

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2020.07

BRIDGE REPAIRS 3 LOCATIONS
BOOM ROAD UNDERPASS MILE 33.4
BEECH RIDGE ROAD UNDERPASS MILE 41.4
GROVE STREET UNDERPASS MILE 83.7

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

PROPOSAL

The 4 Proposal Sheets P-2 through P-5 are deleted and replaced with 4 Proposal Sheets P-2 (Revised 12/3/19) through P-5 (Revised 12/3/19). Changes made include removing Items 526.306, 639.19, 652.30, 652.312, 652.331, 652.34, 652.35, 652.361, 652.38, and 652.41, and adding Item 652.39.

PLANS

Plan Sheet 2 of 37, “Estimated Quantities” is deleted and replaced in its entirety with the attached revised sheet 2.

Plan Sheet 11 of 37, “Boom Road Underpass Substructure Repairs 3 of 3” is deleted and replaced in its entirety with the attached revised sheet 11.

Plan Sheet 22 of 37, “Beech Ridge Road Substructure Repairs 3 of 3” is deleted and replaced in its entirety with the attached revised sheet 22.

SPECIFICATIONS

New Special Provision 652 Maintenance of Traffic: sheets SP-44A – SP-44B (Revised 12/2/19) are added.

Special Provision 107: sheet SP-6 is deleted and replaced with revised sheet SP-6 (Revised 12/2/19).

Special Provision 526: Temporary Concrete Barrier sheet SP-38 is deleted and replaced with revised sheet SP-38 (Revised 12/2/19).

Special Provision 527: Work Zone Crash Cushion sheet SP-39 is deleted and replaced with revised sheet SP-39 (Revised 12/2/19).

Special Provision 652: Maintenance of Traffic sheets SP-54 and SP-55 are deleted and replaced with revised sheets SP-54 and SP-55 (Revised 12/2/19).

Special Provision 652: Flaggers sheet SP-62 is deleted and replaced with revised sheet SP-62 (Revised 12/2/19).

QUESTIONS

The following are questions asked and comments made at the pre-bid meeting held on November 26, 2019, or were submitted to the Maine Turnpike Authority in writing. The answers to the questions are noted. Bidders shall utilize this information in preparing their bid.

Question 1: Would you please clarify what pavement is to be removed under Item 202.127, how it is to be removed and paid for?

Answer: Item 202.127 covers removal of the pavement on the existing bridge decks at Beech Ridge Road Underpass Bridge and Grove Street Underpass Bridge. This work is full depth pavement and membrane removal and the work shall be completed by scraping or other methods that will not damage the existing concrete deck surface, as specified in SP 202.

Question 2: The removal of existing joint rails as shown on Sheet 19 is very challenging. Please consider alternative joint repair approaches.

Answer: The MTA has considered various options and will proceed with the currently shown detail.

Question 3: What MOT will be required for work on the median piers? Lane closures in both directions like in recent contracts? Will temporary concrete barrier be required?

Answer: Work directly over traffic or within six feet of a Maine Turnpike travel lane as measured from the painted pavement marking line or traffic control device will require a lane closure or protection of the work area with temporary concrete barrier.

Question 4: Please provide Heavy & Bridge Wage Rates for the appropriate counties. Highway & Earth Wage Rates cover all appropriate counties but Heavy & Bridge do not.

Answer: The provided Heavy & Bridge Wage Rates are applicable for the location of project shown on the sheet, even though all relevant counties are not shown in the header.

Question 5: How are Truck-Mounted Attenuators (TMAs) to be used?

Answer: The TMAs are to be used to protect the Contractor and the MTA patrons from hazards within the work zone. The MTA requires one per project as a minimum but is willing to pay for additional TMAs where hazards exist.

Question 6: 652 items (like 652.30) are paid per contract, not per site, correct?

Answer: The MTA has decided to change the basis of payment and method of measurement for the maintenance of traffic items. Most of the items will now be included in Item 652.39, "Work Zone Traffic Control", Lump Sum.

Any additional questions must be submitted to the Maine Turnpike Authority in writing by 3:00 PM on December 6, 2019.

ATTACHMENTS

- Proposal Sheets (4 pages)
- Plan Sheets (3 pages)
- Specifications (8 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 twenty-four (24).

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-6 of the bid package.

Business Name

Print Name and Title

Signature

Date

December 6, 2019

Very truly yours,

MAINE TURNPIKE AUTHORITY

Nathaniel Carll
Purchasing Department
Maine Turnpike Authority

**SCHEDULE OF BID PRICES
CONTRACT NO. 2020.07
Bridge Repairs, 3 Locations**

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
202.127	REMOVING EXISTING BITUMINOUS PAVEMENT	Lump Sum	1				
202.202	REMOVING PAVEMENT SURFACE	Square Yard	1,405				
203.20	COMMON EXCAVATION	Cubic Yard	41				
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	Cubic Yard	32				
403.208	HOT MIX ASPHALT - 12.5 mm NOMINAL MAXIMUM SIZE	Ton	222				
403.213	HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE COURSE)	Ton	119				
409.15	BITUMINOUS TACK COAT RS-1 OR RS1h - APPLIED	Gallon	119				
502.701	BRIDGE DRAIN GRATE MODIFICATIONS	Each	4				
502.7011	WEEP DRAIN EXTENSIONS	Lump Sum	1				
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE	Lump Sum	1				

