The bid opening date is Thursday 1/21/16 at 11am.

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

GENERAL

Addendum No. 2 is scheduled to be issued on January 19, 2016 (Tuesday) all questions regarding Contract 2016.03 should be submitted by the end of the day January 15, 2016 (Friday) to be answered in this addendum. Questions received after that time may not be answered.

PROPOSAL

Proposal Sheet P-7 and P-8 are deleted and replaced with P-7 (Revised 1/15/2016) and P-8 (Revised 1/15/2016) attached hereto. The revision to these proposal sheets adds Item 639.19 Field Office, Type B.

SPECIFICATIONS

- Special Provision Section 107.1 Contract Time and Contract Completion Date.
  Remove and replace the last sentence with the following:

  The construction of Small Road shall be substantially complete by November 18, 2016.

- Special Provision Section 203 EXCAVATION AND EMBANKMENT (Geofoam Lightweight Fill), Section 203.18 Method of Measurement.
  Add the following sentence to the end of the first paragraph:

  All material and work required for the granular borrow below the geofoam blocks will not be measured separately for payment, but shall be incidental to this contract item.

- Special Provision Section 639 ENGINEERING FACILITIES (Field Office, Type B) has been added and attached hereto.
PLANS

Sheet ES-01 sheet 2 of 65 is revised as follows: Item 639.19 Field Office, Type B has been added.

Sheet MT-02 sheet 6 of 65 is revised as follows: Shoulder closure detail note 2 has been updated.

Sheet S-06 sheet 38 of 65 is revised as follows: Structural excavation (note 5) and temporary barrier (note 6) notes have been updated.

QUESTIONS

The following are questions asked at the pre-bid meeting held on January 12, 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: Note 9 on sheet S-01 (33 of 65) states “All areas of structural excavation shall be backfilled with aggregate subbase course gravel. Backfill placed within the structural excavation pay limits will be measured for payment under pay item 304.10 aggregate subbase course gravel.” General Note 3 on sheet S-03 (35 of 65) states “Excavation required to complete abutment and pier repairs shall be measured for payment under pay item 206.082 structural earth excavation major structures. Backfill of the repair areas shall be incidental to the structural excavation pay item.” General note 5 on sheet S-06 (38 of 65) states “Excavation and backfilling required to complete pier repairs shall be incidental to 518.20 Pier Repairs.” Is backfilling incidental or paid? Is excavation for pier repairs incidental or paid?

Answer: Backfilling for abutment and pier repairs shall be incidental to pay item 206.082 Structural Earth Excavation – Major Structures. Excavation for abutment and pier repairs shall be measured for payment under pay item 206.082 Structural Earth Excavation - Major Structures. This only applies for abutment and pier repairs. All structural earth excavation locations delineated with neat lines shall fall under note 9 on sheet S-01 sheet 33 of 65. Plan sheet S-06 sheet 38 of 65 note 5 has been updated.

Question 2: Section A-A on sheet S-10 (42 of 65) shows granular borrow as backfill around the geofoam blocks. The schedule of items does not provide an item for granular borrow. Is this granular borrow incidental and if so to which item?

Answer: The granular borrow is incidental to pay item 203.43 Geofoam Lightweight Fill. The special provision has been updated accordingly.

Question 3: Section 403 includes complimentary note L on all lifts of pavement. In the past, hot rubber has only been required on the final surface lift. Could you please clarify if hot rubber will be required for all lifts of pavement?

Answer: Hot rubberized asphalt is only required on vertical surface lift joints.

Question 4: Is the temporary concrete barrier for mainline shoulder closures required or optional during pier repair work?
Answer: Note 6 on sheet S-06 sheet 38 0f 65 has been updated replacing the word “may” with “shall”. Temporary concrete barrier, Type I, “shall” be used for shoulder closures.

Question 5: Both projects (Small Road & Maple Street) are scheduled to be awarded on January 28, 2016, can the Maple Street scheduled bid opening be shifted to match the Small Road Project?
Answer: No, the bid opening dates will remain as January 21, 2016 for Small Road and January 26, 2016 for Maple Street.

Question 6: Is there any limitation to how the flagger hours can be used?
Answer: Yes, per Special Provision 652 MAINTENANCE OF TRAFFIC Section 652.7 Method of Measurement “Flaggers used during the Contract, for the convenience of the Contractor, will not be measured separately for payment, but shall be incidental to the various pay items.”.

