

MAINE TURNPIKE AUTHORITY

ADDENDUM NO. 1

CONTRACT 2022.13

BRIDGE REPAIRS

ROUTE 236 UNDERPASS (MM 1.25)

ROUTE 1 ON-RAMP (RAMP H) UNDERPASS (MM 1.60)

Questions:

The following are questions asked at the pre-bid meeting held on June 7, 2022 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: At the Route 236 Underpass, can the 60-day lane closures be split across two calendar years?

Response: *No, as noted in Special Provision Section 107.4.6, Prosecution of Work, all lane closures shall be completed within the same calendar year. However, the maximum allow duration of lane closures has been increased to one hundred twenty (120) days. The maximum time any one direction of travel may be reduced to one lane is sixty (60) consecutive days. See the attached revised Special Provision Section 107.4.6 for additional information.*

Question 2: Do the allowable overnight short term lane closures at the Route 236 Underpass count towards the maximum allowable duration of lane closures?

Response: *No, the short term overnight lane closures do not count towards the maximum allowable duration of lane closures.*

Question 3: The specifications state “Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.” There is no Section 107.8. What will be the liquidated damages amount assessed for each day past the substantial completion?

Response: *The Authority may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages and/or Supplemental Liquidated Damages in accordance with Sections 107.7 and 107.8 of the Maine Turnpike Authority 2016 Supplemental Specifications. The Maine Turnpike Authority 2016 Supplemental Specifications can be found on the Authority’s website at <https://www.maineturnpike.com/Projects/Construction-Related-Documents.aspx>.*

Question 4: Can MTA clarify the requirements and payment information for when New Hampshire State Police officers are required for MOT set up?

Response: *See the attached Special Provision Section 652 for additional information regarding the use and payment for New Hampshire State Police.*

Make the following changes to the bid documents:

In the Contract Documents, **REMOVE** pages SP-11 and SP-12 and **REPLACE** with the attached revised pages SP-11 and SP-12.

In the Contract Documents, **ADD** the attached Special Provision Section 652.

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

Attachments

- Contract Book Pages SP-11 and SP-12 (2 pages)
- Special Provision Section 652 (1 page)
- Pre-Bid Agenda (5 pages)
- Pre-Bid Sign-In Sheet (1 page)

The total number of pages included with this addendum is eleven (11).

All bidders are requested to acknowledge the receipt of the Addendum No. 1 by signing below and faxing this sheet to Nate Carll, Purchasing Department, (207) 871-7739. Bidders are also required to acknowledge receipt of this Addendum No. 1 on Page P-7 of the bid package.

Business Name

Print Name and Title

Signature

Date

June 13, 2022

Very truly yours,

MAINE TURNPIKE AUTHORITY

Purchasing Manager
Maine Turnpike Authority

- All bridge repair work required by the Contract that requires shoulder and/or lane closures.
- All roads fully opened to two-way traffic including shoulders, surface pavement and pavement markings.

Supplemental Liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that substantial completion is not achieved.

107.4.6 Prosecution of Work

The following restrictions shall be applied to the work at the Route 236 Underpass:

- The Contractor shall maintain a minimum of one lane of the two lanes of traffic in each direction at all times. The Contractor may reduce Route 236 to one lane of traffic in each direction for a maximum of one hundred twenty (120) calendar days. At the Contractor's option, the maximum of one hundred twenty (120) calendar days of one lane of traffic in each direction may be non-consecutive. All lane closures shall be completed within the same calendar year. The Contractor shall sequence the joint modifications at Abutment 2 such that the new joint seal is installed by November 15 so that the joint is not open over the winter.
- The maximum time any one direction of travel may be reduced to one lane is sixty (60) consecutive days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that any lane closure is in-place in excess of sixty (60) calendar days.
- The Contractor has the option to complete the work in a single direction of travel at a time. This will require a modified Maintenance of Traffic plan to be prepared by the Contractor and approved by the Authority. All costs for preparing modified Maintenance of Traffic plan(s) shall be considered incidental to the related Contract Items.
- No permanent lane closures will be permitted on Route 236 between June 15 and Labor Day. Short-term temporary lane closures are permitted between 8 p.m. and 6 a.m.
- No permanent lane closures will be permitted on Route 236 during the closures at the Route 1 On-Ramp (Ramp H) Underpass. Short-term temporary lane closures are permitted between 8 p.m. and 6 a.m.
- The Contractor shall coordinate any lane closures with the MTA 2022.12 Wilson Road bridge repairs. No permanent lane closures will be permitted on Route 236 during the closures at the Wilson Road Underpass. Short-term temporary lane closures are permitted between 8 p.m. and 6 a.m.
- Shoulder closures and lane closures along the Mainline Northbound during the period April 1, 2023 to November 17, 2023 shall require coordination with the part-time shoulder use (PTSU) contractor and the Traffic Management and Communications Center (TMCC). The Contractor will not be permitted to close a shoulder or lane along the Turnpike Northbound while PTSU is being tested or operated.

