MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2016.05

BRIDGE REPAIRS
RAMP J OVER RTE. 1 SB & RAMP M (MM 1.59)
TWO ROD ROAD UNDERPASS (MM 42.0)
CUMMINGS ROAD UNDERPASS (MM 44.6)
EXIT 45 UNDERPASS (MM 44.9)
FOREST AVENUE OVERPASS NB & SB (MM 50.0)

SNOW FENCE INSTALLATIONS

The bid opening date is Thursday 4/21/16 at 11am.

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

GENERAL

Addendum No. 2 is scheduled to be issued on April 19, 2016 (Tuesday) all questions regarding Contract 2016.05 should be submitted by the end of the day April 15, 2016 (Friday) to be answered in an addendum. Questions received after that time may not be answered.

PROPOSAL

Proposal Sheet P-2 through P-7 are deleted and replaced with P-2 (Revised 4/14/2016) through P-7 (Revised 4/14/2016) attached hereto. The revision to these proposal sheets P-2 is a decrease in quantity of Item 518.39 Granite Curb Joint Mortar and Bedding Mortar Repair, the addition of Item 518.392 Granite Curb Repair and the removal of Item 656.62 Temporary Slope Drains.

SPECIFICATIONS

• Special Provision Section 107.1 Contract Time and Contract Completion Date.
  Remove and replace the entire section with the following:

  This Subsection is amended by the addition of the following:

  All work shall be completed on or before December 16, 2016. The deck repair and associated work at Cummings Road shall be substantially complete by July 15, 2016. The work at all other locations except bearing installation Forest Avenue shall be substantially complete by November 15, 2016

• Special Provision Section 107.1.1 Substantial Completion has been added and attached hereto.
The following activities shall not begin until the date specified:

All work requiring bridge closure at Cummings Road shall be done in the permitted bridge closure windows as outlined in Special Provision 652.

Materials for the partial depth concrete deck repairs and the full depth concrete deck repairs to be completed at Cummings Road shall use a fast setting material from the MaineDOT's Qualified Product's List (QPL) of concrete patching materials to allow bridge to reopen to traffic at the end of each work period. All requirements of the manufacturer's published recommendations shall be met. All materials used for repair of concrete or reinforcing steel shall meet the applicable requirements of Division 700 as specified in Standard Specification Sections 502 and 503, respectively.

Special Provision Section 518 STRUCTURAL CONCRETE REPAIR (Granite Curb Joint Mortar and Bedding Mortar Repair) has been removed and replaced with STRUCTURAL CONCRETE REPAIR (Granite Curb Repair) and attached hereto.

Special Provision Section 652 MAINTENANCE OF TRAFFIC (Specific Project Maintenance of Traffic Requirements) has been removed and replaced and attached hereto.

PLANS

Sheet ES-01 sheet 2 of 35 is revised as follows: Item 518.39 Granite Curb Joint Mortar and Bedding Mortar Repair quantity has been updated, Item 518.392 Granite Curb Repair has been added and Item 656.62 Temporary Slope Drains has been removed.

Sheet MOT-07 sheet 9 of 35 is revised as follows: Detour Plan and associated traffic control has been added.

Sheet MOT-13 sheet 15 of 35 is revised as follows: Sign associated with the Cummings Road detour have been added.

Sheet S-01 sheet 16 of 35 is revised as follows: Granite curb repair detail and note has been added. Concrete header note 6 has been updated.

Sheet S-02 sheet 17 of 35 is revised as follows: Fabric Trough Support Detail has been modified.

Sheet S-05 sheet 20 of 35 is revised as follows: Maintenance of traffic and work hour note 3 has 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:** Why are the maintenance of traffic (MOT) items not individually listed? Previous projects broke out the MOT which was easier for contractor bidding.  
**Answer:** The lump sum MOT will remain for this project due to the high number of project locations.

**Question 2:** Is the bridge closed on Cummings Road for 2 weeks straight?  
**Answer:** Cummings Road MOT has been changed as part of this addendum to nightly bridge closures with a detour under this contract. See the attached plan sheets and specifications for updated project requirements.

**Question 3:** Why is Pay Item 656.62 Temporary Slope Drain required? Item shows up in the Forest Avenue repair plans.  
**Answer:** Temporary slope drains were included to control water from scuppers until the new drainage trough were in place. This is considered contractor mean and methods and Pay Item 656.62 Temporary Slope Drain has been removed from the contract.

**Question 4:** Can Ramp J be closed to weld bent plates for fabric trough?  
**Answer:** Trough can be installed with the use of lane closures, no closure is required.

**Question 5:** How are the weld plates accessed from the top side? Is the bent plate installed with the fabric already on it? If the fabric is installed afterwards, how do you tighten the bolts with limited access?  
**Answer:** Welding from the top side is accomplished through the finger joints, removal of the joint armor will not be permitted. The fabric is installed after the weld plates are installed. The fabric trough support geometry has been modified to allow for more access to the connections. See attached Sheet S-02.

**Question 6:** Is there any additional hardware required to be ordered by the Contractor for the sign clips?  
**Answer:** No, the Maine Turnpike Authority will provide all clips and associated hardware.
Question 7: Does new pavement need to cover the backwall repair area on Ramp J?

Answer: Yes, pavement patch over repaired area should be laid to match existing pavement. The pavement patch material shall be PERMA-PATCH “Permanent Pavement Repair” or approved equal.

Question 8: What is the intent of the granite curb repair at this location?

Answer: The intent of the granite curb repair on Ramp J is to remove and reset the damaged portion of curb at the locations noted on the plans. An additional detail has been provided on Sheet S-01 to clarify the detail.

