MAINE TURNPIKE AUTHORITY

Pre-Bid Conference

CONTRACT 2026.10

BRIDGE, TOLL, AND CULVERT REPAIRS

SOUTH STREET UNDERPASS (MM 32.8)
SACO TOLL PLAZA (MM 35.7)
NORTHERN HART BROOK CULVERT (MM 79.9)
FALMOUTH ROAD UNDERPASS (MM FS1.7)

February 3, 2026, at 10:00 a.m.

1. Location:
    a. The general limits of work are shown in the Contract Plans and include four separate project locations along the Maine Turnpike, as listed below:
        i. South Street Underpass bridge repairs – MM 32.8
        ii. Saco Toll Plaza concrete slab repairs – Exit 36 Saco Interchange MM 35.7
        iii. Northern Hart Brook Culvert repairs – MM 79.9
        iv. Falmouth Road Underpass bridge repairs – MM FS1.7
2. General Description:
    a. South Street Underpass Bridge Repairs: The scope of work includes bridge pavement milling and paving; joint modifications with elastomeric header installation; concrete haunch removals; weep drain extensions; parapet joint repairs; and the application of a clear protective coating on parapets and abutments, along with all other incidental work required by the Plans and Specifications. All work shall be completed in two construction phases and will be maintained under a temporary traffic signal system with alternating one-way traffic.
    b. Saco Toll Plaza Concrete Slab Repairs (Lane 6): The scope of work includes localized concrete slab milling; elastomeric concrete placement; epoxy overlay installation; broadcast sealant installation; concrete sawcutting; and coordination with the System Integrator for reinstallation of loop sensors, along with all other incidental work in accordance with the Plans and Specifications. All work shall be performed in a single operation under a long-term closure of Toll Lane 6.
    c. Northern Hart Brook Culvert Repairs: The scope of work includes installing cofferdams with bypass pumping; removing debris and sediment buildup from the culvert; replacing the southeast wingwall; completing concrete repairs within the barrel and at the wingwalls; installing riprap; establishing temporary access; and performing all other incidental work in accordance with the Plans and Specifications. An existing 30-inch-diameter utility pipe runs through the culvert and shall remain in place throughout construction. All work shall be conducted using temporary mainline lane closures and temporary access roads. A temporary easement has been secured allowing the use of a gravel access road from Goddard Road to the east (outlet) end of the culvert.

d. Falmouth Road Underpass Bridge Repairs: The scope of work includes approach pavement milling and paving; joint seal resetting with elastomeric header installation; concrete haunch removals; weep drain extensions; parapet joint repairs; and the application of a clear protective coating on parapets and abutments, along with all other incidental work required by the Plans and Specifications. All work shall be completed in two construction phases and will be maintained under a temporary traffic signal system with alternating one-way traffic.

3. Bid:
    a. Proposal/Bid opening is February 17, 2026, at 10:00 A.M. at the office of the MTA at 2360 Congress Street, Portland.
    b. To submit specific questions, use the electronic Request for Information (RFI) tab at https://www.maineturnpike.com/projects/construction-contracts for Contract 2026.10.
    c. Responses will not be prepared for questions received by telephone.
    d. All questions shall be submitted on or before 4:00 p.m. on February 10, 2026 to be considered.

4. Notification:
    a. Contractor shall obtain approval from the Authority prior to visiting the Project site for field inspection. Contact Mr. Steve Tartre (207-482-8144) or startre@mainturnpike.com