The following restrictions shall be applied to the work at the Route 1 On-Ramp (Ramp H) Underpass:

- The Contractor shall be allowed to close the Route 1 On-Ramp (Ramp H) for a maximum of twenty-eight (28) consecutive calendar days. Supplemental liquidated damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed for each calendar day that the bridge is closed in excess of twenty-eight (28) consecutive calendar days.
- The Contractor shall not close the Route 1 On-Ramp (Ramp H) while any permanent lane closures are in place at the Route 236 Underpass.
- Shoulder closures and lane closures along the Mainline Northbound during the period April 1, 2023 to November 17, 2023 shall require coordination with the part-time shoulder use (PTSU) contractor and the Traffic Management and Communications Center (TMCC). The Contractor will not be permitted to close a shoulder or lane along the Turnpike Northbound while PTSU is being tested or operated.

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 a 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.

SPECIAL PROVISION

SECTION 652

MAINTENANCE OF TRAFFIC

(New Hampshire Traffic Officers)

652.42 – New Hampshire Traffic Officers

The use of New Hampshire Traffic Officers will be required for the installation of traffic signs and channelizing devices in New Hampshire. The Contractor shall be required to coordinate the scheduling of New Hampshire State Police Traffic Officers through the New Hampshire Department of Safety. The Contractor will be required to fill out a contractor application and provide a certificate of insurance, and a certificate of good Standing. The contractor application and additional information regarding the scheduling of details is located at the New Hampshire Department of Safety Website at: <https://www.nhsp.dos.nh.gov/our-services/business-project-administration>

Details are billed at a minimum of 4 hours and thirty-minute increments thereafter. The Contractor must make detail cancellations at least 12 hours in advance of the scheduled start time. If the Contractor does not meet the requirements, the Contractor shall be responsible for the 4-hour minimum payment per trooper request.

652.7 – Method of Measurement

The accepted quantity of New Hampshire Traffic Officers will be the number of hours the designated station is occupied. The number of hours authorized will be a minimum of four hours per station and thirty-minute increments thereafter.

652.8 Basis of Payment

The accepted quantity of New Hampshire Traffic Officers will be reimbursed by the Authority. The Contractor will review invoices with the Resident to determine acceptance and invoices will be submitted to the Authority for reimbursement.

MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2022.13

BRIDGE REPAIRS

ROUTE 236 UNDERPASS (MM 1.25)

ROUTE 1 ON-RAMP (RAMP H) UNDERPASS (MM 1.60)

June 7, 2022 11:00 AM

1) Location:

The general limits of work are as shown in the Contract Plans. The Route 236 Underpass is located at Mile 1.25 of the Maine Turnpike and the Route 1 On-Ramp (Ramp H) Underpass is located at Mile 1.60 of the Maine Turnpike.

2) General Description:

The work consists of bridge repairs at two locations. At the Route 236 Underpass in the Town of Kittery the work generally includes bridge pavement and membrane replacement, approach work and paving, deck expansion joint modifications, median repairs, bearing cleaning and resetting, bridge drain replacement, slope protection repairs, and miscellaneous superstructure and substructure repairs. At the Route 1 On-Ramp (Ramp H) Underpass in the Town of Kittery the work generally includes bridge pavement and membrane replacement, approach work and paving, deck expansion joint modifications, and miscellaneous superstructure and substructure repairs. The work also includes maintenance of traffic and all other work incidental thereto in accordance with the Plans and Specifications.

3) Bid:

- a) June 16, 2022 at 1:00 P.M. at MTA headquarters 2360 Congress Street, Portland.
- b) All bid and contractual questions shall be directed to Purchasing Department, 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, at (207) 871-7739 (fax) or email ncarll@maineturnpike.com.
- d) All questions must be submitted by 5:00pm on Monday June 13, 2022 to be considered.

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) 482-8144 or startre@maineturnpike.com.