Question 9: Is substantial completion date an option? The lead time for bearings is up to 3 months, the contractor does not want to leave the bridge jacked while bearings are manufactured.

Answer: The Contract end date has been modified and substantial completion dates have been added to accommodate Forest Avenue bearing installation and bridge repair work at Cummings Road. See attached Special Provision Section 107.1 Contract Time and Contract Completion Date and Special Provision Section 107.1.1 Substantial Completion.

ATTACHMENTS

- Proposal Sheets P-2 to P-7 (6 pages)
- Special Section 107.1.1 (1 page)
- Special Provision 518 (2 pages)
- Special Provision 652 (8 pages)
- Plan Sheets ES-01, M0T-07, MOT-13, S-01, S-02 & S-05 (6 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 (33).

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-8 of the bid package.

____________________________________
Business Name

____________________________________
Print Name and Title

____________________________________
Signature

____________________________________
Date

April 14, 2016

Very truly yours,

MAINE TURNPIKE AUTHORITY

____________________________________
Nathaniel Carll
Purchasing Department
Maine Turnpike Authority
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# Contract 2016.05

## Addendum No. 1

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**BROUGHT FORWARD:**

**TOTAL:**
107.1.1 Substantial Completion

This Subsection is amended by the addition of the following:

Substantially complete shall be defined by the Authority as the following:

- Cummings Road: All bridge deck work, snow fence, sign clip installations, and surface pavement over repair areas complete and roadway(s) opened to normal traffic.
- All Other Locations: All work except bearing installation at Forest Avenue.

Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.7.2 shall be assessed for each calendar day that substantial completion is not achieved. Supplemental Liquidated damages for substantial completion will end when substantial completion is accepted by the Resident. If the work remains incomplete at the Contract Completion Date, liquidated damages on a calendar day basis in accordance with Subsection 107.7.2 shall be assessed for each calendar day that Contract completion is not achieved. If substantial completion is not completed by the Contract Completion date both supplemental liquated damages and liquated damages will be incurred.
SPECIAL PROVISION

SECTION 518

STRUCTURAL CONCRETE REPAIR

(Granite Curb Joint Mortar and Bedding Mortar Repair)
(Granite Curb Repair)

518.01 Description

The following sentence is added:

This work shall consist of the removal and replacement of existing deteriorated granite curb joint mortar and granite curb bedding mortar as shown on the plans and as approved by the Resident.

Areas of existing deteriorated granite curb bedding mortar less than ½ inch in depth, will not be repaired under this pay item but shall be repaired as requested by the Resident using hand tools and equipment unit prices. Materials required shall be receipted costs plus 15%. Small tools, defined as those costing less than $600, shall be incidental to the hand labor item.

518.02 Repair Materials

The following sentence is added:

Mortar shall be an approved epoxy resin mortar or an approved polymer modified cementitious repair mortar.

The following Subsection is added:

518.032 Construction Requirements

The Resident will designate areas where the existing granite curb joint mortar and the existing granite curb bedding mortar is to be repaired.

In areas designated for Granite Curb Joint Mortar Repair, the existing granite curb joint mortar shall be removed between curb sections to a minimum depth of 1 in. from the face of curb. Any loose mortar shall also be removed. The repair area shall be repointed with new mortar and tooled concave at the face of curb. The mortar shall be proportioned, mixed, and applied in accordance with the Manufacturer's recommendations.

In areas designated for Granite Curb Bedding Mortar Repair, the existing granite bedding mortar shall be removed under the curb to a minimum depth of 1 in. from the face of curb. Any loose or deteriorated mortar shall also be removed. The mortar shall be replaced with new mortar and finished with a 45° bevel at the face of curb. The mortar shall be proportioned, mixed, and applied in accordance with the Manufacturer's recommendations.
In areas designated for Granite Curb Repair located at Ramp J, existing granite curb shall be removed and reset. Any unsound concrete behind the granite curb shall be chipped and patched. The removal limits of the unsound concrete shall be in accordance with Standard Specification 518 and the limits shown on the Plans. Patch material shall be in accordance with Special Provision 518, Concrete Patching Materials. The adjacent pavement shall be removed and replaced to the limits shown on the plans. Any loose mortar shall be removed. The joint mortar and bedding mortar shall be replaced. The new bedding mortar shall be finished with a 45° bevel at the face of the curb. The mortar shall be proportioned, mixed, and applied in accordance with the Manufacturer’s recommendations. Granite anchor bars shall be replaced or grouted if necessary and reset into the patched concrete areas. Joints formed by fractures in the existing granite curbs shall be grouted, grout material shall be in accordance with Standard Specification 518.

518.10 Method of Measurement

The following sentence is added:

Granite Curb Joint Mortar and Bedding Mortar Repair will be measured for payment by the linear foot along the face of the curb, horizontally and vertically, complete and accepted.

Granite Curb Repair will be measured for payment by the linear foot along the face of the curb horizontally complete and accepted.

518.11 Basis of Payment

The following sentence is added:

Granite Curb Joint Mortar and Bedding Mortar Repair will be paid for at the contract unit price per linear foot, which includes all materials, labor, equipment, and incidentals necessary to complete the work including removal of existing mortar.

Granite Curb Repair will be paid for at the contract unit price per linear foot, which includes all materials, labor, equipment, and incidentals necessary to complete the work including removal and replacement of existing granite curb, pavement, waterproofing membrane, chipping and patching of concrete adjacent to curb location.

Payment will be made under:

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SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(Specific Project Maintenance of Traffic Requirements)

This Specification describes the specific project maintenance of traffic requirements for this Project.

