

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2015.01

PAVEMENT REHABILITATION

MM 51.2 TO MM 54.5

MM F0.0 TO F3.8

GUARDRAIL AND CLEAR ZONE IMPROVEMENTS

MM 51.1 TO MM 55.0

F0.0 TO F3.8

ROUTE 9 BRIDGE REPAIRS

F3.7

The following changes are made to the Specifications and Plans:

SPECIFICATIONS:

- Remove page SP-11 and replace with attached revised SP-11.
- Remove page SP-174 and replace with attached revised SP-174.
- Delete first paragraph on SP-55 403.02 General and replace with:

The Contractor shall compose the Hot Mix Asphalt Pavement with aggregate, Performance Graded Asphalt Binder (PGAB), and mineral filler if required. The Performance Graded Asphalt Binder (PGAB) shall be polymer modified as detailed in this special provision and shall conform to the requirements of AASHTO M 320. The PG64E-28 Binder shall contain a minimum of 2.5% Styrene-Butadiene-Styrene (SBS) polymer {BWT} in a homogeneous blend. The stability of the modified binder shall be verified in accordance with ATSM D7173 using the Dynamic Shear Rheometer (DSR). The DSR $G^*/\sin(\delta)$ results from the top and bottom sections of the ATSM D7173 test shall not differ by more than 10%. The results of ASTM D7173 shall be included on the Certified Test Report. The binder shall meet the requirements of AASHTO M 332 (including Appendix X1).

PLANS:

Sheet Number 12:

Add Note 6. The two entering ramp details shall have a line of drums separating the main line traffic and on ramp traffic.

Sheet Number 16:

Sign E5-1—Remove ORANGE and BLACK and Replace with GREEN and WHITE under COLOR columns.

The following are questions asked at the pre-bid meeting held on February 3, 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: All MDOT bids advertised after November 1, 2014 have been subject to the 'Maine Department of Transportation Standard Specifications, Revisions of November 2014'. Since MDOT is using the new spec book, does the MTA want to use the same specs, instead of the 2002 version?

Answer: No.

Question 2: Will a safety pass be required on the shoulders?

Answer: No.

Question 3: Is lane 2 milled first and then lane 1 on the Falmouth Spur?

Answer: Yes.

Question 4: For pay items 403.2084 and 403.2085 what liquid is required?

Answer: 64-28.

Question 5: Can RAP be in pay items 403.2084 and 403.2085?

Answer: Yes

Question 6: Where is the TL-3 to be used?

Answer: Sheet 58 of 69 designates its potential use.

Question 7: The plans and specifications for the project only note milling of the mainline travel way and 4' shoulder at Location 1 and 2, but the milling quantity given in the table on plan sheet 2 of 69 is significantly more than the defined calculates out to. Are there additional areas other than the mainline and 4' shoulder 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: Exit 52 SB off ramp = 1,400SY, Exit 53 SB off ramp = 1,167 SY, Exit 53 SB on ramp = 2,083SY, Exit 53 NB off ramp = 1,533SY and NB on ramp = 1,950SY.

Question 8: At the Falmouth Spur Locations 3 and 4, are there additional areas other than the mainline and 2 ramp areas shown on plan sheet 3 of 69, 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: Exit 52 NB off ramp 4,209SY.

Question 9: Where is the 16 tons of Item 403.2084 – HMA 12.5mm(sidewalks, drives, islands and incidentals) to be placed on the East Bound section of the Falmouth Spur? Is this an area that also needs to be milled prior to being paved?

Answer: Median cross over at East end of Spur. Yes.

Question 10: Plan sheet 3 of 69 shows a "Shim and 1" Overlay" section on the Falmouth Spur from 194+41 – 199+60. Please provide the Typical Section detail and the Special Provision 403 requirements for the paving at this area?

Answer: Some shimming is required at this location. A shim quantity of 180 tons was quantified. The intent is to use Pay Item 403.2083 for the paving at this area.

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-13 of the bid package.

Business Name

Print Name and Title

Signature

Date

February 9, 2015

Very truly yours,
MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Manager
Maine Turnpike Authority

15. Uncured concrete shall not be placed directly into the water body. Concrete may be placed in forms and shall cure at least one (1) week prior to form removal. No washing of tools, forms, etc. shall occur in or adjacent to the water body or wetland.
16. The Contractor shall contain all demolition debris (including debris from wearing surface removal, sawcut slurry, dust, etc.) and shall not allow it to discharge to any resource. Litter, construction debris, and chemicals exposed to stormwater must be prevented from becoming a pollutant source. The Contractor shall dispose of debris in accordance with Maine Solid Waste Law, Title 38 M.R.S.A., Section 1301 et. seq.
17. No wheeled or tracked equipment shall be operated in the water. Equipment operating on the shore may reach into the water with a bucket or similar extension. Equipment may NOT cross streams.
18. The Contractor shall not remove rocks from below the normal high water line of any wetland, great pond, river, stream or brook, except to the extent necessary for completion of the work and as allowed by environmental permits.

105.8.2 Permit Requirements

This Subsection is amended by the addition of the following:

The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Storm water Discharge from Construction Activity, as promulgated by the US Environmental Protection Agency (US EPA) and administered 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) due to the Limit of Disturbance (LOD) being greater than one acre.

The Limit of Disturbance (LOD) for catch basins, bituminous concrete waterways and drainage pipes is 0.10 acres of disturbed area. The Limit of Disturbance (LOD) for the slope project is 1.76 acres. The LOD for the Route 9 bridge is 0.25 acres. The total for all areas is 2.11 acres.

The following drainage locations required permitting by MaineDEP and/or the Army Corp of Engineers. These permits have been obtained by the Authority. This work is to be performed between July 15 and August 30, 2015.

Station 2732+64 Left	Mile Marker 54.3	24" HDPE
Station 2736+02 Left	Mile Marker 54.35	30" HDPE

Compliance with the erosion and sedimentation control requirements outlined in this Contract is still required by the Contractor.

TABLE A

ALLOWABLE NB AND SB LANE CLOSURE TIMES

	SB(MM56.0-MM52.4)
<u>Temporary Lane Closures Allowed</u>	<u>9 am to 6am Mon. thru Fri.</u>
	<u>7pm to 6am Sun. thru Thurs.</u>

	NB(MM52.4-MM56.0)
<u>Temporary Lane Closures Allowed</u>	<u>6 am to 2:30pm* Mon. thru Fri.</u>
	<u>&</u>
	<u>8pm to 6am Sun. thru Thurs.</u>

	NB AND SB(MM51.0-MM52.4)
<u>Temporary Lane Closures Allowed</u>	<u>9 am to 1pm* Mon. thru Fri.</u>
	<u>&</u>
	<u>8pm to 6am Sun. thru Thurs.</u>

* No Friday NB Daytime Lane Closures allowed during the months of July and August.

Locations 1-9

All temporary lane closures shall be made utilizing drums.

The Contractor will be allowed to store drums on the traffic side of the guardrail (face of guardrail) during non-work hours or when drums are not required for a lane closure. The drums shall be placed no more than six inches from the face of guardrail.

Portable light towers will be required to illuminate the night construction work area.

652.7 Method of Measurement

The following paragraph is added:

Traffic control devices required to complete the work will be measured for payment under their respective pay items. Installation, maintenance, and removal of traffic setups and the Contractor's dedicated traffic employee's will not be measured separately for payment, but shall be incidental to Item 652.3611, Maintenance of Traffic Control Devices.