CARRIED FORWARD:	
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Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
513.09	SLOPE PROTECTION - PORTLAND CEMENT CONCRETE	Square Yard	65				
515.201	PIGMENTED PROTECTIVE COATING FOR CONCRETE SURFACES	Square Yard	310				
515.202	CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES	Square Yard	1,865				
518.10	ABUTMENT REPAIRS	Square Foot	95				
518.20	PIER REPAIRS	Square Foot	215				
518.43	PARAPET JOINT REPAIRS	Linear Foot	845				
518.75	FASCIA AND OVERHANG REPAIRS	Square Foot	50				
518.80	PARTIAL DEPTH CONCRETE DECK REPAIRS	Square Foot	160				
520.211	EXPANSION DEVICE MODIFICATIONS (BOOM ROAD)	Lump Sum	1				
520.212	EXPANSION DEVICE MODIFICATIONS (BEECH RIDGE ROAD)	Lump Sum	1				
520.213	EXPANSION DEVICE MODIFICATIONS (GROVE STREET)	Lump Sum	1				
613.319	EROSION CONTROL BLANKET	Square Yard	75				
CARRIED FORWARD:							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
615.07	LOAM	Cubic Yard	8				
618.14	SEEDING METHOD NUMBER 2	Unit	2				
619.1201	MULCH-PLAN QUANTITY	Unit	2				
619.1202	TEMPORARY MULCH	Lump Sum	1				
619.1401	EROSION CONTROL MIX	Cubic Yard	28				
627.712	WHITE OR YELLOW PAVEMENT MARKING LINE	Linear Foot	2,435				
652.39	WORK ZONE TRAFFIC CONTROL	Lump Sum	1				
652.45	TRUCK MOUNTED ATTENUATOR	Cal. Day	84				
652.451	AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	Cal. Day	42				
652.46	TEMPORARY PORTABLE RUMBLE STRIPS	Unit	84				
656.50	BALED HAY, IN PLACE	Each	36				
656.632	30 INCH TEMPORARY SILT FENCE	Linear Foot	455				
CARRIED FORWARD:							

Item No.	Item Description	Units	Approx. Quantities	Unit Prices in Numbers		Bid Amount in Numbers	
				Dollars	Cents	Dollars	Cents
BROUGHT FORWARD:							
659.10	MOBILIZATION	Lump Sum	1				
TOTAL:							

Date: 12/3/2019

ESTIMATED QUANTITIES						
Item No.	Item Description	Unit	Mile 33.4 Boom Road Underpass	Mile 41.4 Beech Ridge Road Underpass	Mile 83.7 Grove Street Underpass	Combined Quantity
202.127	REMOVING EXISTING BITUMINOUS PAVEMENT (1260 SY)	LS		0.55	0.45	1
202.202	REMOVING PAVEMENT SURFACE	SY	900	210	295	1,405
203.20	COMMON EXCAVATION	CY			41	41
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY			32	32
403.208	HOT MIX ASPHALT - 12.5 mm NOMINAL MAXIMUM SIZE	TON	75	74	73	222
403.213	HOT MIX ASPHALT, 12.5 mm NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE COURSE)	TON		57	62	119
409.15	BITUMINOUS TACK COAT RS-1 OR RS1h - APPLIED	GAL	27	48	44	119
502.701	BRIDGE DRAIN GRATE MODIFICATIONS	EA			4	4
502.7011	WEEP DRAIN EXTENSIONS	LS	0.33	0.33	0.34	1
508.14	HIGH PERFORMANCE WATERPROOFING MEMBRANE (1260 SY)	LS		0.55	0.45	1
513.09	SLOPE PROTECTION - PORTLAND CEMENT CONCRETE	SY	45	20		65
515.201	PIGMENTED PROTECTIVE COATING FOR CONCRETE SURFACES	SY			310	310
515.202	CLEAR PROTECTIVE COATING FOR CONCRETE SURFACES	SY	710	715	440	1,865
518.10	ABUTMENT REPAIRS	SF	10	10	75	95
518.20	PIER REPAIRS	SF	20		195	215
518.43	PARAPET JOINT REPAIRS	LF	270	260	315	845
518.75	FASCIA AND OVERHANG REPAIRS	SF			50	50
518.80	PARTIAL DEPTH CONCRETE DECK REPAIRS	SF		85	75	160
520.211	EXPANSION DEVICE MODIFICATIONS (BOOM ROAD)	LS	1			1
520.212	EXPANSION DEVICE MODIFICATIONS (BEECH RIDGE ROAD)	LS		1		1
520.213	EXPANSION DEVICE MODIFICATIONS (GROVE STREET)	LS			1	1
613.319	EROSION CONTROL BLANKET	SY	25	25	25	75
615.07	LOAM	CY	4	4		8
618.14	SEEDING METHOD NUMBER 2	UN	1	1		2
619.1201	MULCH-PLAN QUANTITY	UN	1	1		2
619.1202	TEMPORARY MULCH	LS	0.33	0.33	0.34	1
619.1401	EROSION CONTROL MIX	CY			28	28
627.712	WHITE OR YELLOW PAVEMENT MARKING LINE	LF	755	750	930	2,435
△ 652.39	WORK ZONE TRAFFIC CONTROL	LS	0.33	0.33	0.34	1
652.45	TRUCK MOUNTED ATTENUATOR	CD	28	28	28	84
652.451	AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	CD	14	14	14	42
652.46	TEMPORARY PORTABLE RUMBLE STRIPS	UNIT			84	84
656.50	BALED HAY, IN PLACE	EA	12	12	12	36
656.632	30 INCH TEMPORARY SILT FENCE	LF	125	135	195	455
659.10	MOBILIZATION	LS	0.28	0.32	0.40	1

Scale: NOT TO SCALE

No.	Revision	By	Date
△	Maint. of Traffic Items Changed	DSM	12/19

Designed by:

TY-LIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Daniel S. Myers

	By	Date	By	Date	
Designed	DSM	10/2019	Checked	BLT	11/2019
Drawn	DSM	10/2019	In Charge of	DSM	10/2019