The following minimum traffic requirements shall be maintained. These requirements may be adjusted based on the traffic volume when authorized by the Authority.

Ramp J Traffic Control Requirements

One-lane traffic shall be maintained on Ramp J at all times in accordance with the details shown on the Plans. The minimum open travel way lane width shall be 15’-0” with the exception of when the existing non-locking compression seal is being removed and replaced in the center portion of the deck, or when the new drainage trough is being installed under the north abutment and access to the work is required from the deck the center portion of the deck.

Any work which does not permit a minimum open travel way lane width of 15’-0” shall be undertaken during permitted work hours when over limit loads are not routinely permitted to move. Over limit moves are not routinely permitted 1/2 hour after sunset to 1/2 hour before sunrise, legal holidays and weekends in July and August. See Appendix A for permitted Ramp J work hours.

Ramp M and Route 1 Southbound Traffic Control Requirements

Two lanes of traffic shall be maintained on Ramp M and Route 1 Southbound at all times except when a Lane 2 closure is required to install the new drainage trough under the north abutment in accordance with the details shown on the Plans or when a Lane 1 or Lane 2 closure is required to install snow fence. The Ramp M Lane 2 closure shall be in accordance with the details shown on the Plans. The minimum open travel way lane width shall be 15’-0”.

Two Rod Road Traffic Control Requirements

One lane of traffic in each direction shall be maintained on Two Rod Road at all times except when a lane closure is required to undertake project work; and one lane of bi-directional traffic, controlled by flaggers, shall be maintained on Two Rod at all times. One lane of bi-directional traffic shall be in accordance with the Local Road Single Lane Closure details shown on the Plans.

Maine Turnpike Under Two Rod Road Traffic Control Requirements
Three lanes of traffic in each direction shall be maintained on the Maine Turnpike under Two Rod Road except when lane closure(s) are required to undertake project work. Single lane closures and double lane closures shall be in accordance with the Single Lane Closure and Double Lane Closure details shown on the Plans.

See Appendix A for permitted Maine Turnpike Single Lane Closure and Double Lane Closure hours on the Turnpike at Two Rod Road.

Cummings Road Traffic Control Requirements

One lane of traffic in each direction shall be maintained on Cummings Road at all times except when a road closure is required to undertake project work. The road closure and detour setup shall be in accordance with the Cummings Road Closure and Detour details shown in the Plans. The detour traffic control items shall remain covered in place until the completion of the adjacent roadway project by the City of South Portland/Town of Scarborough. The adjacent roadway project is likely to be complete by November 1, 2016.

The Cummings Road Closure and Detour is permitted Sunday through Thursday evenings from 8:00 p.m. until 6:00 a.m. the following morning.

Maine Turnpike Under Cummings Road Traffic Control Requirements

Two lanes of traffic in each direction shall be maintained on the Maine Turnpike under Cummings Road except when lane closure(s) are required to undertake project work. Single lane closures shall be in accordance with the Single Lane Closure details shown on the Plans, and shall incorporate advance signing and maintenance of traffic devices for Interchange ramp access and egress.

See for Appendix A permitted Maine Turnpike Single Lane Closure hours on the Turnpike at Cummings Road.

Forest Avenue Traffic Control Requirements

One lane of traffic in each direction shall be maintained on Forest Avenue at all times with bi-directional lane shifts. The Lane Shift shall be in accordance with the details shown on the Plans. The minimum open travel way lane width shall be 12’-0”. Sidewalk closures are also required adjacent to the contractor’s staging area and will require temporary closure with signage.
Maine Turnpike Over Forest Avenue Traffic Control Requirements

Two lanes of traffic in each direction shall be maintained on the Maine Turnpike over Forest Avenue at all times. No Maine Turnpike traffic control, northbound or southbound, is required under this contract.

Exit 36 - Saco Interchange Ramps Traffic Control Requirements

One lane of traffic in each direction shall be maintained on the Saco Interchange Bridges at all times in the existing location except when a lane shift is required to undertake project work. The one lane of traffic shall be in accordance with the traffic control details shown on the Plans.

The detailed lane shift is permitted when Maine Turnpike Single Lane Closures and Double Lane Closures are permitted on the Maine Turnpike under Exit 36.

Maine Turnpike Under Exit 36 - Saco Interchange Ramps Traffic Control Requirements

Three lanes of traffic in each direction shall be maintained on the Maine Turnpike under Exit 36 except when lane closure(s) are required to undertake project work. Single lane closures and double lane closures shall be in accordance with the Single Lane Closure and Double Lane Closure details shown on the Plans.

See Appendix A for permitted Maine Turnpike Single Lane Closure and Double Lane Closure hours on the Turnpike at Exit 36.

Exit 42 - Scarborough Interchange Ramps Traffic Control Requirements

One lane of traffic in each direction shall be maintained on the Scarborough Interchange ramps at all times. A right shoulder closure, lane shift and narrow lane are permitted when required to undertake project work. The one lane of traffic shall be in accordance with the traffic control details shown on the Plans.

The detailed lane shift is permitted when Maine Turnpike Single Lane Closures and Double Lane Closures are permitted on the Maine Turnpike under Exit 42, and when over limit loads are not permitted to move on the Turnpike.

Maine Turnpike Under Exit 42 - Scarborough Interchange Ramps Traffic Control Requirements

Three lanes of traffic in each direction shall be maintained on the Maine Turnpike under the Scarborough Interchange ramps except when lane closure(s) are required to undertake project work. Single lane closures and double lane closures shall be in accordance with the Single Lane Closure and Double Lane Closure details shown on the Plans.