5) Construction Schedule/Prosecution of Work:

- a) MTA Board is scheduled to consider the Contract Award on June 23, 2022.
- b) Construction Schedule:
 - All work shall be substantially complete on or before October 27, 2023.
 - All work shall be completed on or before November 17, 2023.

c) At the Route 236 Underpass:

- The Contractor shall maintain a minimum of one lane of the two lanes of traffic in each direction at all times. The Contractor may reduce Route 236 to one lane of traffic in each direction for a maximum of sixty (60) calendar days. At the Contractor's option, the maximum of sixty (60) calendar days of one lane of traffic in each direction may be non-consecutive and split into two (2) phases. All lane closures shall be completed within the same calendar year. The Contractor shall sequence the joint modifications at Abutment 2 such that the new joint seal is installed by November 15 so that the joint is not open over the winter.
- The duration of time that an individual lane may be closed is at the Contractor's option provided that the maximum duration of lane closures does not exceed sixty (60) calendar days
- No permanent lane closures will be permitted on Route 236 between June 15 and Labor Day. Short-term temporary lane closures are permitted between 8 p.m. and 6 a.m.
- No permanent lane closures will be permitted on Route 236 during the closures at the Route 1 On-Ramp (Ramp H) Underpass. Short-term temporary lane closures are permitted between 8 p.m. and 6 a.m.
- The Contractor shall coordinate any lane closures with the MTA 2022.12 Wilson Road bridge repairs. No permanent lane closures will be permitted on Route 236 during the closures at the Wilson Road Underpass. Short-term temporary lane closures are permitted between 8 p.m. and 6 a.m.
- Shoulder closures and lane closures along the Mainline Northbound during the period April 1, 2023 to November 17, 2023 shall require coordination with the part-time shoulder use (PTSU) contractor and the Traffic Management and Communications Center (TMCC). The Contractor will not be permitted to close a shoulder or lane along the Turnpike Northbound while PTSU is being tested or operated

d) At the Route 1 On-Ramp (Ramp H) Underpass:

- The Contractor shall be allowed to close the Route 1 On-Ramp (Ramp H) for a maximum of twenty-eight (28) consecutive calendar days.
- The Contractor shall not close the Route 1 On-Ramp (Ramp H) while any permanent lane closures are in place at the Route 236 Underpass.
- Shoulder closures and lane closures along the Mainline Northbound during the period April 1, 2023 to November 17, 2023 shall require coordination with the part-time shoulder use (PTSU) contractor and the Traffic Management and Communications Center (TMCC). The Contractor will not be permitted to close a shoulder or lane along the Turnpike Northbound while PTSU is being tested or operated.

e) Supplemental Liquidated Damages on a calendar day basis in accordance with Subsection 107.8 shall be assessed as described in Special Provisions 107.1, 107.1.1, and 107.4.6.

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

- a) Bridge and Highway wages are included in the Contract Book.

7) Lead Paint (Special Provision 105.2.4.2):

- a) The Contractor shall note that the existing bridge structures may contain lead based paint. The Contractor shall institute every precaution when working with materials coated with lead based paints.

- 8) Utility Coordination (Special Provision 104.4.6)
- a) The Contractor shall contact Dig Safe and any non-member utility operators through OK-TO-DIG prior to any work.
 - b) The following utilities are anticipated to be located within the Project limits:
 - i) Central Maine Power
 - ii) Charter Communications, Inc.
 - iii) Consolidated Communications
 - c) Utility adjustments are not anticipated as part of this project. If any unexpected utility relocations become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.
- 9) Permit Requirements (Special Provisions 105.8.2 and 105.8.3)
- a) The work is being permitted under Section 404 of the Clean Water Act, through the US Army Corps of Engineers Maine Programmatic General Permit. The Project is subject to the General Conditions of the Maine General Permit dated October 14, 2020 through October 14, 2025.
 - b) The Project is subject to the Stormwater Memorandum of Agreement for Stormwater Management Between the Maine Department of Transportation, Maine Turnpike Authority, and Maine Department of Environmental Protection (Stormwater MOA). Under the Stormwater MOA, all construction activities are subject to Maine Stormwater Law Basic Standards through implementation of MaineDOT's Best Management Practices for Erosion and Sedimentation Control (MaineDOT BMP Manual), which are the Contractor's responsibility to implement.
 - c) The Project is subject to the requirements of the Maine Pollutant Discharge Elimination System (MPDES) General Permit for Stormwater Discharge from Construction Activity.
 - d) Compliance with the erosion and sedimentation control requirements outlined in this Contract is required by the Contractor.
- 10) General Requirements
- a) U-Turns at toll plazas and median openings not allowed. (Supplemental Specification 105.5.1)
 - b) Contractor access to and from the mainline shall not negatively impact mainline traffic flow. The Contractor may be required to establish lane closures to provide for safe access. Refer to Special Provision 652, Specific Project Maintenance of Traffic Requirements, for lane closure requirements and restrictions.
 - c) All vehicles used on the Project, including concrete delivery trucks, shall be equipped with amber flashing beacons in accordance with Supplemental Specification 652.3.4.
 - d) Class III safety vests must be worn at all times.
- 11) Traffic Control (Special Provision Section 652):
- a) Special Provision Section 652 replaces the MTA 2016 Supplemental Specification Section 652. Substantive revisions have been bolded in the 652 SP.
 - b) Contractor is responsible for supplying all traffic control devices.
 - c) Contractor is responsible for placement, relocation, removal and maintenance of traffic control devices. Maintenance of traffic control devices is a 24-hour a day, seven days per week, responsibility. Contractor shall inspect devices as required.