5. Construction Schedule/Prosecution of Work:
    a. MTA Board is scheduled to consider the Contract Award on February 26, 2026.
    b. Construction Schedule:
        i. All work at all locations shall be completed by November 20, 2026.
        ii. South Street and Falmouth Road Underpass Substantial Completion August 21, 2026
            1. Substantial completion is defined as the following:
                a. All bridge work that requires shoulder and/or lane closures complete.
                b. All roads fully open to traffic including shoulders and surface pavement and pavement markings.
            2. Traffic shall not be reduced to alternating one-way traffic until June 12,2026 at South Street and June 22, 2026 at Falmouth Road (*will be added by addendum*), or the end of the 2025-2026 school year, whichever is later. Alternating one-way traffic shall be removed prior to the start of the 2026-2027 school year.
                a. Note: The Trek Across Maine utilizes the Falmouth Road Bridge scheduled for June 21st, 2026.
            3. The maximum length of alternating one-way traffic is sixty (60) consecutive calendar days.
        iii. Saco Toll Substantial Completion May 15, 2026
            1. Substantial completion is defined by the following:
                a. All slab repairs completed and loops installed with toll lane 6 re-opened to traffic.

b. Approval of work by the System Integrator (S.I.)

2. The maximum length of closure of Saco Toll Plaza lane 6 is thirty (30) consecutive calendar days.

iv. Northern Hart Brook Culvert Substantial Completion October 30, 2026.

1. Substantial completion is defined by the following:

a. All in-water culvert repair work required by the Contract.

b. All permanent erosion control measures, including but not limited to loam, seed, mulch, and erosion control mix, complete.

c. Mainline fully opened to traffic including shoulders.

2. In-water work window starts July 15, 2026 and ends on September 30, 2026.

6. Wage Rates (SP 104.3.8):

a. Maine Department of Labor Fair Hourly Wages are in place for this contract. The Contractor will be required to follow 2026 wage rates for the appropriate Maine County based on project location as shown in the special provision.

7. Utility Coordination (SP 104.4.6):

a. 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.

b. The Contractor shall contact Dig Safe and any non-member utility operators through OK-TO-DIG prior to any work.

c. Northern Hart Brook Culvert: City of Lewiston

i. Sewer Pipe: The existing 30-inch-diameter steel utility pipe runs through the culvert and shall remain in place throughout construction. The Contractor shall submit a protection plan to the Resident detailing the methods and precautions that will be used to prevent damage to the existing utility infrastructure during all construction activities.

ii. Utility Inspection by City of Lewiston: The Contractor shall coordinate with the Resident to schedule a day for a representative from the City of Lewiston to inspect the utility pipe and utility hangers after the culvert has been dewatered and cleaned of all debris. Refer to the Special Provision for additional coordination requirements.

iii. Culvert Structural Inspection by MTA and/or Engineer: The Contractor shall coordinate with the Resident to schedule a day for a representative from the MTA and/or the Engineer to inspect the culvert in dry conditions after all repairs have been completed but prior to removal of the cofferdam.

d. Falmouth Road Underpass: Portland Water District

i. Coordination will be required with the Portland Water District to reset existing water main and service line valves embedded in the approach pavement limits to match final grade.

8. Coordination with other Contractors (SP 104.4.7):
    a. The following projects are anticipated in the vicinity of this project:
        i. Widened Concrete Haunch Removals and Bridge Mounted Sign Relocation (Various Locations, MM 1.5 to MM 44.0) – MTA Contract 2025.16
        ii. Roadside Clearing (MM 18.0 to MM 32.4) – MTA Contract 2026.15
        iii. Pavement Rehabilitation and Safety Improvements (MM 68.5 to MM 74.9) – MTA Contract 2026.01
        iv. Androscoggin River Overpass Bridge Repairs (MM 78.9) – MTA Contract 2025.06

9. Lead Paint (SP 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.

10. Permit Requirements (SP 105.8.2):
    a. This 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 (MOA).
    b. The Contractor shall comply with the conditions and compliance standards outlined in the MaineDOT Best Management Practices for Erosion & Sedimentation Control, the Stormwater MOA, and the Maine Construction General Permit.
    c. 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).
    d. The Contractor shall provide a limit of disturbance (LOD) plan illustrating Contractor's proposed limit of earthwork disturbance at Northern Hart Brook. The LOD plan shall be submitted for review and approval, to the Resident within 14 days of Contract award.

