

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2017.01

Pavement Rehabilitation MM 80.7 to MM 88.6

Pavement Rehabilitation

Clear Zone Improvements MM 80.7 to MM 88.6

Ferry Road Bridge Repairs MM 80.8

Sabattus Exit 86 Toll System Upgrades MM 86.0

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

SPECIFICATIONS:

- Remove P-4 and Replace with attached P-4 Revised 3/13/2017:
- Add the following Supplemental Specification language for HMA Hamburg Wheel Tracker after Table 1 on Page 136 of 233:

The following shall be added after Table 1 on Page 136 of 233 and applies to pay item 403.2081 and shall be incidental to pay item 403.2081.

As part of the JMF submittal, the Contractor shall provide the Authority the test results in accordance with AASHTO T324. The results shall be generated by a third party independent testing laboratory as approved by the Authority. The test results shall meet the requirements of Table 1A

TABLE 1A: HAMBURG WHEEL TRACKER REQUIREMENTS

| Specified PG Binder Grade | Test Temperature (°C) | Maximum Rut Depth (mm) | Minimum Number of Passes | Minimum Allowable SIP* |
|---------------------------|-----------------------|------------------------|--------------------------|------------------------|
| 64-28 | 45 | 12.5 | 20,000 | 15,000 |
| 64E-28 | 45 | 8.0 | 20,000 | 15,000 |

* As calculated by the most recently published version of the Maine DOT HWT worksheet, which is available online at <http://www.maine.gov/mdot/contractors/publications/>

- Remove SP-32 and SP-33 and replace with Revised SP-32 and SP-33.
- Delete second paragraph on SP-5 105.8.2 Permit Requirements and replace with:

The Limit of Disturbance (LOD) for catch basins, bituminous concrete waterways and drainage pipes is 0.40 acres of disturbed area. The LOD for the Ferry Road bridge is 0.11 acres. The LOD for the Exit 86 Toll System Upgrades is 1.20 acres. The total for all areas is 1.71 acres.

- Remove 107.4.6 Prosecution of Work on SP-7 and Replace with

107.4.6 Prosecution of Work

The following Subsections are added:

107.4.6.1 Incentive for Early Opening:

Early Opening Incentive. The contractor will be paid a \$500.00 incentive for each Calendar Day that the southbound off ramp at Exit 86 is less than the proposed 21 day shutdown. This includes all proposed work on the ramp.

The following are questions asked at the pre-bid meeting held on March 7, 2017 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: How will the Authority like to have the 45 degree safety edge completed on the 8' Shoulder during the milling operation, would the lane be milled in a width less than 12' with a safety edge or a 12' milled lane and a safety edge to total a width of 13' to accommodate the safety edge in the mill and fill location of 3 & 4?

Answer 1: The lane shall be milled to a width of approximately 11.5' with a safety wedge. The lane shall be shimmed and just prior to the surface pavement a vertical edge shall be re-established.

Question 2: Would the MTA entertain a 12.5' full width milling machine that would meet a 15mm tooth spacing pattern?

Answer 2: No.

Question 3: Is it the Authorities intent to utilize wooden posts for signs G20-5a, R2-1, & R2-6aP in locations 1 through 4 (SP 121-122)? If so, is there a detail regarding the size of post/height/number of posts and will the posts have to 350 compliant?

Answer 3: No, "U" channel posts can be used that are 350 compliant.

Question 4: Could the Authority provide a speciation for foundations for each of the Communication Cabinets and Electrical Cabinets?

Answer 4: See MaineDOT Standard Specifications and Standard Details November 2014 Edition Section 626.

Question 5: In reference to the following statement on page SP-8 of the contract: "The milled surface shall have live traffic for one shift prior to any asphalt rubber fiber crack sealer work beginning."; is it correct that this note is referring to the mainline crack filling to be performed under pay item **424.333 – Asphalt Rubber Fiber Crack Filler-Applied** after mainline milling, and not the Hot Rubberized Asphalt (ASTM D6690 Type iv) coating applied to the edge of the travelway/8' shoulder joint which is incidental to the surface pavement item?

Answer 5: Yes.