- d) Temporary detours, lane closures and construction phasing shall be established and maintained at all times in accordance with the details shown on the Plans and the requirements of the Special Provisions.
 - i) A truck mounted attenuator shall be utilized for all lane closures on the Turnpike mainline, shall be utilized for all temporary shoulder closures (i.e. closures that do not include temporary concrete barrier) on the Turnpike mainline, and other construction operations where workers are exposed to traffic and not protected by positive means. Only one truck mounted attenuator is required for each lane closure set up, regardless of the number of lanes closed
 - ii) An automated speed sign shall be required when there is a Work Zone Speed Limit in place. The automated speed signs shall be capable of recording and storing speed data and Contractor shall supply data to Resident upon request.
 - iii) Detour signs for closed bridge work shall not be installed more than two weeks prior to the start of the detour and shall be removed within two weeks of the end of the detour.

- e) Turnpike Lane closures
 - i) One lane of traffic flowing in each direction shall be maintained at all times. Minimum traveling width of 14' is required unless otherwise shown in the Plans.
 - ii) All lane closures require the approval of the Resident. The Resident is required to submit a request to MTA for lane closures by noon on Thursday for lane closures needed for the following week. The Contractor shall plan the work and requests for lane closures accordingly. Requests are subject to approval by MTA.
 - iii) Shoulder closures and lane closures along the Mainline Northbound south of Exit 3 during the period April 1, 2023 to November 17, 2023 shall require coordination with the part-time shoulder use (PTSU) contractor and the Traffic Management and Communications Center (TMCC). The Contractor will not be permitted to close a shoulder or lane along the Turnpike Northbound while PTSU is being tested or operated.
 - iiii) Supplemental liquidated damages shall be assessed at \$1,000 per minute for every minute that a temporary lane closure is in place outside of the allowable times.

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

- g) Traffic control devices shall be NCHRP 350 compliant. All traffic control devices shall meet MASH guidelines if the date of manufacture was after December 31, 2019

12) Specific Contract Items:

- a) Where traffic control signs and/or channelizing devices are required on or south of the Piscataqua River Bridge (High Level Bridge), the Contractor shall coordinate the placement of signs and channelizing devices with the New Hampshire Department of Transportation (NHDOT) Transportation Management Center (TMC) at 603-271-6862 and the New Hampshire State Police at 603-223-3861
- b) The existing unreinforced concrete girder haunches at the Route 236 Underpass shall be removed using pneumatic chipping hammers of a size approved by the Resident, or other methods approved by the Resident. The Contractor shall remove the haunches to an approximate 45° angle, as shown in the Plans. The Contractor is not required to grind the removal line to a smooth finish.

- c) The jacking required to reset the bearings at the Route 236 Underpass may be accomplished by creating a flat spot on the bearing seat. Any removed concrete shall be repaired in accordance with Supplemental Specification 518.

13) Questions:

Bridge Repairs at Route 236 Underpass and Route 1 On-Ramp (Ramp H) Underpass

PREBID MEETING 11:00AM JUNE 7, 2022 - ATTENDENCE SHEET

NAME	COMPANY	EMAIL	PHONE
KRISTI VAN OYEN	MTA	KVANOYEN@MAINETURNPIKE.COM	482-8113
Jason Mason	MTA	JMason@	482-8172
RYAN BARNES	MTA	RBARNES@MAINE.TURNPIKE.COM	482-8326
ANDY KITTREGE	CPM		
PRE PRITESH INDORE	NEW ENGLAND INFRASTRUCTURE		
Nate Carll	MTA	ncarll@maineturnpike.com	482-8115
TIM BRYANT	VHB	TBRYANT@VHB.COM	207-210-3663