Question 7: Can the substantial completion date of November 15, 2016 (Tuesday) be changed to that following Friday?
Answer: Yes, the substantial completion date shall be changed to November 18, 2016.

ATTACHMENTS

- Proposal Sheets P-7 & P-8 (2 pages)
- Special Provision 639 (1 page)
- Plan Sheets ES-01, MT-02, & S-06 (3 pages)
- Pre-Bid Agenda (4 pages)
- Pre-Bid Sign-In Sheet (1 page)
Notes: The above items shall be considered as part of the bid submittal.

The total number of pages included with this addendum is Fifteen (15).

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, Maine Turnpike Authority at 207-871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-9 of the bid package.

____________________________________
Business Name

____________________________________
Print Name and Title

____________________________________
Signature

____________________________________
Date

January 15, 2016

Very truly yours,

MAINE TURNPIKE AUTHORITY

____________________________________
Nathaniel Carll
Purchasing Department
Maine Turnpike Authority
<table>
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<th>Item Description</th>
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**BROUGHT FORWARD:**

**TOTAL:**

P-8 (Revised 1/15/2016)
SPECIAL PROVISION

SECTION 639

ENGINEERING FACILITIES

(Field Office, Type B)

639.04 Field Offices

This Subsection is amended by removing the fourth through fifteenth paragraphs and not replacing them (i.e., ADA conformance is not required).

639.09 Telephone

This Subsection is deleted in its entirety.
### Estimated Quantities

#### Small Road Underpass

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#### Earthwork Summary

**Common Excavation for Estimate**
- **Grading in Fill**: 864
- **Total Common Excavation (for estimate)**: 864

**Fill for Borrow Calculations**
- **Grading in Fill**: 864
- **Total Fill**: 864

**Available Common Excavation for Borrow Calculations**
- **Total Common Excavation**: 864
- **Estimated Borrow**: 864

**Computation for Common Borrow for Estimate**
- **TotalFill**: 864
- **Available Non-Rock Excavation**: 864
- **Total Available Non-Rock Excavation**: 864
- **Total Available Non-Rock Borrowed**: 864

**Contract 2016.03**
Addendum No. 1
Page 8 of 15
**Addendum #1 - Shoulder Closure Note**

**General Maintenance of Traffic Notes:**

1. Sign G20-2 is not required if entrance is within the work zone.

2. Flaggers shall be located so they are clearly visible for short duration operations (less than 1 hour).

3. The contractor shall ensure all payment markings within conflict with existing payment markings in accordance with procedures to be made under item 527.341 - work zone crash cushion - TL-3.

4. Exposed barrier ends shall be protected in the work zone.

5. Geometric information for traffic phases shown on the plans will be supplied to the contractor after award.

**Applications for All M.O.T. Plans:**

- Small solid white lane line
- Small solid yellow lane line
- Small solid yellow center line
- Temporary solid yellow lane line
- Temporary solid yellow lane line

**Abbreviations for All M.O.T. Plans:**

- TSYLL = Temporary solid yellow lane line
- BWLL = Broken white lane line
- SYEL = Solid yellow lane line

**Notes:**

- For post mounted sign setup, signs shall be adjusted to open and for short term lane closure less than an interval equal to twice the drums or cones spaced at the taper (100 ft. max).

- The shoulder work and sign areas are not dependent of the shoulder closure is open or a previously established work zone.

**Maine Turnpike (Mainline):**

- Shoulder work

**TEMPERATURE CONCRETE BARRIER:**

- Entrance

**Maine Turnpike:**

- Shoulder work

**TEMPORARY CONCRETE BARRIER:**

- Entrance

**GENERAL MAINTENANCE OF TRAFFIC NOTES:**

- All payment markings & signs shall be in accordance with the AASHTO, M.O.T. plans & traffic control devices, latest edition.

- These plans show the general condition for turnpike mainline, track control; construction, signing and marking requirements for permanent lane closure under lane of travel.

- Shoulder work and sign areas are not dependent of the shoulder closure is open or a previously established work zone.

- The shoulder work and sign areas are not dependent of the shoulder closure is open or a previously established work zone.

**TEMPORARY CONCRETE BARRIER:**

- Entrance

**Maine Turnpike:**

- Shoulder work

**TEMPERATURE CONCRETE BARRIER:**

- Entrance

**GENERAL MAINTENANCE OF TRAFFIC NOTES:**

- All payment markings & signs shall be in accordance with the AASHTO, M.O.T. plans & traffic control devices, latest edition.

