

**MAINE TURNPIKE AUTHORITY**

**ADDENDUM NO. 1**

**CONTRACT 2014.12**

**BRIDGE REPAIRS**  
**ROUTE 126 UNDERPASS**  
**MM 101.7**

**The following changes are made to the bid documents.**

**SPECIFICATIONS**

**On Page SP-130, make the following changes:**

Add “in the same location” to the end of the first sentence in the second paragraph.

Add “This work shall also consist of temporarily relocating these signs outside the work limits as directed by the Resident.” to the second paragraph.

Change the second sentence in the seventh paragraph to read “Such price will include removing and resetting sign panels, removing and resetting or disposing existing wood posts and resetting the sign panels on the existing or new posts, including temporarily relocating the signs, and new hardware as required to complete the sign installation.”

**On Page SP-136, replace the fourth paragraph beginning with “The use of flaggers...” with the following:**

Payment for flagging will only be made for the initial installation and removal of the temporary traffic control signal system and during final surface paving unless otherwise directed by the Resident.

A Pre-Bid Conference was held on March 12, 2014 at 2:00 PM at the Maine Turnpike Authority for this project. The sign-in sheet is attached. Questions during and after the pre-bid conference and corresponding responses are included.

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

The total number of pages included with this addendum four (4).

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-7 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

March 18, 2014

Very truly yours,

MAINE TURNPIKE AUTHORITY

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Purchasing Manager  
Maine Turnpike Authority



## QUESTIONS

**The following are questions asked at the pre-bid meeting held on March 12, 2014 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: What is the coating of the bearings?

Response: All bearings shall be painted in accordance with the specifications.

Question 2: Can the top connection of the bolster be welded rather than bolted?

Response: The contractor shall bid this work as shown on the plans. Alternative designs may be proposed by the contractor for engineering review and approval.

Question 3: Is the estimated quantity for the item 502.31 (Structural Concrete, Approach Slab) correct? The contractor estimated over 70 cubic yards.

Response: The quantity for the approach slab concrete has been verified and 57 cubic yards is correct.

Question 4: Can the contractor use a portion of the adjacent MTA maintenance yard as lay-down area?

Response: Limited space in the MTA maintenance yard will be available for contractor lay-down area.

Question 5: What date will the bolsters be available?

Response: Bolsters will be available July 1, 2014

Question 6: Please clarify the phasing of pavement.

Response: As shown in the plans, the first lift of wearing surface on the bridge will be placed during the phasing sequence. The final course of asphalt pavement for both sides of the bridge, both on the bridge and approaches, will be placed at the same time. Temporary ramps will be required at the joint locations due to the 1½" high step.

Question 7: Is there any structural excavation on this project?

Response: Excavation required for abutment and wingwall removal and reconstruction is paid for as item 203.20 (Common Excavation), as shown in the plans. Any excavation required for substructure repair operations is incidental to the associated repair items, as described in the specifications.