T.Y. Lin International
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THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

2020 BRIDGE REPAIRS

ESTIMATED QUANTITIES

SHEET NUMBER: QT-01
 Contract 2020.07 Addendum 1 Page 9 of 24
 2 OF 37

CONTRACT: 2020.07

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Date: 12/3/2019

Filename: ...\\xxx\MM_33.4_Existing_Substructures.DGN

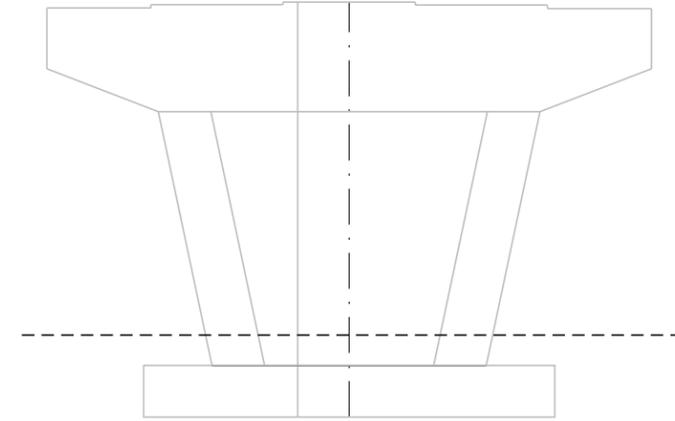
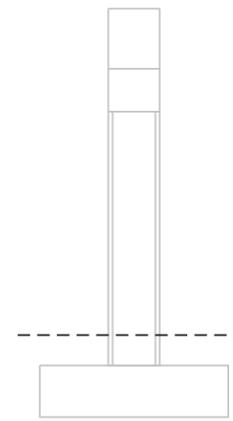
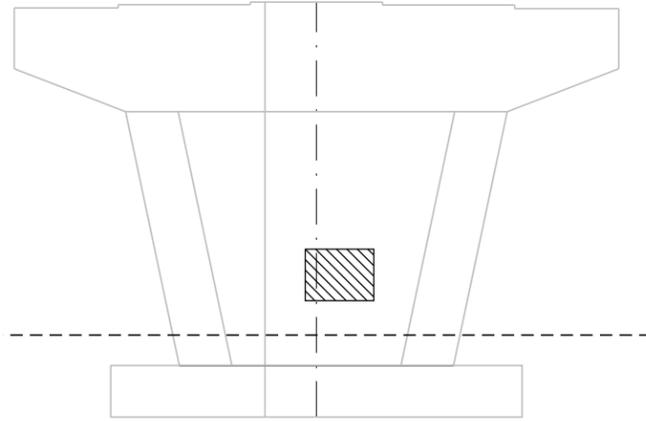
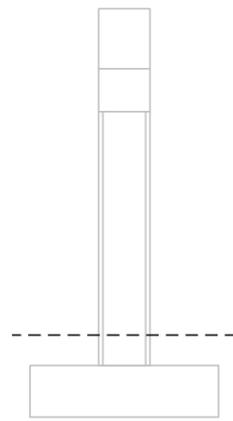
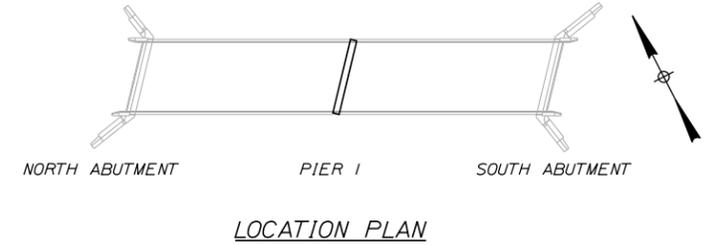
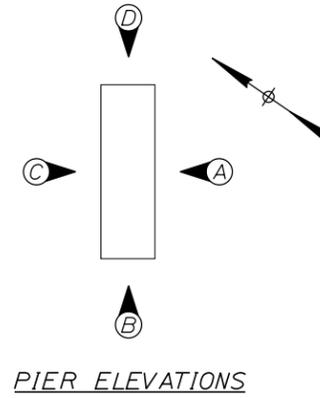
BOOM ROAD (MILE 33.4) PIERS ESTIMATED QUANTITY OF REPAIRS	
PIER REPAIRS	PIER NO. 1 20 S.F.
EPOXY-INJECTED CRACK REPAIR	0 S.F.

NOTES:

- FOR PROCEDURAL NOTES SEE SHEET "BRIDGE GENERAL NOTES"
- SHOULD CONCRETE REPAIR EXTEND BELOW GRADE, ANY EXCAVATION REQUIRED WILL BE CONSIDERED INCIDENTAL TO ITEM 518.20, "PIER REPAIRS".
- REPAIR WORK MAY ONLY BE CONDUCTED ON 2 SIDES (ONE SIDE AND ONE END) OF THE PIER AT A TIME.