- These plans show the general condition for turnpike mainline, track control; construction, signing and marking requirements for permanent lane closure under lane of travel.

- Shoulder work and sign areas are not dependent of the shoulder closure is open or a previously established work zone.

- The shoulder work and sign areas are not dependent of the shoulder closure is open or a previously established work zone.
LIMIT OF MEASUREMENT

REMAIN. (TYP.)

EXISTING REINFORCING STEEL TO

CONSIST OF REMOVAL AND PLACEMENT.

LIMITS OF CONCRETE REPAIR TO

(TYP.)

PROVISION 518

PER SPECIAL

FACE OF PIER

CONCRETE SURFACE PATCH REPAIR DETAIL

PLAN

KEY PLAN

PIER ELEVATION KEY

NTS

REPAIR QUANTITIES

PIER SURFACE PATCH REPAIR

DO S.F.

* INCLUDES 20 S.F. ADDITIONAL REPAIR

AS A CONTINGENCY.

LEGEND

LIMIT OF PIER SURFACE PATCH REPAIR

SQUARE FOOT AREA OF REPAIR

GENERAL NOTES:

1. PRIOR TO THE START OF THE CONCRETE REMOVALS, THE RESIDENT AND THE

CONSTRUCTION SHALL VISUALLY EXAMINE THE PIERS IN QUESTION, AND

AGREE ON THE REMOVAL LIMITS PRIOR TO THE REMOVAL PROCESSES. THE

RESIDENT AND CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO

THE REMOVAL PROCESSES. THE CONTRACTOR SHALL NOTIFY THE RESIDENT.

SHOULD THE REMOVAL AREA LIMITS APPEAR TO CHANGE DURING THE SOUNDING

PROCESS, THE CONTRACTOR SHALL SOUND THE CONCRETE AND AGREE ON THE

REMOVAL LIMITS.

2. PERFORM GENERAL FINISHING (SEE BELOW).

3. THE CONTRACTOR SHALL PROVIDE STAGING OR ANOTHER ACCEPTABLE MEANS OF

ACCESS AT ALL PIER LOCATIONS THAT WILL ALLOW THE RESIDENT TO SAFELY

PERFORM A DETAIL CONCRETE INSPECTION OF ALL PIER SURFACES. THIS WORK

SHALL BE INDEMNIFIED TO THE OWNER PRIOR TO REPAIRS.

4. THE QUANTITIES OF PIER REPAIR NOTED ON THESE DRAWINGS HAVE BEEN

DEVELOPED BASED PRIMARILY ON VISUAL AND TACTILE INSPECTION OF THE PIERS

FROM THE GROUND LEVEL. ACTUAL REPAIR AREAS WILL BE DETERMINED BY THE

RESIDENT DURING CONSTRUCTION.

5. EXCAVATION REQUIRED TO COMPLETE PIER REPAIRS SHALL BE MEASURED FOR

PAYMENT UNDER PAY ITEM 518.20, PIER REPAIRS. EXCAVATION PAYABLE FOR

STRUCTURAL EXCAVATION PAY ITEM.

6. TEMPORARY CONCRETE BARRIERS TYPE 1 SHALL BE USED FOR SHOULDER CLOSURES

DURING PIERR REPAIRS AS SHOWN IN THE MIT DETAILS. ONE CLOSURE PER BOUND

SHALL BE PERMITTED AT ONE TIME.

EXCAVATION REQUIRED TO COMPLETE PIER REPAIRS SHALL BE MEASURED FOR

PAYMENT UNDER PAY ITEM 040.082, STRUCTURAL EARTH EXCAVATION-MAJOR

STRUCTURES. BACKFILL OF THE REPAIR AREAS SHALL BE INCIDENTAL TO THE

PAYMENT UNDER PAY ITEM 518.20, PIER REPAIRS.

EXCAVATION REQUIRED TO COMPLETE PIER REPAIRS SHALL BE MEASURED FOR

PAYMENT UNDER PAY ITEM 040.082, STRUCTURAL EARTH EXCAVATION-MAJOR

STRUCTURES. BACKFILL OF THE REPAIR AREAS SHALL BE INCIDENTAL TO THE

PAYMENT UNDER PAY ITEM 518.20, PIER REPAIRS.