11. Wetland and Waterbody Impacts (SP 105.8.3):
    a. The Northern Hart Brook (MM79.9) is classified as a stream. Prior to starting work, the Contractor shall submit for approval a detailed construction plan for the repairs to be completed.

12. Limits of Operation (SP 107.4.7):
    a. The in-water work window starts July 15, 2026 and ends on September 30,2026. All in-water work at Northern Hart Brook shall be completed during this period.

13. General Requirements:

a. The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions, and Part III, Appendices. Please review thoroughly.

b. U-Turns at toll plazas and median openings not allowed. (Supplemental Specification 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 concrete delivery trucks, shall be equipped with amber flashing beacons in accordance with Supplemental Specification 652.3.4.

e. Class III safety vests must be worn at all times.

f. (SP 105.5.1) Toll Free Passage on the Turnpike will be provided for four electronic EZPass toll transponders or toll cards. Additional compensation is as outlined in SP 661 Toll Stipend with Pay Item 661.10 Toll Stipend.

14. Traffic Control - General (SP 652):

a. Special Provision Section 652 replaces MaineDOT Standard Specification (2014 Edition) and MTA Supplemental Specification Section 652 (2016 Edition).

b. Substantive revisions in the 652 Special Provision have been bolded for clarity.

c. The Contractor is responsible for supplying all traffic control devices.

d. Payment for Maintenance of Traffic Control Devices shall include all costs associated with providing, maintaining, and removing all required devices, including but not limited to: temporary concrete barrier, work zone crash cushions, temporary pavement marking lines, construction signs, panel markers, flashing arrow boards, portable changeable message signs, sequential flashing lights, barricades, drums, cones, automated trailer-mounted speed limit signs, truck-mounted attenuators, portable light towers, temporary portable rumble strips, and removal of all such devices.

e. The Contractor is responsible for the placement, relocation, removal, and maintenance of all traffic control devices. Maintenance of these devices is required 24 hours per day, seven days per week, and the Contractor shall inspect them as necessary to ensure compliance.

f. Temporary detours, lane closures, and construction phasing shall be established and maintained in accordance with the details shown on the Plans and the requirements of the Special Provisions.

i. A truck-mounted attenuator (TMA) shall be used for all lane closures on the Turnpike mainline, all temporary shoulder closures (i.e., closures not protected by temporary concrete barrier), and during any construction activity where workers are exposed to traffic without positive protection.

ii. A TMA shall also be used for all work performed behind guardrail when that work occurs within the guardrail deflection zone (within four feet behind the guardrail posts).

iii. Automated trailer-mounted speed limit signs shall be used only when a work zone speed limit is in effect and shall be required whenever the work zone speed limit is active.

iv. TMAs and automated trailer-mounted speed limit signs are incidental to Item 652.361 – Maintenance of Traffic Control Devices.

g. Turnpike Closures

i. Lane closures shall conform to the lane closure tables provided in Section 652.

ii. All lane closures require the approval of the Resident. The Resident must submit lane closure requests to the MTA by noon on Thursday for closures planned for the following week. The Contractor shall plan all work and lane closure needs accordingly. All closures are subject to MTA approval.

iii. Supplemental liquidated damages will be assessed at $1,000 per five minutes for each five-minute interval that a temporary lane closure remains in place outside the allowable times.

h. All signs that do not apply to the current construction activity shall be fully covered or removed in accordance with the Plans. This requirement includes covering or removing any speed limit signs when a work zone speed limit is in effect.

i. Traffic control devices shall be NCHRP 350 compliant. Devices manufactured after December 31, 2019 shall meet MASH requirements.