See Appendix A for permitted Maine Turnpike Single Lane Closure and Double Lane Closure hours on the Turnpike at Exit 42.
Gorham Road Traffic Control Requirements

One lane of traffic in each direction shall be maintained on the Gorham Road bridges at all times in their existing location except when a narrow lane with minor lane shift is required to undertake project work. The narrow lane with minor lane shift shall be in accordance with the traffic control details shown on the Plans.

The detailed narrow lane with minor lane shift is permitted when Maine Turnpike Single Lane Closures and Double Lane Closures are permitted on the Maine Turnpike under Gorham Road or I-295 SB under Gorham Road.

Maine Turnpike Under Gorham Road Traffic Control Requirements

Three lanes of traffic northbound and two lanes of traffic southbound shall be maintained on the Maine Turnpike under Gorham Road at all times except when lane closure(s) are required to undertake project work. Single lane closures and double lane closures shall be in accordance with the Single Lane Closure and Double Lane Closure details shown on the Plans.

See Appendix A for permitted Maine Turnpike Single Lane Closure and Double Lane Closure hours on the Turnpike at Gorham Road.

Exit 44 - I-295 Southbound On Ramp Under Gorham Road Traffic Control Requirements

Two lanes of traffic in the southbound direction shall be maintained on the I-295 Southbound On ramp under Gorham Road at all times except when lane closure(s) are required to undertake project work. Single lane closures shall be in accordance with the Single Lane Closure details shown on the Plans.

See Appendix A for permitted Maine Turnpike Single Lane Closure hours on the I-295 Southbound On ramp.

Exit 44 - I-295 Southbound Interchange Ramp Over I-95 Traffic Control Requirements

Two lanes of traffic in the southbound direction shall be maintained on I-295 Southbound Interchange Ramp at all times except when a lane closure, shoulder closure and lane shift is required to undertake project work. The lane and shoulder closures with minor lane shift shall be in accordance with the traffic control details shown on the Plans.

The detailed lane and shoulder closures with the minor lane shift is permitted when Maine Turnpike Single Lane Closures and Double Lane Closures are permitted on the Maine Turnpike under the I-295 Southbound Interchange ramps.

Maine Turnpike Under Exit 44 - I-295 Southbound Interchange Ramps Traffic Control Requirements

Two lanes of traffic in each direction shall be maintained on the Maine Turnpike under the I-295 Southbound Interchange ramps at all times except when lane closure(s) are required to undertake project work. The lane and shoulder closures with minor lane shift shall be in accordance with the traffic control details shown on the Plans.
undertake project work. Single lane closures shall be in accordance with the Single Lane Closure details shown on the Plans.

See Appendix A for permitted Maine Turnpike Single Lane Closure and Double Lane Closure hours at on the Turnpike under the Exit 44 - I-295 Southbound Interchange ramps.

Exit 45 - Interchange Ramp Traffic Control Requirements

One lane of traffic in each direction shall be maintained on the Exit 45 Interchange Bridge except when Appendix A permits the Turnpike ramp to be closed.

652.7 Method of Measurement

The first paragraph is revised to read as follows:

Signs and panel markers will not be measured separately but shall be incidental to the various Traffic Control Devices and Maintenance of Traffic Control Devices lump sum pay items. Flashing arrow boards, barricades, battery operated flashing and steady burn lights, drums and cones will not be measured separately but shall be incidental to the various Traffic Control Devices and Maintenance of Traffic Control Devices lump sum pay items. Such payment shall be full compensation for all incidentals necessary to install and maintain the respective devices. Portable change-able message signs will be measured by each unit authorized and installed on the project. No additional payment will be made for devices that require replacement due to poor condition or inadequate retro-reflectivity.

652.8 Basis of Payment

The first paragraph is revised to read as follows:

The accepted quantity of signs and panel markers will not be measured separately but shall be incidental to the various Traffic Control Devices and Maintenance of Traffic Control Devices lump sum pay items. Such payment shall be full compensation for furnishing and installing all signs, sign supports, and all incidentals necessary to complete the installation of the signs.

The second paragraph is revised to read as follows:

The accepted quantity of flashing arrow boards, barricades, battery operated flashing and steady burn lights, drums and cones will not be paid separately but shall be incidental to the various Traffic Control Devices and Maintenance of Traffic Control Devices lump sum pay items. Such payment shall be full compensation for all incidentals necessary to install and maintain the respective devices.

The accepted quantity of portable change-able message signs will be paid for at the contract unit price each of the actual number of portable change-able message signs authorized furnished and installed. Such payment shall be full compensation for all incidentals necessary to install and maintain the respective portable change-able message signs. See Special Provision Section 652 Maintenance of Traffic (General) for additional information.
The accepted quantity of Flaggers will be paid for at the contract unit price per hour for the actual number of Flaggers authorized and furnished. See General Provision 652, and Special Provisions 652.7 Method of Measurement under Section 652 Maintenance of Traffic (General) for additional information.

The accepted quantity of Truck Mounted Attenuator will be paid for at the contract unit price per calendar day for the actual number of Truck Mounted Attenuator days authorized and furnished. See Special Provision Section 652 Maintenance of Traffic (Truck Mounted Attenuator) for additional information.

652.8.1.2 Payment by Lump Sum

The following paragraphs are added to the end of the section:

Traffic Control Devices and Maintenance of Traffic Control Devices - Ramp J and Ramp M will be paid at the contract lump sum price. Such payment shall be full compensation for furnishing and installing all signs, drums, cones, barricades, and flashing arrow panels as shown on the Plans, or necessary for effective traffic control on Ramp J and Ramp M, and for all days the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost or stolen; and for cleaning, maintaining and removing all devices used for traffic control. Ramp Route 1 Southbound will not be paid separately but shall be incidental to this pay item.

