

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 2

CONTRACT 2016.01

PAVEMENT REHABILITATION

MM 54.5 TO MM 64.4

CLEAR ZONE IMPROVEMENTS

MM 54.5 TO MM 64.4

EAGLES NEST BRIDGE REPAIRS

MM60.8

HUNTS HILL BRIDGE REPAIRS

MM61.6

The following changes are made to the Specifications:

SPECIFICATIONS:

- Remove third sentence of third paragraph under Subsection 401.02 Materials on SP-23 and Replace with:

The crushed stone shall have a maximum of 1.5% material finer than the No. 200 mesh when tested in accordance with AASHTO T-11.

- Remove second sentence of fourth paragraph under Subsection 401.02 Materials on SP-23 and Replace with:

Natural sand may incorporated into the mix at a rate no greater than 13 percent by weight of total aggregate.

- Remove fourth sentence of sixth paragraph under Subsection 401.03 Composition of Mixtures on SP-25 and Replace with:

Natural sand may adjusted up to 5 percent from the amount listed on the JMF but shall not exceed 13 percent by weight of total aggregate.

- Remove Table on SP-37 and Replace with:

PERCENT COMPACTION	PERCENT PAY
92.0 or greater	100
90.0 to 91.9	95
89.0 to 89.9	85

The following are questions asked at the pre-bid meeting held on February 4, 2016 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: According to the fine aggregate section in the Sec. 401 it states that each mix can not have a mixture of natural sand more than 10% by weight for the total aggregates. Does this pertain to all mixes on the project?

Answer: See Addendum #1 and **SPECIFICATIONS** on this addendum.

Question 2: Under SP-23 aggregates for pavement there is a requirement for the coarse aggregate to have a 1% passing the #200 sieve?

Answer: See **SPECIFICATIONS** on this addendum.

Question 3: Under SP-23 aggregates for pavement there is a requirement for each individual coarse aggregate to have a Micro-Deval under 16%. Would the MTA consider using the combined aggregate blend of mix design for micro-deval requirement?

Answer: No.

Question 4: Under SP-23 aggregates for pavements there is a maximum of 10% natural sand allowed? Why is the natural sand being limited to a maximum 10%?

Answer: See **SPECIFICATIONS** on this addendum.

Question 5: Under SP-24 why has the MTA required Class I RAP?

Answer: This is the third year MTA has required Class I RAP for surface mixtures.

Question 6: Which HMA item is being used for the paving of the truck turnout and shoulder widening areas?

Answer: Item 403.2084.

Question 7: On sheet G-1 Note 4 states existing pavement on truck turnouts at MM 60.4 NB and MM 63.6 NB and SB shall be overlaid with 2" HMA 12.5 mm Nominal Max Size. Will this mix be paid under item 403.2084 Hot Mix asphalt, 12.5mm Nominal Maximum Size (sidewalks, drives, islands & incidentals)?

Answer: Yes.

Question 8: On sheet G-1 Section A-A shows an 8' shoulder widening with 2-2" lifts of HMA 12.5mm nominal maximum size. Will this mix be paid under item 403.2084 Hot Mix asphalt, 12.5mm Nominal Maximum Size (sidewalks, drives, islands & incidentals)?

Answer: Yes.

Question 9: Will mix in the median crossovers be paid under item 403.2084 Hot Mix asphalt, 12.5mm Nominal Maximum Size (sidewalks, drives, islands & incidentals)?

Answer: Yes.

Question 10: Can locations be provided for item 205.51 Widening of Existing Shoulder & 205.53 Widening of Existing Shoulder Pavement?

Answer: See Plan Sheets 33, 34 and 25.

Question 11: Does Section A-A on Sheet Number G-1 apply to Item 205.53 Widening of Existing Shoulder Pavement?

Answer: Yes.

Question 12: Will the mix that is used in areas of Item 205.53 Widening of Existing Shoulder Pavement be paid under item 403.2084 Hot Mix Asphalt, 12.5mm Nominal Maximum Size (sidewalks, drives, islands & incidentals)?

Answer: Yes.

Question 13: Are there additional areas other than the mainline and 4' or 8' shoulders and the ramp areas called out in addendum 1 that are to be milled and paved, such as median openings, ramps, acceleration lanes, deceleration lanes, or any other areas that would not be described as "high production mainline" milling and paving? Can those areas be described or listed out by mile marker, lengths and widths?

Answer: Yes, See Plan Sheet 11.

Question 14: Will Hot Rubber be needed for the shoulders when placing item 403.208 in the mill/fill/overlay area?

Answer: Yes.

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

The total number of pages included with this addendum is 4

All bidders are requested to acknowledge the receipt of the Addendum No. 2 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. 2 on Page P-14 of the bid package.

Business Name

Print Name and Title

Signature

Date

February 12, 2016

Very truly yours,
MAINE TURNPIKE AUTHORITY

Nathanial Carll
Purchasing Manager
Maine Turnpike Authority