LEGEND:

-  LIMIT OF CONCRETE SURFACE REPAIRS
-  LIMIT OF EPOXY INJECTED CRACK REPAIR
-  EXISTING CONCRETE
-  EXISTING AND PROPOSED GROUND



PIER 1

Scale: NOT TO SCALE			
No.	Revision	By	Date
△	Added Note 3	DSM	12/19

Designed by: TY-LIN INTERNATIONAL					
CONSULTANT PROJECT MANAGER: Daniel S. Myers					
Designed	By	Date	Checked	By	Date
Drawn	SAM	9/2019	In Charge of	DSM	10/2019

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THE GOLD STAR
MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

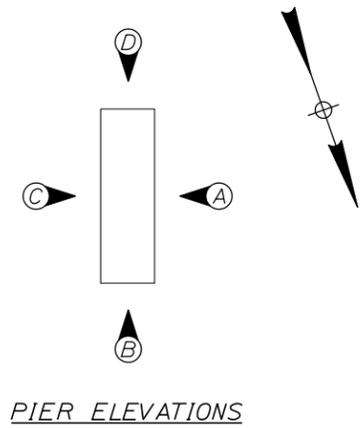
2020 BRIDGE REPAIRS

BOOM ROAD UNDERPASS (MM 33.4)
SUBSTRUCTURE REPAIRS 3 OF 3

SHEET NUMBER: BM-06
CONTRACT: 2020.07 [Contract 2020.07 Addendum 1 Page 10 of 24](#) 11 OF 37

Date: 12/3/2019

Filename: ...\\xxa_MM_41.4_Existing_Substructures.DGN



PIER ELEVATIONS

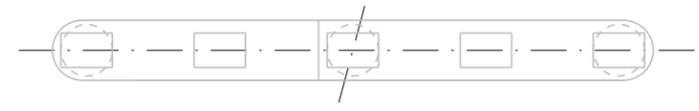
ESTIMATED QUANTITY OF REPAIRS	
PIER REPAIRS	PIER NO. 1
	0 SF

NOTES:

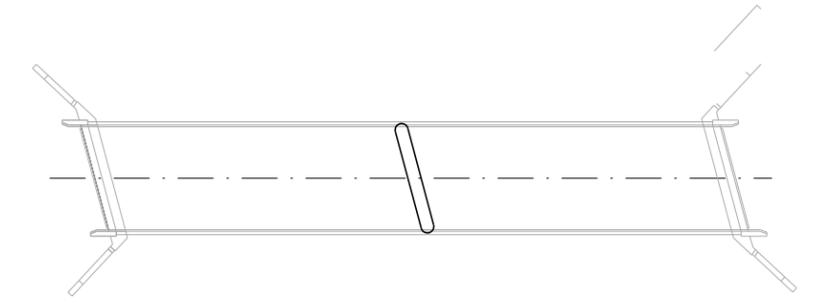
1. FOR PROCEDURAL NOTES SEE SHEET "BRIDGE GENERAL NOTES".
2. SHOULD CONCRETE REPAIR EXTEND BELOW GRADE, ANY EXCAVATION REQUIRED WILL BE CONSIDERED INCIDENTAL TO ITEM 518.20, "PIER REPAIRS".
3. REPAIRS MAY ONLY BE CONDUCTED ON ONE HALF OF ANY PIER COLUMN AT A TIME.

LEGEND:

- LIMIT OF CONCRETE SURFACE REPAIRS
- LIMIT OF EPOXY INJECTED CRACK REPAIR
- EXISTING CONCRETE
- EXISTING AND PROPOSED GROUND

