for the contract?

*Response: Maine Turnpike Authority would consider the use of the northbound Bennett Road access provided that the Contractor submits a maintenance of traffic plan for review and approval. In addition, Maine Turnpike Authority will require flaggers be located at the intersection of Bennett Road and the access road to provide traffic control at this severely skewed intersection for the left turning movement. In addition the access road may need to be upgraded by the contractor before it could be utilized.*

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

A Pre-Bid Conference was held on May 12, 2015 at 1:00PM at the Maine Turnpike Authority for this project. The attached agenda, sign-in sheet, and Pre-Bid Conference Questions and Responses are included.

The total number of pages included with this addendum is seventeen (17).

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-8 of the bid package.

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

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

May 15, 2015

Very truly yours,

MAINE TURNPIKE AUTHORITY

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

# MAINE TURNPIKE AUTHORITY

## Pre-Bid Conference

### CONTRACT 2015.14

#### Gray Park and Ride (Exit 63) and Preload for Gray Interchange Mile 63.3

May 12, 2015 1:00 PM

1) Location:

The general limits of work are as shown in the contract plans. The Gray Park and Ride and Preload for Gray Interchange is located near Exit 63 of the Maine Turnpike.

2) General Description:

The work consists of the construction of a new park and ride facility on Route 26A in the Town of Gray, ME. Minor widening and pavement rehabilitation work is also required along Route 26A to provide access into the park and ride facility and minor landscaping improvements are included at the intersection of Route 26 and Route 26A. In addition, earthwork and culvert construction is required for portions of the future southbound ramps at the Exit 63 interchange. This work is included in this contract to allow for soil consolidation to occur prior to that future contract commencing.

3) Bid:

- a) May 21, 2015 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) 871-7771, Ext. 105.
- c) All questions on plans and specifications shall be in writing and shall be directed (faxed) to Purchasing Department, of the Maine Turnpike Authority. Fax No. (207) 871-7739. Or ncarll@maineturnpike.com

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) 871-7771, ext. 144.

5) Construction Schedule/Prosecution of Work:

- |    |                    |   |
|----|--------------------|---|
| a) | June 1, 2015       | Contract Start (Tentative)                        |
| b) | June 15, 2015      | Permit Approvals (Anticipated)                    |
| c) | August 31, 2015    | Intermediate Completion Date for SB Ramp Preloads |
| d) | September 18, 2015 | Contract Substantial Completion Date              |
| e) | October 2, 2015    | Contract Completion Date                          |

1. Liquidated damages assessed in accordance with Subsection 107.7.2 for each calendar day intermediate and substantial completion is not achieved.

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

- a) Highway and Earthwork wages

7) Response to Damage Claims (General Provision 104.3.11):

- a) Contractor responsible for responding to all damage claims within 30 days.

8) Maintenance During Winter Construction (Special Provision 105.4.3)

- a) Contractor responsible for the maintenance of erosion control and traffic control devices.
- b) Contractor responsible for removal of snow and ice to maintain drainage. (Not anticipated)

- c) MTA is responsible for winter road maintenance for the Maine Turnpike paved travel way open to traffic.

9) Permit Requirements (Special Provision 105.8.2)

- a) A Tier 3 Maine Natural Resources Protection Act permit from Maine Department of Environmental Protection (MDEP) and a Maine General Permit Category 2 Notice permit from the US Army Corps of Engineers (USACE) are required to construct the Project. The Project is currently under review by MDEP and USACE, and it is anticipated that a permit will be issued about June 15, 2015. While there are no jurisdictional wetland impacts associated with the development of the proposed park and ride component of the work, the area of proposed pre-load fill to the south of Route 202 does involve jurisdictional wetland impacts. Once these permits are issued by the MDEP and the USACE, a memorandum will be issued acknowledging receipt or denial of the permits, which will include any relevant permit conditions and any relevant Plan and Specification changes (if required) to adjust the Project schedule or phasing to meet the permit requirements. Until such time, no work or disturbance within jurisdictional wetlands or waterbodies may occur.
- b) The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
- c) The Notice of Intent (NOI), accompanied by the Limit of Disturbance (LOD) plans have been submitted on behalf of MTA.
- d) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