15. Traffic Control – Site Specific (SP 652):

a. South Street Underpass Bridge Repairs: All work shall be completed in two construction phases and maintained under a temporary traffic signal system with alternating one-way traffic. The temporary traffic signals shall conform to Special Provision 643 – Temporary Traffic Signals and Special Provision 652 – Specific Project Maintenance of Traffic Requirements, as well as all applicable Plan details.

i. Emergency vehicle preemption compatible with local town emergency services is required for this project. *Traffic Emitter type and information to be provided in Addendum No. 1.*

ii. Flagger controlled temporary lane closures may only be used between 10AM and 3PM.

iii. Temporary concrete barrier may be substituted for drums.

b. Saco Toll Plaza Concrete Slab Repairs (Lane 6): All work shall be performed in a single operation under a long-term closure of Toll Lane 6.

c. Northern Hart Brook Culvert Repairs: All work shall be conducted using temporary mainline lane closures and temporary access roads. A temporary easement has been secured allowing the use of a gravel access road from Goddard Road to the east (outlet) end of the culvert.

d. Falmouth Road Underpass Bridge Repairs: All work shall be completed in two construction phases and maintained under a temporary traffic signal system with alternating one-way traffic. The temporary traffic signals shall conform to Special Provision 643 – Temporary Traffic Signals and Special Provision 652 – Specific Project Maintenance of Traffic Requirements, as well as all applicable Plan details.

i. Emergency vehicle preemption compatible with local town emergency services is required for this project. *Traffic Emitter type and information to be provided in Addendum No. 1.*

ii. Temporary concrete barrier may be substituted for drums.

16. Specific Contract Items:

a. Debris Removal (SP 201): The Contractor shall remove and dispose of debris (including timber, tree branches, tires, rubbish, and sediment accumulation) at culvert inlet/outlet, along utility pipe, at utility pipe hangers, and the interior culvert floor/slab. Sediment removed from the culvert interior shall be reused on-site within the designated areas on the plans.

b. Removing Existing Girder Haunches (SP 202): The existing girder haunches at the South Street Underpass and Falmouth Road Underpass shall be removed using pneumatic chipping hammers of a size approved by the Resident, or other methods approved by the Resident.

   i. The Contactor shall remove the haunches to an approximate 45-degree angle, as shown in the Plans.

   ii. The Contractor is not required to grind the removal line to a smooth finish.

   iii. The work shall also be include protection to the traveling public during removal such as protective curtain shielding in accordance with SP 524 – Protective Curtain Shielding. This work is considered incidental to the haunch removal item.

c. Milling Concrete Slab (SP 202): The top 2.5" of the existing toll slab concrete shall be milled. Refer to the Special Provisions for machinery restrictions. Care shall be taken to avoid damaging existing GFRP reinforcement.

d. Construction Access Ways (SP 510): Repairs to the Northern Hart Brook Culvert will require access to both the inlet and outlet ends of the culvert. Access to the inlet shall be provided by a temporary access road constructed by the Contractor within the limits of disturbance shown on the Plans. Access to the outlet shall be provided via the existing gravel access road from Goddard Road, for which a temporary easement has been obtained from the City of Lewiston. The Contractor is responsible for maintaining this access road throughout construction and restoring it to its original condition upon completion of the work.

e. Cofferdams (SP 511): A cofferdam with bypass pumping is required at Northern Hart Brook to allow debris removal and repairs to be completed in the dry. A Working Drawing shall be submitted to be reviewed and accepted by the Resident.

   i. For information only, the City of Lewiston previously dewatered the culvert in 2014 to facilitate utility pipe repairs. During that operation, the City reported using three 6-inch-diameter pumps throughout the month of October.

f. Temporary Earth Support Systems (SP 511): A temporary earth support system (TESS) is provided to allow for wingwall reconstruction at the Northern Hart Brook Culvert. A Value Engineering Proposal shall be submitted if the TESS is not required and the excavation can be completed by open cut per standards. All excavation and regrading of embankment material to facilitate wingwall reconstruction is considered incidental to this item.