LIMITS OF REMOVAL TO

COMPACTED DENSIFICATION OF CONCRETE AND DUMPING AND CURING OF REPAIR

MATERIALS. REPAIRS SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 518.20,

PIER REPAIRS.

1. PRIOR TO THE START OF THE CONCRETE REMOVALS, THE RESIDENT AND THE

CONTRACTOR SHALL VISUALLY EXAMINE THE PIERS IN QUESTION, AND

AGREE ON THE REMOVAL LIMITS PRIOR TO THE REMOVAL PROCESSES. THE

RESIDENT AND CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO

THE REMOVAL PROCESSES. THE CONTRACTOR SHALL NOTIFY THE RESIDENT. THE

RESIDENT AND CONTRACTOR SHALL AGREE ON THE REVISED PAY LIMITS PRIOR TO

THE REMOVAL PROCESSES. THE CONTRACTOR SHALL NOTIFY THE RESIDENT.

SHOULD THE REMOVAL AREA LIMITS APPEAR TO CHANGE DURING THE SOUNDING

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2. PERFORM GENERAL FINISHING (SEE BELOW).

3. THE CONTRACTOR SHALL PROVIDE STAGING OR ANOTHER ACCEPTABLE MEANS OF

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SHALL BE INDEMNIFIED TO THE OWNER PRIOR TO REPAIRS.

4. THE QUANTITIES OF PIER REPAIR NOTED ON THESE DRAWINGS HAVE BEEN

DEVELOPED BASED PRIMARILY ON VISUAL AND TACTILE INSPECTION OF THE PIERS

FROM THE GROUND LEVEL. ACTUAL REPAIR AREAS WILL BE DETERMINED BY THE

RESIDENT DURING CONSTRUCTION.

CONCRETE SURFACE PATCH/REPAIR PROCEDURE:

1. PREPARE AND PATCH REPAIR AREAS WITH CLASS AAA MODIFIED CONCRETE. SEE

SPECIFICATIONS FOR MATERIAL PREPARATION, PLACEMENT, AND CURING

REQUIREMENTS.

2. WHERE PIER SURFACE PATCH REPAIRS ARE SPECIFIED THE WORK SHALL

INCLUDE REMOVAL OF UNREpaired CONCRETE AND PLACEMENT AND CURING OF REPAIR

MATERIALS. REPAIRS SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 518.20,

PIER REPAIRS.

3. GENERAL FINISHING:

1. ALL EXPOSED SURFACES SHALL BE COATED WITH EITHER A PIGMENTED OR CLEAR

PROTECTIVE COATING. THE NORTH FACE OF PIER 3 SHALL BE COATED WITH CLEAR

PROTECTIVE COATING. THE NORTH FACE OF PIER 1 AND PIER 2 SHALL BE

COATED WITH CLEAR PROTECTIVE COATING AFTER PATCHING IS COMPLETED AND

PATCH MATERIALS HAVE CURED. THE SOUTH FACE OF PIER 1 AND PIER 2 SHALL BE

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4. THE QUANTITIES OF PIER REPAIR NOTED ON THESE DRAWINGS HAVE BEEN

DEVELOPED BASED PRIMARILY ON VISUAL AND TACTILE INSPECTION OF THE PIERS

FROM THE GROUND LEVEL. ACTUAL REPAIR AREAS WILL BE DETERMINED BY THE

RESIDENT DURING CONSTRUCTION.

CONCRETE SURFACE PATCH/REPAIR PROCEDURE:

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PIER REPAIRS.
MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2016.03

Bridge Superstructure Replacement
Small Road Underpass
Mile 95.1

January 12, 2016, 10:00 AM

1) Location:
The general limits of work are as shown in the contract plans.

2) General Description:
The work consists of replacing the bridge superstructure over the Maine Turnpike at the location above. The work includes concrete deck and steel girder replacement, concrete substructure modifications and repairs, approach work and paving, guardrail, bridge rails, maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid Questions:
   a) All bid and contractual questions shall be directed to Nate Carll, Purchasing Manager at Phone No. (207) 871-7771, Ext. 115.
   b) All questions on plans and specifications shall be in writing and shall be directed (faxed) to Nate Carll 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) Contract Specifications
   a) The Specifications are divided into two parts: Part I, Supplemental Specifications and Part II, Special Provisions.
   b) The Maine Turnpike Supplemental Specifications are additions and alternations to the 2014 Maine Department of Transportation Standard Specifications. See Subsection 100.1.

6) Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)

7) Responsibility for Property of Others (Special Provision 104.3.11):
   a) Contractor responsible for responding to all damage claims within 15 days. This language has been revised from previous MTA contracts

8) Maintenance During Winter Construction (Special Provision 105.5.1)
   a) U-Turns at toll plazas and median openings not allowed. (Supplemental Specification 105.5.1)

9) Lead Paint:
a) Contractor to acknowledge the potential presence of lead paint and associated precautions thereto.

10) Construction Surveying (Section 105.6)
   a) Utilizes the new MaineDOT Specification requiring Contractor to provide MTA with same survey/layout (Rover) equipment being utilized by contractor for the duration of the project when indicated by Special Provision.

11) Permit Requirements (Special Provision 105.8.2)
   a) The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
   b) A Notice of Intent (NOI) was submitted by the Authority 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.
   c) Limit of Disturbance Plan shall be submitted prior to any disturbance.
   d) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
   e) The Project will be performed in accordance with the MaineDOT Best Management Practices (BMP) latest issue.

12) Section 108.2. Mobilization Payments - Section has been revised

13) Section 109 Adjustments for Delay – Section has been revised

14) Section 111 Resolution of Disputes– Section has been revised

15) Traffic Control (Special Provision Section 652):
   a) All jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.
   b) All vehicles used on the Project, including concrete delivery trucks, shall be equipped with amber flashing beacons in accordance with the Special Provision 652.2.4. The requirements for flashing beacons has been revised and should be reviewed.
   c) Bridge will be closed to through traffic and a detour shall be established and maintained at all times in accordance with the details shown on the Plans.
   d) Erection or removal of structural steel is allowed nightly from Sunday night to Friday morning between the hours of 10:00 p.m. and 5:00 a.m. with traffic stoppages.
   e) Fee of $2,500 per five minute period, or portions thereof, for each roadway (northbound and southbound) if the complete stoppage of traffic exceeds 25 minutes.
   f) Lane closures shall be removed if work requiring the lane closure is not ongoing unless included in the Contract as a long term traffic control requirement or approved by the Resident.
g) The Contractor is responsible for supplying, inspecting and maintaining traffic control devices in accordance with the project specifications.

h) All signs, which do not apply to current construction activity, shall be 100% covered or removed in accordance with the plans. This includes speed limit signs when the work zone speed is in effect.

i) All traffic control devices shall be NCHRP 350 compliant. 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.

**Project Specific Items**

**Bid Opening**

Opening: January 21, 2016 at 11:00 A.M. at MTA Headquarters 2360 Congress Street, Portland

16) **Construction Schedule/Prosecution of Work:**

   a) January 28, 2016 – MTA Board to consider Contract Award

   b) June 21, 2016 – Small Road cannot be closed until on or after this date or the end of the 2015-16 school year, whichever is later

   c) November 15, 2016 – Small Road shall be substantially complete

   d) June 21, 2017 – Contract Completion Date

17) **Cooperation With Other Contractors (Special Provision 104.4.7):**

   a) Within the vicinity of Small Road, the following contracts are considered adjacent:

      i) MTA Contract 2016.06 Guide Sign Replacement will be under construction from mile 75 through 109 during 2016.

18) **Substantial Completion (Special Provision 107.1.1)**

   a) Small Road shall be fully opened to traffic by November 15, 2016.

      i) Supplemental Liquidated Damages will be assessed per the table in MaineDOT Standard Specification 107.7.2 for every day substantial completion is not meet.

19) **Specific Contract Items**

   a) Section 526 – Temporary Concrete Barrier

      i) Temporary concrete barrier may be used for shoulder closures during pier repairs. One shoulder closure per bound shall be permitted at one time.
b) Section 652 – Maintenance of Traffic – Truck Mounted Attenuator

i) Utilized in lane closures or other construction operations where workers are exposed to traffic and not protected by positive means.

ii) Pay unit has been revised to Calendar Day with an allowance of 100 calendar days at $150 each.

c) Contractor shall erect Portable Changeable Message Signs at least 10 days prior to Small Road closing.

20) Questions
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<tr>
<th>NAME</th>
<th>COMPANY</th>
<th>EMAIL</th>
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