10) Wetland and Water Body Impacts (Special Provision 105.8.3)

- a) The tributary to Thayer Brook located at Sta. 125+50 on the southbound on ramp is classified as a stream. Prior to starting work, the Contractor shall submit for approval a detailed construction plan for each stream crossing. The plan shall outline the schedule, equipment, and materials the Contractor will utilize to construct the culvert in accordance with the Plans. Work in these areas will not be allowed to start until after the Contractor has demonstrated that he has the necessary equipment, material, and manpower to complete the crossing in a logical and timely manner. The Resident will review the plan to assure that the Contractor is constructing the crossing in accordance with the Contract Documents and permit requirements. The Contractor shall complete the stream crossing in a timely manner.

11) General Requirements

- a) U-Turns at toll plazas and median openings not allowed. (General Provision 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 the General Provision 652.61.
- d) Class 3 safety vests must be worn at all times in accordance with Special Provision 652.2.5

12) Traffic Control (Special Provision Section 652):

- a) Contractor is responsible for supplying all traffic control devices.
- b) 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. Contractor shall inspect devices as required.
- c) Route 26A shall maintain two-lane traffic at all times with a minimum of 11' travel ways and 3' shoulders.
- d) A maintenance of traffic control plan has been developed for the construction of the southbound ramps preload areas. The traffic control access point to the combined on and off ramp location shall be allowed from the existing park and ride driveway only.
- e) The traffic control plan to the southbound off ramp preload location has been included within the plans. However, should the Contractor propose an alternative approach to access and egress to this area, all applicable MaineDOT, MTA, and MUTCD standards, details, and guidance shall be applied to the traffic control for the construction of the southbound off ramp location. Any alternative traffic control plans that are proposed shall

be designed by the Contractor and submitted to MTA for review and approval. The plan shall be stamped and sealed by a licensed Professional Engineer in the State of Maine.

- f) Table A will be amended to indicate that no lane closures will be allowed on the southbound on ramp.
- g) The maintenance of traffic control plans for the use of the Bennett Road pit have been included and utilizes a southbound mainline lane closure. The Bennett Road pit is approximately 5.3 miles north of the Gray Interchange and there is gated access from Bennett Road to the southbound mainline.
- h) All flagging costs are incidental to Item 652.361.
- i) 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.
- j) Traffic control devices shall be NCHRP 350 compliant.

### 13) Specific Contract Items

#### a) General Items

- i) All clearing has been completed under a previous MTA contract. Any additional clearing will be incidental to this contract.
- ii) The survey is a combination of aerial and ground survey with the interface between the two types of survey being blended. The contractor shall confirm actual elevations where the proposed work is matching into existing pavement surfaces.
- iii) MTA is supplying all permanent signs to the Contractor for installation and will supply and set the concrete barrier at the existing park and ride.
- iv) The contractor may not use the existing MTA Maintenance Facility for access to either the southbound mainline or to Route 26A.

#### b) Park and Ride

- i) The Time Warner Cable drop at the park and ride is scheduled to occur following the completion of this project. This work is for a future security camera.
- ii) The proposed planting location of the trees at the intersection of Route 26 and Route 26A will be determined and coordinated with the resident and MTA representatives. The plantings consist of 8 red maple trees.
- iii) The level lip spreaders shall conform to the Department of Environmental Protection's Manual: Chapter 500.
- iv) The common borrow in the park and ride area is to be placed for the Route 26A widening and the level lip spreaders. The granular borrow for underwater backfill is to be placed for the park and ride driveway and parking lot.