Traffic Control Devices and Maintenance of Traffic Control Devices - Two Rod Road will be paid at the contract lump sum price. Such payment shall be full compensation for furnishing and installing all signs, drums, cones, barricades, and flashing arrow panels as shown on the Plans, or necessary for effective traffic control on Two Rod Road and the Maine Turnpike under Two Rod Road, and for all days the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost or stolen; and for cleaning, maintaining and removing all devices used for traffic control.

Traffic Control Devices and Maintenance of Traffic Control Devices - Cummings Road will be paid at the contract lump sum price. Such payment shall be full compensation for furnishing and installing all signs, drums, cones, barricades, and flashing arrow panels as shown on the Plans, or necessary for effective traffic control on Cummings Road and the Maine Turnpike under Cummings Road, and for all days the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost or stolen; and for cleaning, maintaining and removing all devices used for traffic control.

Traffic Control Devices and Maintenance of Traffic Control Devices - Exit 45 will be paid at the contract lump sum price. Such payment shall be full compensation for furnishing and installing all signs, drums, cones, barricades, and flashing arrow panels as shown on the Plans, or necessary for effective traffic control on the Exit 45 – Interchange Ramp bridge and for all days the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost or stolen; and for cleaning, maintaining and removing all devices used for traffic control.
Traffic Control Devices and Maintenance of Traffic Control Devices - Forest Avenue will be paid at the contract lump sum price. Such payment shall be full compensation for furnishing and installing all signs, drums, cones, barricades, and flashing arrow panels as shown on the Plans, or necessary for effective traffic control on Forest Avenue, and for all days the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost or stolen; and for cleaning, maintaining and removing all devices used for traffic control.

Traffic Control Devices and Maintenance of Traffic Control Devices - Exit 36 will be paid at the contract lump sum price. Such payment shall be full compensation for furnishing and installing all signs, drums, cones, barricades, and flashing arrow panels as shown on the Plans, or necessary for effective traffic control on the Exit 36 bridges and the Maine Turnpike the Exit 36 bridges, and for all days the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost or stolen; and for cleaning, maintaining and removing all devices used for traffic control.

Traffic Control Devices and Maintenance of Traffic Control Devices - Exit 42 will be paid at the contract lump sum price. Such payment shall be full compensation for furnishing and installing all signs, drums, cones, barricades, and flashing arrow panels as shown on the Plans, or necessary for effective traffic control on the Exit 42 bridge and the Maine Turnpike under the Exit 42 bridge, and for all days the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost or stolen; and for cleaning, maintaining and removing all devices used for traffic control.

Traffic Control Devices and Maintenance of Traffic Control Devices - Gorham Road will be paid at the contract lump sum price. Such payment shall be full compensation for furnishing and installing all signs, drums, cones, barricades, and flashing arrow panels as shown on the Plans, or necessary for effective traffic control on Gorham Road and the Maine Turnpike and I-295 Southbound On ramp under Gorham Road, and for all days the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost or stolen; and for cleaning, maintaining and removing all devices used for traffic control.

Traffic Control Devices and Maintenance of Traffic Control Devices - Exit 44 will be paid at the contract lump sum price. Such payment shall be full compensation for furnishing and installing all signs, drums, cones, barricades, and flashing arrow panels as shown on the Plans, or necessary for effective traffic control on the Exit 44 - I 295 Southbound On bridge and the Maine Turnpike under the Exit 44 - I 295 Southbound On bridge, and for all days the Contractor maintains traffic as specified herein, and for moving devices as many times as necessary; for replacing devices damaged, lost or stolen; and for cleaning, maintaining and removing all devices used for traffic control.
### 652.8.2 Other Items

The following pay items are added:

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<th>Description</th>
<th>Unit</th>
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<td>Traffic Control Devices and Maintenance of Traffic Control Devices - Ramp J and Ramp M</td>
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<tr>
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<tr>
<td>652.361</td>
<td>Traffic Control Devices and Maintenance of Traffic Control Devices - Exit 44</td>
<td>Lump Sum</td>
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</table>
1. The contractor is required to call Dig Safe at NHB-4845-123 at least 72 hours prior to starting work.
2. The contractor shall notify the resident 90 days prior to construction. The resident can arrange for Maine Turnpike underground utility location and all proposed sign locations and excavation locations shall be marked at the notification time. Excavation locations marked by the Resident are on file with MAINE DOT andDig Safe. The Authority shall notify the resident of any underground utilities in the marked areas.

The Authority has programmed two field visits for Maine Turnpike utility coordination on this project. Should the contractor fail to work with the authority's previously established Dig Safe names, the Authority shall deduct the added marking costs from the contract payments.

3. Excavations accomplished as part of this project shall be constructed in accordance with CDA support # 10 08. Part design/CBJ section/standard construction standards for excavations.

4. All details shall be in conformance with the Maine Department of Transportation (MAMEN) Standard Details.

5. The contractor shall be responsible for all temporary easements associated with this project. All work shall be completed in one work shift. No partial work shall be accepted.

6. Chamfer all exposed concrete edges unless otherwise noted.

7. Where drilling and anchoring of reinforcing steel is specified the contractor shall provide additional anchoring materials. The depth of embedment shall be sufficient to develop 125% of the tensile strength of the bar but shall be no less than the minimum depth of embedment specified.