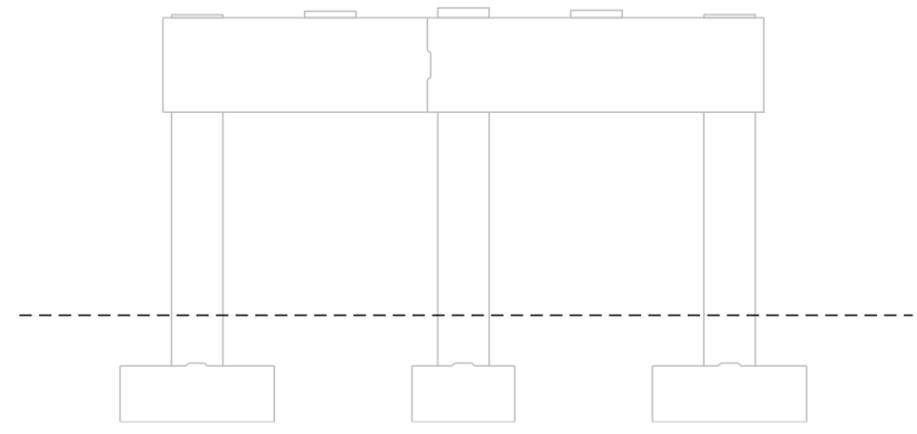


PLAN

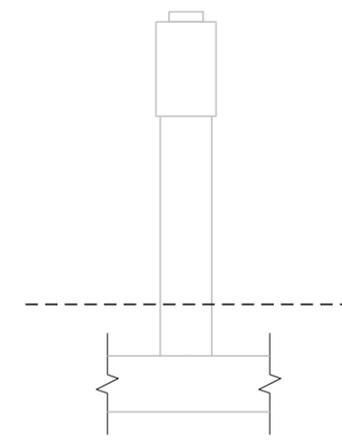


WEST ABUTMENT PIER 1 EAST ABUTMENT

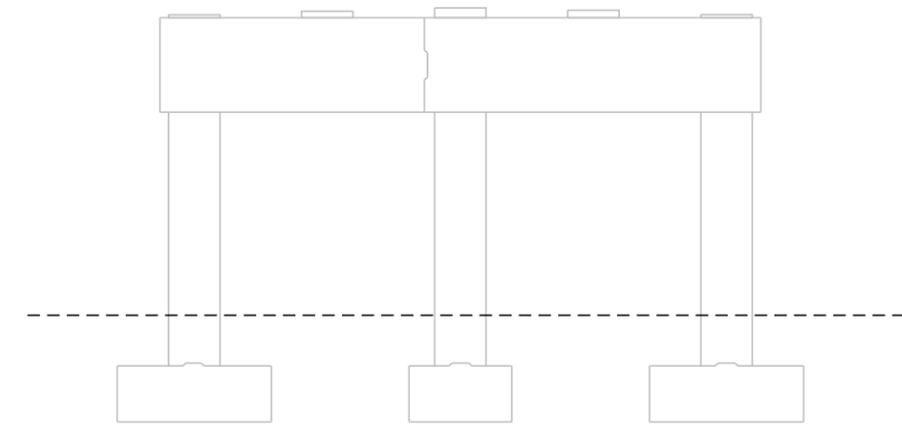
LOCATION PLAN



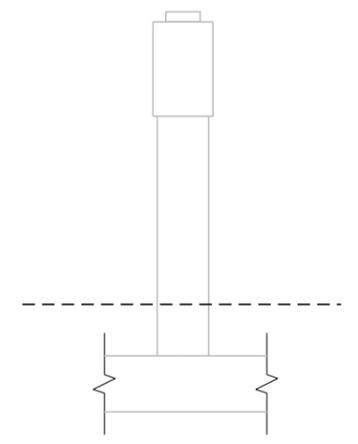
ELEVATION C



ELEVATION B



ELEVATION A



ELEVATION D

PIER 1

Scale: NOT TO SCALE			
No.	Revision	By	Date
1	Note 3 added	DSM	12/19

Designed by:

TY-LIN INTERNATIONAL

CONSULTANT PROJECT MANAGER: Daniel S. Myers

Designed	By	Date	Checked	By	Date
Drawn	SAM	9/2019	In Charge of	DSM	10/2019

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THE GOLD STAR MEMORIAL HIGHWAY

MTA PROJECT MANAGER: Ralph C. Norwood, IV

2020 BRIDGE REPAIRS

BEECH RIDGE ROAD (MILE 41.4)
 SUBSTRUCTURE REPAIRS - 3 OF 3

SHEET NUMBER: BRR-10
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Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.

This Project is also subject to the requirements of the Maine Pollutant Discharge and Elimination System (MPDES) General Permit for the Discharge of Stormwater from MTA's Municipal Separate Storm Sewer Systems (MS4), because it is located within an Urbanized Area (UA) as defined by the 2000 census by the U.S. Bureau of the Census. MS4 compliance requires all Contractors to be properly trained in Erosion and Sedimentation Control (ESC) measures (as per Special Provision Subsections 105.8.1 and 656.07) and implement measures to reduce pollutants in stormwater runoff from construction activities.

107.1 Contract Time and Contract Completion Date

This Subsection is amended by the addition of the following:

On-site work shall not begin prior to March 15, 2020.

All work shall be completed on or before October 31, 2020

107.4.6 Prosecution of Work

The Contractor shall submit to the Authority a construction schedule which shall document that the Contractor has the necessary labor and equipment to work immediately and continuously at the project site once the bridge is closed. The intent of this specification is to minimize the amount of time for bridge closure, while providing the Contractor sufficient time to complete the work in a diligent manner and reopen the bridge as prescribed by the project's Substantial Completion date.

The following activities must be completed in the time specified. Supplemental liquidated damages (SLD) of One Thousand Dollars (\$1000) per calendar day per activity shall be assessed for each calendar day, or fraction thereof, that any of the below noted activities remain incomplete. The assessed SLD shall continue until the activities are complete:

- The Contractor will be allowed to close the Beech Ridge Road Underpass Bridge for a maximum of twenty-one (21) calendar days. This closure must be consecutive. All top-side work must be complete by July 17, 2020.
- The Contractor will be allowed to close the Grove Street Underpass Bridge for a maximum of twenty-one (21) calendar days. This closure must be consecutive.
- The Contractor will be allowed to use one-way alternating traffic controlled by flaggers on the Boom Road Underpass Bridge for a maximum of ten (10) calendar days. The bridge must be fully opened to traffic when the Contractor is not working at this site.
- The Contractor shall repave the Boom Road Underpass Bridge deck within four (4) calendar days of the removal of any pavement.

Temporary Concrete Barrier Type I – Supplied by Authority shall shall not be measured for payment but shall be considered incidental to Item 652.39 Work Zone Traffic Control.

The loading, transporting, setting, resetting, removing, transporting, sorting and stacking of the barrier, the furnishing, installation and maintenance of the barrier delineators, and furnishing and installing connector pins will not be measured separately for payment, but shall be incidental to Item 652.39 Work Zone Traffic Control. Temporary storage of Concrete Barrier between construction phases, if required, will not be measured separately for payment, but shall be incidental to Item 652.39 Work Zone Traffic Control. All equipment required to load, unload, transport and stack Concrete Barrier shall be supplied by the Contractor.

Any Barrier lost or damaged by the Contractor shall be replaced by the Contractor at no additional cost to the Authority.

SPECIAL PROVISION

SECTION 527

ENERGY ABSORBING UNIT

(Work Zone Crash Cushion)

527.01 Description

The first paragraph is deleted in its entirety and replaced with the following:

The Contractor shall furnish and install work zone crash cushions where shown on the Plans, as specified herein, in Special Provision 652, or as approved by the Resident. Work zone crash cushions are required at each exposed end of temporary concrete barrier or guardrail.

The exposed end of the concrete barrier within 30 feet of the mainline travel lane shall be protected at all times. Barrier shall not be reset until after the work zone crash cushion(s) has been set to protect the exposed end of the barrier.

527.02 Materials

The following paragraph is added:

Only work zone crash cushions meeting the NCHRP Report 350 TL-3 crash test requirements may be used on the turnpike and local roadways with posted speeds of 45 MPH or greater. Work zone crash cushions meeting the NCHRP Report 350 TL-2 crash test requirements may be used on local roadways with posted speeds of 40 MPH or less. The Contractor shall provide the Resident with documentation of the proposed work zone crash cushion's NCHRP Report 350 Crash Test Results prior to installation at the jobsite.