g. Concrete Repairs (Suppl Spec and SP 518): Plan repair areas are based on Inspection Drawings completed by the 2021 Underwater Inspection report. A contingency is provided on the plans. The Contractor shall inspect the culvert after dewatering and identify concrete repair and joint repair areas with approval from the Resident. The floor (bottom) slab was not inspected due to debris buildup; however, a contingency repair quantity was provided on the Plans.

h. Elastomeric Concrete (SP 518): Prior to placing the elastomeric concrete, the Contractor shall remove any areas of deteriorated concrete in accordance with the Supplemental Specification Section 518 and as directed by the Resident. If the repair depth is less than 6 inches from the top of the proposed header, the work shall include placement of new elastomeric concrete in

accordance with Special Provision 518 (Elastomeric Concrete). If the depth of repair is greater than 6 inches from the top of the proposed header, AAA concrete modified with 3/8" aggregate may be used for the repair and the header in accordance with Special Provision 518 – Concrete Header Repair and at the direction of the Resident.

i. Silicone Coated and Pre-Compressed Seal (SP 520): At South Street Underpass, the Contractor shall remove the existing compression seal and sawcut the top flanges of the existing steel edge beams. The saw cutting shall be performed with a circular metal cutting saw and/or large grinder with meta cutting blades 8 inches or more in diameter. Torches are unacceptable. A straight-line marker is required. Layout of the cuts shall be reviewed and approved by the Resident prior to beginning work. Straightness of the cuts must be 1/8" in per 12 feet or better. All cut edges shall be smoothed. Labor used to perform saw curing of the existing steel edge beam top flanges shall be completed by qualified welders in accordance with the most recent edition of the D1.5 Code.

j. Joint Seal Repair (SP 520): At Falmouth Road Underpass, approximately 10% of the Abutment No.1 joint seal is dislodged. The existing seal shall remain in place and be reset and sealed with a joint seal adhesive product recommended by Watson Bowman Acme or approved equal.

17. Questions

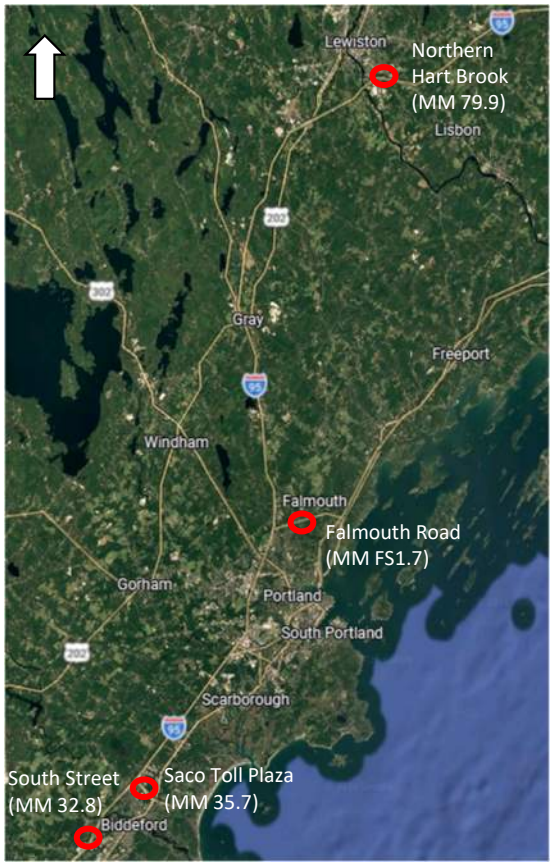
MTA CONTRACT 2026.10
BRIDGE, TOLL, AND CULVERT REPAIRS