8. The contractor shall submit the proposed staging area(s) to the resident prior to starting work.

9. Contracts for As-builts after plans are posted on the Maine Turnpike website at www.mainetraffic.com and to the contractor. The contractor is responsible for and at their cost of any additional graphics. The contractor is responsible for any additional graphics. The contractor shall be responsible for all temporary easements associated with this project. All work shall be completed in one work shift. No partial work shall be accepted.

10. No existing drainage shall be abandoned, removed or plugged without approval of the Resident.

11. Additional measures may be proposed by the contractor due to site or weather conditions. The Resident may direct the contractor to implement additional measures. Any additional measures approved by the Resident shall be measured for payment.

12. All temporary erosion control devices shall be installed in accordance with the Maine Department of Transportation best management practices.

13. Connections for proposed guardrail to existing guardrail shall be incidental to the proposed guardrail installation.

14. All proposed guardrail and reset guardrail shall be installed in a manner to avoid drainage structures and utilities.

NOTE

This project includes work at the following locations:
- Road Repairs:
  - I-95, Route 1 Southbound and Ramp H (MM 1.90) - Road Underpasses (MM 4.50), CUMMINGS ROAD UNDERPASSES (MM 4.45) AND FOREIGN AVERAGE DEVIATION (MM 4.50) - Snow Fence Installation/Ramp H & I OVERTake Route 1 Southbound and Ramp H (MM 1.90) - SADCO INTERCHANGE EXIT 36 (MM 4.50), SCARBOROUGH INTERCHANGE EXIT 40 (MM 4.50) - Southbound Road Overpass (MM 4.60) - Gorham Road Overpass (MM 4.40) - Gorham Road Underpass (MM 4.30) - CUMMINGS ROAD UNDERPASSES (MM 4.45) AND FOREIGN AVERAGE DEVIATION (MM 4.50)
  - Road Repairs:
  - I-95, Route 1 Southbound and Ramp H (MM 1.90) - Road Underpasses (MM 4.50), CUMMINGS ROAD UNDERPASSES (MM 4.45) AND FOREIGN AVERAGE DEVIATION (MM 4.50) - Snow Fence Installation/Ramp H & I OVERTake Route 1 Southbound and Ramp H (MM 1.90) - SADCO INTERCHANGE EXIT 36 (MM 4.50), SCARBOROUGH INTERCHANGE EXIT 40 (MM 4.50) - Southbound Road Overpass (MM 4.60) - Gorham Road Overpass (MM 4.40) - Gorham Road Underpass (MM 4.30) - CUMMINGS ROAD UNDERPASSES (MM 4.45) AND FOREIGN AVERAGE DEVIATION (MM 4.50)

CONCRETE

Substructure concrete repairs shall be per special provision 5.2. All other concrete shall be Class AAA.

REINFORCING STEEL

All reinforcing steel shall be AASHTO GR-55, grade 55, all reinforcing shall be epoxy-coated.

ANCOR HOES

Shall not exceed the requirements of ASTM F618, grade 55 and shall be sweised on threaded on the embeded portion of the rod.
### Sign Summary 2

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**TROUGH AND HOPPER NOTES:**

1. Contractor shall confirm dimensions and elevations on site prior to fabrication of trough and hopper.
2. All plates shall be 3/16" thick and shall conform to ASTM A36 unless otherwise noted.
3. All plate or hopper components shall be blast cleaned to the requirement of SSPC-SP6/NACE 3 and hot-dipped galvanized in accordance with ASTM A653 or A533 as applicable. All associated fasteners shall be hot-dip galvanized.
4. Shop drawings for the complete fabric trough system including the steel attachment plates, fasteners, and the fabric troughs shall be submitted for approval prior to fabrication.
5. The contractor shall coat the exposed surfaces of the existing finger joint vertical plates with cold-applied galvanizing after trough installation.
7. All costs for the complete fabric trough system including preparing and coating finger joint vertical plates shall be paid under pay item 521.32 Fabric Trough for Finger Joint.

**DETAIL A**

- 1/2" = 1'-0"
- Fabric Trough Profile at Abutment 2
- Face of Curb
- Expansion Joint Angle
- Approximate slope of expansion joint angle
- Water Flow

**DETAIL B**

- 1/2" = 1'-0"
- Detail of 1/2" Clamp Bar
- Wrap Fabric around Clamp Bar (Typ.)
- Concrete Anchor Bolt (Typ.)
- Existing Finger Joint Vertical Plate
- Face of Curb
- See Detail D

**DETAIL C**

- 1/2" = 1'-0"
- Detail of Strap (Typ.)
- See Detail A
- Strap (see detail A)
- Face of Abutment Seat
- 1/2" Bolt (Typ.)
- Concrete Anchor Bolt (Typ.)
- Face of Abutment Seat
- Strap (see detail A)

**DETAIL D**

- 6" = 1'-0"
- Detail of Strap (Typ.)
- 1" Hole in Strap (Typ.)
- 6" x 5" x 12" Girders
- Structural Tubing
- Support (Typ.)
- Anchor Bolt
- Concrete
- 1" x 2" x 12" Rubber Block (Min.)
- 6" x 6" x 12" Tubing (Min.)