527.03 Construction Requirements

The following is added to the end of the first paragraph:

The design speeds for work zone crash cushions shall be 45 mph for local road and 70 mph for turnpike roadways unless otherwise noted on the Plans.

527.04 Method of Measurement

Delete this section and add the following:

Work Zone Crash Cushions will not be measure for payment but will be considered incidental to Item 652.39 Work Zone Traffic Control.

SPECIAL PROVISIONSECTION 652MAINTENANCE OF TRAFFIC

(Maintenance of Traffic Control)

This Specification modifies the Section 652 Supplemental Specification to define new pay items for all maintenance of traffic work associated with the Contract.

652.1 Description

The following paragraphs are added:

Work zone traffic control shall include all equipment, submittals, installation, operations, relocations, replacements and removals to maintain the continuous and effective maintenance of traffic through and detouring around all work zones.

652.7 Method of Measurement

Delete the whole section and replace with the following:

Work Zone Traffic Control will be measured as a lump sum as indicated in the plans and specifications, for all authorized and installed traffic control devices for which traffic shall be maintained in accordance with the approved traffic control plans.

Signs (supplied by the contractor, static and automated), signals, lighting devices, pavement markings, rumble strips (excluding portable rumble strips, as defined for payment in special provision section 652), barriers and barricades, channelizing devices, hand signaling devices, portable light towers, flashing and steady burn warning lights and beacons, flashing arrow panels, portable-changeable message signs, truck-mounted equipment and trailers (except truck-mounted attenuators and automated trailer mounted speed limit signs, as defined for payment in special provision 652), traffic officers, flaggers and traffic coordinators will not be measured regardless of when or how often used or relocated on the project but shall be incidental to the Work Zone Traffic Control item. No additional payment will be made for devices that require replacement due to poor condition or inadequate retroreflectivity.

The installation and removal of existing and temporary pavement markings, regardless of material, will not be measured but shall be incidental to the Work Zone Traffic Control item. No additional payment will be made for refreshing temporary paint pavement markings due to inadequate retroreflectivity or for re-installation of temporary tape pavement markings due to poor adhesion.

652.8 Basis of Payment

Delete the first two paragraphs.

Add the following paragraph:

The Lump Sum for Work Zone Traffic Control will be payable in installments as follows: 25% of the Lump Sum once the Contractor’s Traffic Control Plan is approved; 70% of the Lump Sum paid as work progresses, proportional to the overall completion percentage of the Contract; and the remaining 5% paid upon Final Acceptance.

652.8.1 Maintenance of Traffic Control Devices

Delete the whole section and replace with the following:

Work Zone Traffic Control will be paid at the lump sum price as indicated in the plans and specifications. Such payment will be full compensation for the development and submission of the traffic control plans for approval and for the installation, operations, maintenance, relocation, replacement, and removal of all traffic control devices for the project, including signs, signals, temporary signal systems, lighting devices, pavement markings, rumble strips (excluding portable rumble strips, as defined for payment in special provision section 652), barriers and barricades, channelizing devices, hand signaling devices, portable light towers, flashing and steady burn warning lights and beacons, flashing arrow panels, portable-changeable message signs, truck-mounted equipment and trailers (except truck-mounted attenuators and automated trailer mounted speed limit signs, as defined for payment in special provision 652), traffic officers (except State Police as authorized by the Resident), flaggers and traffic coordinators. The lump sum price shall also include full compensation for all daily operations and maintenance of the approved traffic control plan and for all labor, tools, materials, equipment, incidentals, transportation, and labor required to implement the approved traffic control plans.

652.8.2 Other Items

Delete the whole section and replace with the following:

There shall be no payment made under any 652 pay items after the expiration of the adjusted total contract time.

Portable Changeable Message Signs will be incidental to item 652.39, Work Zone Traffic Control. This includes furnishing, relocating, maintaining, and removing the PCMS. The price also includes all costs associated with setting-up and paying for data cellular account, technical support, training and any costs associated with the GPS location device.

For a PCMS that fails to operate when required, the Contractor will be given 24 hours to repair or replace the PCMS. For periods longer than 24 hours, payment will be reduced based on the pro-rated time that the PCMS is out of service.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
652.39 Work Zone Traffic Control	Lump Sum

SPECIAL PROVISIONSECTION 652MAINTENANCE OF TRAFFIC

(Specific Project Maintenance of Traffic Requirements)

This Special Provision contains additional requirements beyond those in the 2016 MTA Supplemental Specifications for the specific project maintenance of traffic requirements.

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

Boom Road Traffic Control Requirements

The Contractor shall maintain two 11-foot lanes at all times on Boom Road Underpass Bridge except as allowed below or directed by the Resident. At any time that the Contractor is not working, the full width of the bridge shall be open to traffic.

During the paving work on the bridge and approaches, the Contractor is permitted to maintain one 12-foot lane of alternating traffic using flaggers. Paving work includes pavement milling, resurfacing, bridge joint repairs, and bridge seal replacement.

See tables below for specific limitations on Mainline maintenance of traffic operations.

Beech Ridge Road Traffic Control Requirements

Beech Ridge Road will be closed to through traffic between Payne Road and Dresser Road. The Contractor shall coordinate directly with the Authority for acceptable road closure dates. The Contractor shall notify the Resident/Authority two weeks prior to the closure. A temporary detour shall be established and maintained at all times in accordance with the detour plan shown in the Plans. The detour route begins at the Beech Ridge Road Underpass Bridge over the Maine Turnpike, proceeding west to Dresser Road; following Dresser Road to Holmes Road; following Holmes Road to Two Rod Road across the Turnpike to Payne Road; following Payne Road back to Beech Ridge Road on the east side of the Turnpike. The Resident/Inspector shall notify the Town of Scarborough prior to closing Beech Ridge Road Underpass Bridge at the Turnpike.