#### c) Preload Areas

- i) The 48" corrugated metal culvert will be replaced in a future contract following the settlement. The cobble gravel sand mix at the inlet and outlet of this culvert is to meet the future culvert work requirements.
- ii) The 6" underdrain is to provide groundwater relief for the removal of the abandoned well.
- iii) The Contractor shall install a stone entrance along the left edge of the existing loop ramp. The contractor shall measure the distance from the temporary travel way to the slope break behind the guardrail to determine if there is a 24' wide clear zone with 4:1 slopes or flatter. If not, the contractor shall coordinate with the resident engineer to provide a solution to meet the 24' width with slopes 4:1 or flatter. All costs associated with the stone entrance and any slope modification are incidental to Item 652.361 Maintenance of Traffic Control Devices.
- iv) The Maine Turnpike Authority (MTA) has borrow material available that should meet the requirements for Item 203.24 Common Borrow. MTA will not charge the Contractor for the use of this material provided that it does meet the requirements of Common Borrow complete and in place. The Contractor is responsible for all material quality control testing and processing of material if required. The Contractor is responsible for all costs associated with the equipment and labor for the loading, transportation, placement, and testing of this material if they choose to utilize the material. The material is located at MTA's Bennett Road pit and arrangements to view the material are to be made through MTA's Project Manager - Ralph Norwood (207)-871-7771 ext. 348.

- v) The common borrow to be placed within pre-load area #1 between Stations 121+50 and 122+75 (SB on ramp) and Stations 207+10 and 208+35 (SB of ramp) shall be free of boulders, ledge, and any other acceptable objects greater than 6" in diameter.
- vi) The pay quantity of common borrow and granular borrow shall be 100 percent of the compacted quantity measured in place. The volume of material required shall include the additional common borrow that is anticipated due to the settlement that will occur during the common borrow placement operation. Information on the anticipated settlement can be found in the Geotechnical Report posted on the website. The Contractor shall be completed with the common borrow placement once the finished grade has been reached.

14) Questions:



MAINE TURNPIKE AUTHORITY

Pre-Bid Conference Questions and Responses (May 12, 2015)

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(EXIT 63)

- 1) Question: Is there a maximum common borrow placement daily rate for the preload areas?  
*Response: No, there will not be a maximum daily rate at which the common borrow can be placed for the preload areas.*
- 2) Question: Do the survey elevation readings of the settlement platforms need to be performed by a Licensed Surveyor?  
*Response: The survey monitoring of the settlement platforms does not need to be completed by a Licensed Land Surveyor in the State of Maine. The Maine Turnpike Authority Resident will be verifying the survey elevations as well.*
- 3) Question: Has all of the tree clearing has been completed for this project?  
*Response: Yes, Maine Turnpike Authority has completed the tree clearing through a previous contract. There isn't any additional tree clearing anticipated, however if during the construction of the project it is determined that additional tree clearing or individual tree removals are necessary, these costs are incidental to the project.*
- 4) Question: Are the anticipated dates for the issuance of environmental permits identified in the Contract Book still realistic?  
*Response: Yes, Maine Turnpikes most recent correspondence with the permitting agencies indicates that the permits will be issued about the date specified on page SP-12.*
- 5) Question: How was the tree clearing flagged for the actual tree clearing operation?  
*Response: The flagging for the tree clearing was completed by the design engineer and Maine Turnpike Authority staff through the use of conventional and GPS type survey.*
- 6) Question: Are red maple trees still available from nurseries?  
*Response: Yes, our research indicates that red maple trees are available and will remain in the contract.*
- 7) Question: Will there be in-stream work restrictions for the installation of the 48" culvert?  
*Response: The types of permits required for this project do not have calendar restrictions. However, Maine Turnpike Authority has corresponded with the permitting agencies indicating that the project is planning on the in-stream beginning once the permits are issued.*
- 8) Question: Was an engineer's construction cost estimate prepared?  
*Response: Yes, but it is not available during the bidding phase of the project.*
- 9) Question: Maine Turnpike Authority asked the attendees if two survey controls points for the park and ride area and three points for the pre-load areas were sufficient for constructing the project.  
*Response: The attendees felt that proposed number of control points was acceptable.*
- 10) Question: Maine Turnpike Authority indicated that the final day and time for contractor questions was May 18, 2015 at 12:00 P.M.  
*Response: No response required.*