**SIDE VIEW**

- 12'-4" ±
- 22'-10" ±
- 35'-3" ± (See Note 1)
- Expansion Joint Angle
- Approximate slope of Trough
- Water Flow

**TOP VIEW**

- 12'-6" ±
- 22'-10" ±
- 35'-3" ± (See Note 1)
- Expansion Joint Angle
- Approximate slope of Trough
- Water Flow

**FRONT VIEW**

- Hopper Details
- 1/2" = 1'-0"
- Fabric Trough Profile at Abutment 2
- Face of Curb
- Water Flow

**SECTION THROUGH HOPPER AT ABUTMENT 2**

- 1/2" = 1'-0"
- Fabric Trough Profile at Abutment 2
- Face of Curb
- Water Flow

**CONTRACT:**

- Sheet No. S-02
- 17 of 35

**THE GOLD STAR MEMORIAL HIGHWAY**

**BRIDGE REPAIRS**

**RAMP J OVER RTE. 1 SB & RAMP M**

**FABRIC TROUGH DETAILS**
NOTES:

1. FULL DEPTH DECK REPAIR SHALL OCCUR AT LOCATIONS IDENTIFIED IN PLAN VIEW ON THIS SHEET. FULL DEPTH REMOVAL INCLUDES REMOVAL OF EXISTING WEARING SURFACE ABOVE REPAIR AREA. CONCRETE REPLACEMENT DEPTH WILL BE FROM BOTTOM OF EXISTING DECK TO THE TOP OF EXISTING WEARING SURFACE. THIS WORK SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 518.511, FULL DEPTH CONCRETE DECK REPAIRS.

2. THE EXISTING WEARING SURFACE AND MEMBRANE SHALL BE REMOVED IN LOCATIONS WHERE REPAIRS ARE IDENTIFIED FOR FULL DEPTH REPAIRS AND ALONG THE EXISTING BRIDGE JOINTS AS SHOWN IN THE PLAN VIEW FOR PARTIAL DEPTH REPAIRS. IN LOCATIONS OF PARTIAL DEPTH REPAIRS ADJACENT TO THE BRIDGE JOINTS, THE RESIDENT SHALL IDENTIFY AREAS OF DECK REPAIRS BASED ON REQUIREMENTS IN SPECIFICATION 518. THE ACTUAL REPAIR AREAS FOR THIS ITEM ARE UNDEFINED, FOR QUANTITIES IT WAS ASSUMED THAT 50% OF THE REMOVAL AREA ADJACENT TO THE JOINT WILL REQUIRE PARTIAL DEPTH CONCRETE DECK REPAIRS. THIS WORK SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 518.511, FULL DEPTH DECK REPAIRS.

3. INSTALLATION OF WEARING SURFACE OVER THE PARTIAL DEPTH REPAIRS SHALL BE HAND PLACED. THE RESIDENT SHALL DELINEATE AREAS OF THE REPAIR SIMILAR TO WHAT IS SHOWN IN THE PLANS. AREAS DELINEATED REPRESENT OBVIOUS LOCATIONS OF REPAIR (I.E., EXPOSED REINFORCING OR SPALLS). THIS REPAIR PROJECT DOES NOT INTEND TO REPAIR SMALL AREAS OF DETERIORATION, REPAIR TO FOCUS ON AREAS DELINEATED ON PLANS. UNLESS EXTENSIVE DETERIORATION OR DELAMINATIONS ARE FOUND IN OTHER LOCATIONS.

4. CHIPS CONCRETE TO DEPTH SHOWN AND DESCRIBED IN SPECIFICATION 518. PREFORM 1 INCH DEEP SAWCUTS ALONG LIMITS OF REMOVAL. REMOVE EXISTING WEARING SURFACE ABOVE REPAIR AREA. CONCRETE REPLACEMENT DEPTH WILL BE FROM BOTTOM OF EXISTING WEARING SURFACE TO THE TOP OF EXISTING WEARING SURFACE. THIS WORK SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 518.512, FULL DEPTH CONCRETE DECK REPAIRS. WORK SHALL BE ACCOMPLISHED USING THE CONSTRUCTION SEQUENCE PRESENTED IN THE MAINTENANCE OF TRAFFIC DETAILS THE CONTRACTOR CONTINUING THE REMOVALS. WORK SHALL BE MEASURED FOR PAYMENT UNDER PAY ITEM 518.511, FULL DEPTH DECK REPAIRS AND ADJACENT TO THE EXISTING BRIDGE JOINTS AS SHOWN IN THE PLAN VIEW FOR PARTIAL DEPTH REPAIRS. IN LOCATIONS OF PARTIAL DEPTH REPAIRS ADJACENT TO THE BRIDGE JOINTS, THE RESIDENT SHALL IDENTIFY AREAS OF DECK REPAIRS BASED ON REQUIREMENTS IN SPECIFICATION 518. THE ACTUAL REPAIR AREAS FOR THIS ITEM ARE UNDEFINED, FOR QUANTITIES IT WAS ASSUMED THAT 50% OF THE REMOVAL AREA ADJACENT TO THE JOINT WILL REQUIRE PARTIAL DEPTH CONCRETE DECK REPAIRS.

5. INSTALLATION OF WEARING SURFACE OVER THE PARTIAL DEPTH REPAIRS SHALL BE HAND PLACED.
1) Location:
The general limits of work are from Mile 1.25 to Mile 50.0.

The major components of work are listed below:

- Bridge Repairs at Ramp J – Joint seal installation and Fabric Trough Installation
- Bridge Repairs at Two Rod Road – Parapet repair, parapet joint repair, granite curb joint repair
- Bridge Repairs at Cummings Road – Deck repairs
- Bridge Repairs at Exit 45 – Pourable joint seal installation
- Bridge Repairs at Forest Avenue – Substructure repairs and abutment bearing replacement
- Snow Fence Installation at Ramp J (MM 1.59); Saco Interchange (MM 35.7); Scarborough Interchange (MM 42.5); I-295 Southbound Exit 44 (MM 44.3); Gorham Road Underpass (MM 44.0); Gorham Road over Ramp (MM 44.01) and Cummings Road (MM 44.6)
- Bridge Mounted Sign Clips Installation at Route 236 (MM 1.25); Ramp H (MM 1.60); Gorham Road (MM 44.0); and Cummings Road (MM 44.6).