See tables below for specific limitations on Mainline maintenance of traffic operations.

Grove Street Traffic Control Requirements

Grove Street will be closed to through traffic between Crowley Road and Randall Road. The Contractor shall coordinate directly with the Authority for acceptable road closure dates. The Contractor shall notify the Resident/Authority two weeks prior to the closure. A temporary detour shall be established and maintained at all times in accordance with the detour plan shown in the Plans. The detour route begins at the Grove Street Underpass Bridge over the Maine Turnpike, proceeding west to Sabattus Street/Rt 126; following Sabattus St/Rt 126 east to Middle Rd/Rt 9;

following Middle Rd/Rt 9 south to Crowley Rd; following Crowley Rd west to Grove St, and thence following Grove St. west to the Grove Street Underpass Bridge.

Mainline may have single lane closures at any time at Grove Street.

Maine Turnpike Traffic Control Requirements

This Section outlines the minimum requirements that shall be maintained for work on, over, or adjacent to the Maine Turnpike roadway. Operations are allowed as outlined below:

Bridge work directly over traffic or within six feet of a travel lane as measured from the painted pavement marking line or traffic control device will require a lane closure or protection of the work area with temporary concrete barrier. This work includes but is not limited to the following:

1. Installing and removing shielding
2. Superstructure rehabilitation
3. Pier Rehabilitation
4. Unbolting structural steel
5. Removing structural steel
6. Erecting structural steel or concrete beams
7. Installing and removing deck and diaphragm forms
8. Erecting or moving sign panels on bridges
9. Bolting structural steel
10. Painting structural steel

When approved by the Resident, Items 4, 7 and 9 may be performed over traffic if a temporary floor is provided between the bottom flanges of the beams.

When the speed limit on the Maine Turnpike has been reduced to 45 MPH, temporary shoulder/lane closures cannot be set up and any currently in place shall be removed. Only work on the Turnpike Mainline that is behind temporary concrete barrier will be allowed when speed is reduced to 45 MPH.

The following Maintenance of Traffic Limitation Tables provide limitations for temporary shoulder closures using drums. Permanent shoulder closures will be allowed with the installation of temporary concrete traffic barriers as approved by the Resident.

Loading/unloading trucks shall not be closer than six feet from an open travel lane when being loaded or unloaded within the work zone.

SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(Flaggers)

Section 652 of the Maine Turnpike Authority 2016 Supplemental Specifications is modified as follows:

652.2.4 Other Devices

Paragraph five is deleted and replaced with the following:

STOP/SLOW paddles shall be the primary and preferred hand-signaling device. Flags shall be limited to emergencies. The paddle shall have an octagonal shape and be at least 18 inches wide with letters at least 6 inches high and should be fabricated from light semi-rigid material. STOP/SLOW paddles shall have internal flashing LEDs and be Visual-Alert LED STOP/SLOW Paddles or approved equivalent.

652.4 Flaggers

The last sentence in the first paragraph is deleted and replaced with the following:

Only flashing SLOW/STOP paddles shall be used and the flagger station shall be illuminated to assure visibility in accordance with 652.6.2.

Add:

Flaggers shall not stop traffic on Turnpike mainline or interchange ramps. Only State Police are allowed to stop traffic on mainline or interchange ramps.

652.7 Method of Measurement

Add:

Flaggers will not be measured for payment but will be considered incidental to Item 652.39 Work Zone Traffic Control.

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2020.07

BRIDGE REPAIRS 3 LOCATIONS
BOOM ROAD UNDERPASS MILE 33.4
BEECH RIDGE ROAD UNDERPASS MILE 41.4
GROVE STREET UNDERPASS MILE 83.7

November 26, 2019

1. Locations:

The general limits of work are as shown in the contract plans. The Boom Road Underpass is located in Saco at Mile 33.4. The Beech Ridge Road Underpass is located in Scarborough at Mile 41.4. The Grove Street Underpass is located in Sabattus, near the Lewiston line, at Mile 83.7.

2. General Description:

Bridge Repairs 3 Locations:

- At Boom Road Underpass, the work consists of milling and paving on the bridge and approaches; pier, abutment, and concrete slope protection repairs; bridge joint repairs, protective coatings, maintenance of traffic and other incidental work.
- At Beech Ridge Road Underpass and Grove Street Underpass, the work consists of pavement and membrane replacement; concrete deck, parapet, fascia, fascia overhang, pier, and abutment repairs; concrete wing wall repairs, bridge joint repairs, protective coatings, milling and paving, maintenance of traffic and other incidental work.

3. Bid:

- a. Bid opening: December 12, 2019 at 11:00 AM, prevailing time as determined by the Authority at the MTA Administration Building, 2360 Congress Street, Portland.
- b. All bid and contractual questions shall be directed to Nate Carll, Purchasing Manager, at Phone No. (207) 482-8115.
- c. All questions on plans and specifications shall be in writing and shall be faxed or emailed to Nate Carll, Purchasing Manager, at Fax No. (207) 871-7739 or email ncarll@maineturnpike.com.

4. Notification:

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) 482-8144 or startre@maineturnpike.com.

