

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2014.16

Wearing Surface Replacement and
Substructure Rehabilitation
York River Bridges
Mile 5.20

Web Stiffener Rehabilitation
Cutts Road Bridge
Mile 3.10

Make the following changes to the bid documents:

In the Contract Documents, Notice to Contractors Section, on page N-1 in the first paragraph second and third sentences **REMOVE** the text “prevailing time as determined by the Authority on April 17, 2014 at which time and place the Proposals will be publicly opened and read” and **REPLACE** with “prevailing time as determined by the Authority on April 18, 2014 at which time and place the Proposals will be publicly opened and read”

Note: The above item shall be considered as part of the bid submittal.

A Pre-Bid Conference was held on April 7, 2014 at 11:00AM at the Maine Turnpike Authority for this project. The attached Pre-Bid Conference Questions and Responses, agenda, and sign-in sheet are included.

The total number of pages included with this addendum is nine (9) pages.

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-12 of the bid package.

Business Name

Print Name and Title

Signature

Date

April 10, 2014

Very truly yours,

MAINE TURNPIKE AUTHORITY

Purchasing Manager
Maine Turnpike Authority

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference Questions and Responses

CONTRACT 2014.16

Wearing Surface Replacement and
Substructure Rehabilitation
York River Bridges
Mile 5.20

Web Stiffener Rehabilitation
Cutts Road Bridge
Mile 3.10

April 7, 2014 11:00 AM

- 1) Question: Can the bid opening date be extended from April 17 to Friday April 18, 2014?
Response: Yes, see page 1 of Addendum 1.
- 2) Question: What is the latest date and time questions from bidders will be accepted?
Response: Questions from bidders will be accepted until 4:30 PM prevailing time on Monday April 14, 2014.
- 3) Question: This project includes a base bid and two bid alternates. What is the basis of award?
Response: The basis of award is defined on page P-11 in the Proposal.
- 4) Question: What are the major differences between this project and the previously advertised 2014.05 project?
Response: The major differences between this project and the 2014.05 project are:
 - *Elimination of median crossovers for maintenance of traffic.*
 - *Contract completion date extended to December 18, 2015 and interim completion milestones and substantial completion dates eliminated.*
 - *Bridge deck finger plate expansion joint replacements eliminated and installation of fabric troughs and curtains below existing finger joints added.*
 - *Field painting of existing structural steel with a high-ratio calcium sulfonate paint system instead of a multi-coat zinc-rich paint system.*
 - *Pile Repairs Type 1 consist of two types of repair. Type 1A repairs include coating with a high-ratio calcium sulfonate paint system. Type 1B repairs include installing a heavy-duty pile protection system consisting of marine-grade petrolatum tape and an HDPE outer cover.*
 - *Installation of permanent snow fence at Cutts Road Bridge added.*

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2014.16

Wearing Surface Replacement and Substructure Rehabilitation York River Bridges Mile 5.20

Web Stiffener Rehabilitation Cutts Road Bridge Mile 3.10

April 7, 2014 11:00 AM

1) Location:

The general limits of work are as shown in the contract plans. The York River Bridges carry the Turnpike NB & SB over the York River near Mile 5.20 in York, Maine. The Cutts Road Bridge carries Cutts Road over the Turnpike NB & SB near Mile 3.10 in Kittery, Maine.

2) General Description:

The work consists of replacing the wearing surface and rehabilitating the substructure on the York River Bridges over the York River in York, Maine. The work includes wearing surface replacement, installation of fabric troughs below deck expansion joints, pin & link connection cleaning and painting, abutment and pier cap concrete repairs, pier bent pile rehabilitation, abutment bearings replacement, pier bearing rehabilitation, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

The work also includes the installation of web stiffeners and permanent snow fence on the Cutts Road Bridge over the Maine Turnpike at Mile 3.1 in Kittery, Maine in accordance with the Plans and Specifications.

3) Bid:

- a) April 17, 2014 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.