Question 6: In reference to the following statement on page SP-11 of the contract: "The forty-five degree pavement safety edge needed between lanes 1 and 2 and between lane 2 and the eight foot

shoulder shall be incidental to the 202 pay items.”; can a detail or additional language be provided to answer the following regarding the safety edge at the 8’ shoulder:

A. Is the intent for the vertical edge cut by the mainline milling operation to match the edge of travel/8’ shoulder line with the forty-five degree angled joint then cut to extend into the 8’ shoulder, or would the mainline milling and forty-five degree angled joint end just short of the edge of travel/8’ shoulder line?

Answer: See Question 1.

B. Must the forty-five degree joint to be milled to a vertical joint prior to paving, and would this occur prior to paving the shim lift, or prior to paving the surface lift?

Answer: See Question 1.

C. If the forty-five degree joint is to be milled to a vertical joint, must this milling be done the same day as paving, and must all vertical edges be matched with new pavement prior to opening to traffic?

Answer: Ideally the day before surface paving.

Question 7: Is the fine aggregate and coarse aggregate specification for surface only?

Answer: See SP-24.

Question 8: Are the two equipment racks supplied by the Authority?

Answer: Yes.

Question 9: Is the security camera provide by the Authority?

Answer: Yes.

Question 10: Is the coarse aggregate Micro-Deval a combined?

Answer: No.

Question 11: Can you check the 403.208 and 403.213 pay items?

Answer: See Revised Proposal Sheet.

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

The total number of pages of this addendum is 8

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, MTA at 207-871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-17 of the bid package.

Business Name

Print Name and Title

Signature

Date

March 13, 2017

Very truly yours,
MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Manager
Maine Turnpike Authority

| Item No | Item Description | Units | Approx. Quantities | Unit Prices in Numbers | | Bid Amount in Numbers | |
|-------------------------|--|-------------|--------------------|------------------------|-------|-----------------------|-------|
| | | | | Dollars | Cents | Dollars | Cents |
| BROUGHT FORWARD: | | | | | | | |
| 304.10 | Aggregate Subbase Course - Gravel | Cubic Yard | 640 | | | | |
| 304.14 | Aggregate Base Course - Type A | Cubic Yard | 176 | | | | |
| 403.207 | Hot Mix Asphalt, 19.0mm Nominal Maximum Size | Ton | 186 | | | | |
| 403.2081 | Hot Mix Asphalt, 12.5mm Nominal Maximum Size, (Polymer Modified) RAP | Ton | 26,472 | | | | |
| 403.2084 | Hot Mix Asphalt, 12.5mm Nominal Maximum Size (sidewalks, drives, islands, and incidentals) | Ton | 299 | | | | |
| 403.210 | Hot Mix Asphalt, 9.5mm Nominal Maximum Size | Ton | 7 | | | | |
| 403.212 | Hot Mix Asphalt, 4.75mm Nominal Maximum Size | Ton | 9,566 | | | | |
| 403.213 | Hot Mix Asphalt, 12.5mm Nominal Maximum Size (Base and Intermediate Base course) | Ton | 106 | | | | |
| 407.08 | Berm Dropoff Correction - Grindings | Ton | 3,365 | | | | |
| 409.15 | Bituminous Tack Coat, Applied | Gallon | 23,539 | | | | |
| 409.151 | Bituminous Tack Coat, Applied (Bridge) | Gallon | 43 | | | | |
| 419.30 | Saw Cutting Bituminous Pavement | Linear Foot | 452 | | | | |

CARRIED FORWARD:

SPECIAL PROVISION

SECTION 403

HOT MIX ASPHALT PAVEMENT

| Course | HMA Grading | Item Number | Total Thickness | No. of Layers | Complimentary Notes |
|--------|-------------|-------------|-----------------|---------------|---------------------|
|--------|-------------|-------------|-----------------|---------------|---------------------|

Ferry Road Overpass

| | | | | | |
|---------|--------|----------|------|---|---------------------|
| Wearing | 12.5mm | 403.2081 | 1.5" | 1 | A,C,F,G,H,J,K,L,M,N |
| Base | 12.5mm | 403.213 | 1.5" | 1 | B,D,F,J,L,N |

Exit 86 and 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 |
| Intermediate | 12.5mm | 403.213 | 1.5" | 1 | B,C,F,J,L,N |
| Base | 19.0mm | 403.207 | 2" - 2.5" | multiple | B,C,E,J,L,N |
| Shim | 4.75mm | 403.212 | ½" | 1 | B,C,F,J,L,N |

Ferry Road Mill and Fill

| | | | | | |
|---------|-------|---------|-------|---|----------------|
| Wearing | 9.5mm | 403.210 | 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.