5. Contract Specifications:

- a. The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions and Part III, Appendices. Contractor is to review updated Supplemental Specifications.
- b. The Maine Turnpike Authority 2016 Supplemental Specifications are additions and alterations to the 2014 Maine Department of Transportation Standard Specifications. They are available online at <http://www.maineturnpike.com/Projects-Planning/Construction-Contracts.aspx>

6. Construction Schedule/Substantial Completion/Prosecution of Work:

- a. December 19, 2019 – MTA Board to consider Contract Award.
- b. March 15, 2020 – Contractor allowed to start work on site. (Will be in Addendum 1)
- c. The following activities must be completed in the time specified. Supplemental liquidated damages (SLD) of One Thousand Dollars (\$1000) per calendar day per activity shall be assessed for each calendar day, or fraction thereof, that any of the below noted activities remain incomplete. The assessed SLD shall continue until the activities are complete:
 - The Contractor will be allowed to close the Beech Ridge Road Underpass Bridge for a maximum of twenty-one (21) calendar days. This closure must be consecutive. All top-side work must be complete by July 17, 2020.
 - The Contractor will be allowed to close the Grove Street Underpass Bridge for a maximum of twenty-one (21) calendar days. This closure must be consecutive.
 - The Contractor will be allowed to use one-way alternating traffic controlled by flaggers on the Boom Road Underpass Bridge for a maximum of ten (10) calendar days. The bridge must be fully opened to traffic when the Contractor is not working at this site.
 - The Contractor shall repave the Boom Road Underpass Bridge deck within four (4) calendar days of the removal of any pavement.
- d. All work shall be completed on or before October 31, 2020.

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

Contract will include Highway & Earthwork and Heavy & Bridge wage rates. See Special Provision 104.3.8 for The Wage Rate Determination.

8. Utility Coordination

The Contractor is required to call Dig Safe at least 72 hours prior to the start of work. The Contractor is required to notify the Resident 10 days prior to construction so the Resident can arrange for Maine Turnpike underground utility location.

9. Cooperation with Other Contractors (Special Provision 104.4.7)

Adjacent contracts currently scheduled for the 2020 construction season include:

- MTA Contract 2020.01 – Pavement Rehabilitation and Safety Improvements MM 35.3 to MM 42.0

10. 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. Limit of Disturbance Plan shall be submitted prior to any disturbance.
- c. Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
- d. The Project shall be performed in accordance with the MaineDOT Best Management Practices (BMP) latest issue.
- e. This Project is also subject to the requirements of the Maine Pollutant Discharge and Elimination System (MPDES) General Permit for the Discharge of Stormwater from MTA's Municipal Separate Storm Sewer Systems (MS4), because it is located within an Urbanized Area (UA) as defined by the 2000 census by the U.S. Bureau of the Census. MS4 compliance requires all Contractors to be properly trained in Erosion and Sedimentation Control (ESC) measures (as per Special Provision Subsection 105.8.1 and Supplemental Specification Subsection 656.07) and implement measures to reduce pollutants in stormwater runoff from construction activities.

11. General Requirements:

- a. U-Turns at toll plazas and median openings are not allowed.
- 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 jobsite personnel shall wear a safety vest labeled as ANSI 107-2004 standard performance for Class 3 risk exposures at all times. This requirement also applies to truck drivers and equipment operators when out of an enclosed cab.
- d. All vehicles used on the Project shall be equipped with amber flashing beacons in accordance with the Supplemental Specification Subsection 652.3.4.

12. Traffic Control (Supplemental Specification and Special Provision Section 652)

- a. The Contractor is responsible for supplying, inspecting and maintaining traffic control devices in accordance with the project specifications. Contractor is subject to Penalty Damages for violation(s) per Supplemental Specification 652 and Special Provision 652.
- b. All traffic control devices shall be NCHRP 350 compliant.
- c. 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.
- d. All signs that do not apply to current construction activity shall be 100% covered or removed in accordance with the plans. This includes existing speed limit signs when the work zone speed is in effect.
- e. Beech Ridge Road Underpass Bridge and Grove Street Underpass Bridge will be fully closed to through traffic for a portion of the project duration. The Contractor shall notify the Resident/Authority two weeks prior to the closure. All road closures will require that portable-changeable message signs are installed each side of the closure and actively announcing the closure dates two weeks prior to closing. A temporary detour shall be established and maintained at all times during the closure in accordance with the detour plan shown in the Plans.
- f. Bridge work directly over traffic or within six feet of a travel lane as measured from the painted pavement marking line or traffic control device will require a lane closure.

13. Specific Contract Items:

- a. Temporary Rumble Strips have been included for use with temporary mainline lane closures at Grove Street Underpass. Usage of the Temporary Rumble Strips is up to the Contractor. These may be placed in several different configurations. "Bump" signs and "Rumble Strips Ahead" signs shall be adjusted to match the configuration being used. See Sheet 5 of the plans.
- b. Automated Trailer Mounted Speed Limit signs are being included for mainline lane closures.

14. Questions?



CONTRACT 2020.07

PRE-BID CONFERENCE

November 26, 2019

Bridge Repairs – 3 Locations

Please Print

SIGN-IN SHEET

Name	Company	Phone	E-Mail
Nate Carll	MTA	207-482-8115	ncarll@maineturnpike.com
BRIAN MACFARLAN	WYMAN & SIMPSON	(207) 446-7891	bmacfarlan@wymanandsimpson.com
TODD GRIFFITH	GLIDDEN	899-5241	todd@gliddenpaving.com
ANDY KITTREDGE	CPM	865-0000	ANDYK@CPMCONSTRUCTORS.COM
Jamie Mason	MTA	949-1360	JMason@Maineturnpike.com
Ben Toothaker	TYLI	251-5441	benjamin.toothaker@tylin.com
Daniel Myers	" "		daniel.myers@tylin.com
Also present, but missed sign-in sheet:			
Greg Scott, Scott Construction			
Ralph Norwood, MTA			
Steve Tartre, MTA			