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:

- i) April 28, 2014 - Contract Start (SP 107.1)
 - ii) Long-term closure of one NB and/or one SB lane will be allowed only during the following three periods: April 28, 2014 to May 22, 2014 & October 14, 2014 to May 21, 2015 & October 13, 2015 to December 4, 2015. At all other times three lanes of traffic in both directions shall be maintained except for the temporary closures allowed in Table A in Special Provision Section 652 Maintenance of Traffic (Specific Maintenance of Traffic Requirements) (SP 107.4.6)
 - iii) December 18, 2015 - Contract Completion Date (SP 107.1)
 - b) Liquidated damages assessed in accordance with SP Subsection 107.7.2 for each calendar day contract completion is not achieved.
 - c) Per SP Subsection 107.4.6, supplemental liquidated damages of \$2,500 per calendar day will be assessed for any day where a long-term lane closure exists outside of the allowable time listed in this SP.
- 6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)
- a) Highway and Earthwork wage rates
 - b) Heavy and Bridge wage rates
- 7) Response to Damage Claims (General Provision 104.3.11):
- a) Contractor responsible for responding to all damage claims within 30 days.
- 8) Lead Paint (Special Provision 105.2.4.2):
- a) Contractor to acknowledge the potential presence of lead paint and associated precautions thereto.
 - b) See Appendix B for Lead Paint Testing Results for the York River Bridges. No lead paint testing was performed at the Cutts Road Bridge.
- 9) 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 away from the paved travel way.
 - c) Authority is responsible for winter road maintenance for the Maine Turnpike paved travel way open to traffic.
- 10) Permit Requirements (Special Provision 105.8.2)
- a) The Project is being constructed under the Maine Natural Resources Protection Act maintenance and repair exemption for existing crossings.
 - b) The Project is being permitted under Section 404 of the Clean Water Act, through the US Army Corps of Engineers Maine Programmatic General Permit, Category 1. The Project is subject to the General Conditions of the Category 1 Authorization dated October 12, 2010 through October 12, 2015. A copy of the General Permit conditions and Category 1 Authorization is attached in Appendix A.
 - c) The Contractor shall submit a written request for construction approval to the United States Coast Guard prior to beginning work in or above the navigational channel. The request shall include the

following information: graphic timeline schedule of proposed work, working hours/days of the week, contact numbers, size and location of any in-water equipment and details of any proposed vertical and horizontal reductions in the navigational channel opening.

- d) The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity, as promulgated by the US Environmental Protection Agency (US EPA) and Administrated by the Maine Department of Environmental Protection (DEP).
- e) A Notice of Intent (NOI), accompanied by a preliminary Limit of Disturbance (LOD) plan was submitted by MTA to the DEP for coverage under the Maine Construction General Permit (MCGP). Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor. If the Limit of Disturbance needs to be adjusted to accommodate construction activities, the Contractor shall resubmit the LOD plan (including any additional erosion and sedimentation control measures needed) to the Resident for review and approval prior to any additional disturbance taking place.
- f) MaineDOT Best Management Practices

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 and personnel vehicles, shall be equipped with amber flashing beacons in accordance with the General Provision 652.61.
- d) Class III 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) Cutts Road Traffic Control Requirements: Two-way traffic shall be maintained on Cutts Road at all times (with the exception of installing and removing traffic control devices) except for during the installation of snow fence on the existing bridge rail. During snow fence installation alternating one-way traffic shall be maintained using flaggers in accordance with the Plans. During snow fence installation over Turnpike travel lanes the Contractor shall take precautions to prevent materials and debris from falling onto roadway. Snow fence may only be installed over Turnpike travel lanes when they are closed to traffic.
- d) Maine Turnpike Traffic Control Requirements: Maintenance of traffic plans have been developed for the work at the York River Bridges. The intent of these plans is to keep traffic moving continuously during the required rehabilitation work at the bridges. The construction phasing

shall be as shown in the Plans. Activities are only allowed during the times noted in Table A in SP Section 652. Travel lanes may not be impeded by traffic control devices until the time frames specified for each activity.

- e) Requests for temporary lane closures shall be submitted Thursday by noon in the week preceding the week containing the proposed closure. Requests are subject to approval by MTA.
- f) 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.
- g) Traffic control devices shall be NCHRP 350 compliant.