2) General Description:
The work consists of bridge repairs at Ramp J, Two Rod Road, Cummings Road, Exit 45, and Forest Avenue; snow fence installations, and bridge mounted sign clip installations. The work also involves maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:
a) Opening: April 21, 2016 at 11:00 A.M. at MTA Headquarters 2360 Congress Street, Portland
b) All bid and contractual questions shall be directed to Mr. Nathaniel Carll. Phone No. (207) 482-8115.
c) All questions on plans and specifications shall be in writing and shall be directed to Nate Carll, Purchasing Manager, 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 sites 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) **Construction Schedule/Prosecution of Work:**
   
a) April 28, 2016 – estimated Contract Start Date
   
b) November 15, 2016 – Contract Completion Date
   
c) Proposed work at Cummings Road Bridge shall occur when the adjacent roadway contract by the City of Portland/Town of Scarborough has a two-week 24 hour per day closure in place. This closure is anticipated in September or October 2016. The roadway contractor will provide three weeks’ notice to the start of the project. No work is permitted outside of this two week work window.

7) **Maine Department of Labor – Fair Hourly Wages (Special Provision 104.3.8)**
   
a) Contract includes Heavy and Bridge wage rates

8) **Response to Damage Claims (General Provision 104.3.11):**
   
a) Contractor responsible for responding to all damage claims, in writing, within 30 days.

9) **Utility Coordination (Special Provision 104.4.6)**
   
a) There is no utility relocation work scheduled or anticipated by the utility owners in this contract.

10) **Cooperation With Other Contractors (Special Provision 104.4.7):**
    
    Numerous Maine Turnpike construction projects are scheduled between Mile 32 and Mile 46 in 2016. They include, but are not necessarily limited to:
    
    a. Town of Scarborough and City of Portland paving contracts;
    b. Contract 2015.03 Bridge Repairs – Exit 45 Bridge;

11) **Lead Paint**
    
a) Contractor to acknowledge the potential presence of lead paint and associated precautions thereto.
12) Permit Requirements

a) Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.

b) Limit of Disturbance Plan shall be submitted prior to any disturbance.

13) General Safety Requirements

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) U-Turns at toll plazas and median openings are not allowed (General Provision 105.5.1)

c) 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.

d) All vehicles used on the Project, including company, personal, and delivery vehicles shall be equipped with amber flashing beacons in accordance with the General Provision 652.6.1.

14) Traffic Control (Special Provision Section 652):

a) The Maintenance of Traffic Control pay items are identified per location and include traffic control devices and the maintenance of traffic control devices. See Special Provision 652 for descriptions and Appendix A for permissible lane closure times.

b) Cummings Road Traffic control will be coordinated with adjacent roadway project by the City of South Portland/Town of Scarborough has its two-week 24 hour per day complete roadway closure in place. The closure will be the responsibility of the roadway project contractor, however securing/protecting the bridge deck during the completion of the deck repairs will be the responsibility of the contractor.

c) Temporary (5 minute) night work lane stoppages will be permitted for joint installation at Ramp J.

d) All temporary lane closures shall be made utilizing drums. The Contractor will not be permitted 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. All drums shall be placed behind guardrail, concrete barrier, or removed from the roadway.

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

15) Specific Contract Items

a) Section 518 – Parapet Replacement

i) The work shall include the concrete removal and placement of a section of parapet located on Two Rod Road. This work also includes the installation of temporary thrie rail over the repair area prior to opening lane to traffic.
b) Section 518 – Full Depth Concrete Deck Repair
   i) This specific repair item occurs at the Cummings Road Underpass. The item includes the full depth removal and replacement of concrete in locations identified in the plans. The concrete replacement will extend from the bottom of existing deck to top of adjacent wearing surface.

c) Section 607 – Snow Fence
   i) There are seven bridges which are to receive snow fence as shown on the plans:
      (1) Ramp J over Rte. 1SB and Ramp M (MM 1.59)
      (2) Saco Interchange Bridges (MM 35.7)
      (3) Scarborough Interchange Bridge (MM 42.5)
      (4) I-295 Southbound Underpass Bridge (MM 44.3)
      (5) Gorham Road Underpass (MM 44.0)
      (6) Gorham Road over Ramp (MM 44.01)
      (7) Cummings Road Underpass (MM 44.6)

d) Section 645 – Highway Signing
   i) There are four bridge which are to receive bridge sign clips as shown on the plans:
      (1) Route 236 Underpass (MM 1.25)
      (2) Ramp H Underpass (MM 1.60)
      (3) Gorham Road Underpass (MM 44.0)
      (4) Cummings Road Underpass (MM 44.6)

16) Questions
MAINE TURNPIKE AUTHORITY
Pre-Bid Meeting
for
CONTRACT 2016.05
Bridge Repairs and Snow Fence Installation

Bridge Repairs: Ramp J, Two Rod Road, Cummings Road, Exit 45, Forest Avenue

Snow Fence Installation: Ramp J, Saco Interchange, Scarborough Interchange, Exit 44, Gorham
Road Bridges, Cummings Road

Bridge Mounted Sign Clip Installation: Route 236, Ramp H, Gorham Road, Cummings Road

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