13) Specific Contract Items

- a) Section 107 – Time
 - i) Schedule of Liquidated Damages (subsection 107.7.2) updated.
- b) Section 501 – Foundation Piles
 - i) SPs added for Type 1 (both 1A and 1B) and Types 2 and 3 pile repairs.
- c) Section 502 - Structural Concrete
 - i) SP 502, Structural Concrete, has undergone revisions to the water-to-cement ratios and air entrainment values. Other revisions include new Class AAA-Deck and the addition of requirements for transverse saw cut grooving of concrete wearing surfaces (part 502.14 F).
- d) SP Section 504 – Structural Steel
 - i) Item 504.814 Structural Steel Repairs – Link Plates Rehabilitation includes rehabilitation of the existing link plates at all of the pin and link connections in both the NB and SB York River Bridges. The existing link plates shall be removed, cleaned and painted, and reinstalled. At the Contractor's option, instead of cleaning and painting the existing link plates they may be replaced with new stainless steel link plates of the same dimensions and same or better material properties. This item also includes temporarily supporting the suspended span beam at each pin and link connection during all pin and link connection rehabilitation work.
- e) SP Section 506 – Painting Structural Steel (Galvanized or Zinc-Rich Coating System (Shop Applied))
 - i) Contains the requirements for shop coating new structural steel.
- f) SP Section 506 – Painting Structural Steel (Field Painting of Existing Structural Steel)
 - i) Contains the requirements for coating existing structural steel with a high-ratio calcium sulfonate paint system.
- g) SP Section 521 – Finger Joint and Fabric Trough/Fabric Curtain (Fabric Trough/Curtain for Finger Joint)
 - i) This work consists of installing fabric troughs/curtains below all existing finger-type deck expansion joints as shown in the plans. It also includes fabricating and installing new fiberglass hoppers below fabric troughs/curtains at abutments, including anchorage, pressure treated support lumber and all necessary materials and equipment required to complete the work as shown on the plans and in accordance with the specifications.
- h) Section 526 – Concrete Barrier (Temporary Concrete Barrier Type I – Supplied by Authority)
 - i) The concrete barrier sections are stored at the I-95 SB Truck Weigh Station in York.
- i) Section 607 – Fences (Snow Fence)
 - i) The work shall include the installation of snow fence on the bridge within the limits locations shown on the Plans.
- j) Section 652 – Traffic Control – Revised Lane Closure SP

- i) The lane closure setup may not begin until the beginning time specified. Lane closures that are setup early or that remain in place outside of the approved period shall be subject to a lane rental fee of \$500 per five minutes for every five minutes outside of the approved time. The installation of the construction signs will be considered setting up the lane closure. Removal of the last construction sign will be considered the removal of a lane closure. Construction signs shall be installed immediately prior to the start of the lane closure and shall be promptly removed when no longer required. The installation and removal of a lane closure including signs, channelizing devices and arrow boards shall be a continuous operation. The Authority reserves the right to order removal of an approved lane closure.

14) Questions:

- a)

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2014.16

Wearing Surface Replacement and
Substructure Rehabilitation
York River Bridges
Mile 5.20

Web Stiffener Rehabilitation
Cutts Road Bridge
Mile 3.10

April 7, 2014 11:00 AM

ORGANIZATION	NAME	PHONE	EMAIL
WYMAN & SIMPSON	Brian MacFarlan	737-4471	BmacFarlan@wymanandsimpson.com
CPM Constructors	Andy M'Pherson	865-0000	amcpherson@cpmconstructors.com
Waterworks Diving	Ed Burns	741-9174	eburns@waterworksdivingservice.com
MTA	Nate Crill	482-8115	ncrill@maineturnpike.com
MTA	Ralph Norwood	871-7771	rnorwood@maineturnpike.com
MTA	Scott Warhol	482-8121	swarhol@maineturnpike.com
VHB	Robert Blunt	441-6980	rblunt@vhb.com
VHB	TIM BRYANT	210-3663	tbryant@vhb.com