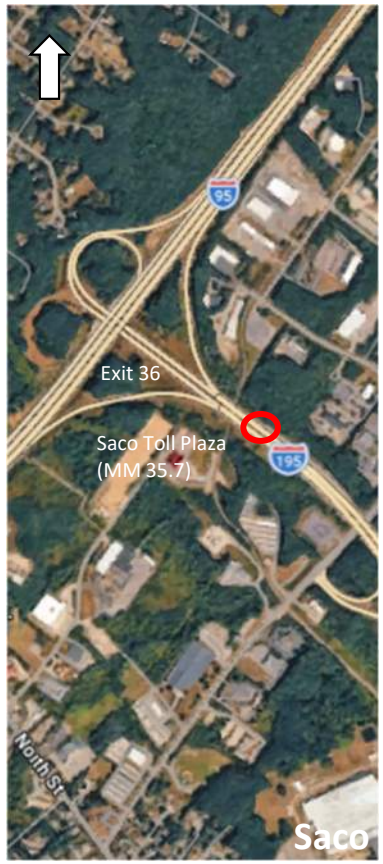
SOUTH STREET UNDERPASS
SACO TOLL PLAZA
NORTHERN HART BROOK CULVERT
FALMOUTH ROAD UNDERPASS

PRE-BID CONFERENCE

February 3rd, 2026

1. LOCATION – FOUR SEPARATE PROJECT LOCATIONS





2. GENERAL DESCRIPTION - SOUTH STREET UNDERPASS (MM 32.8)

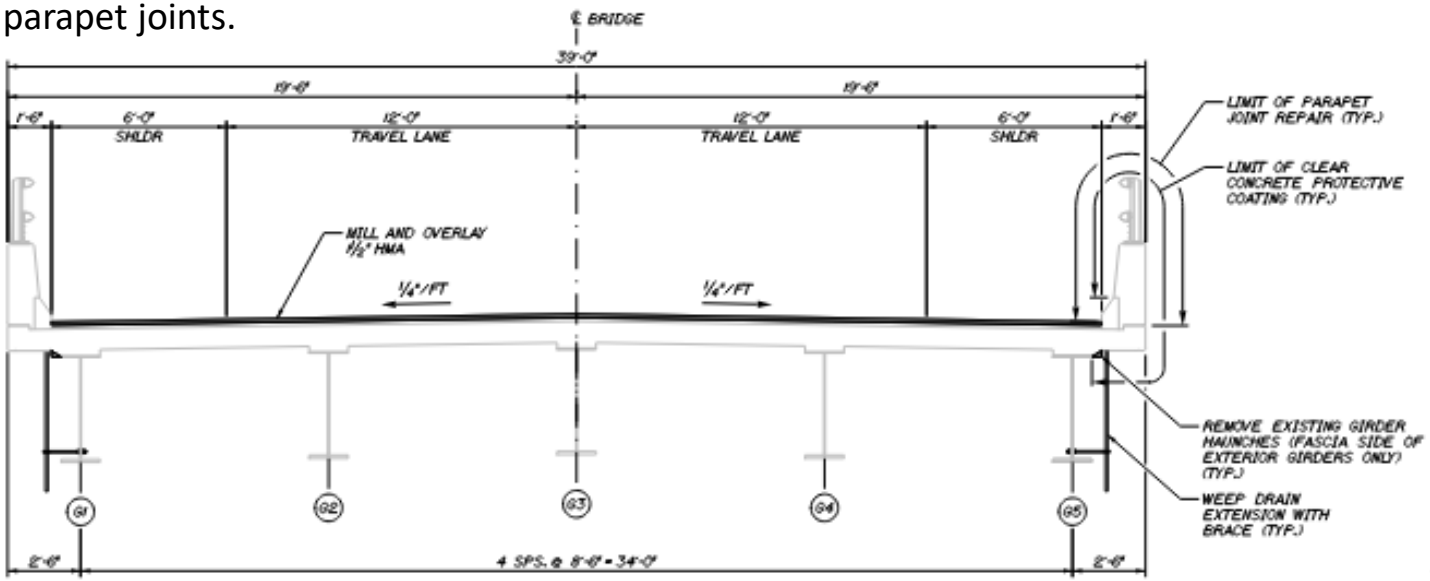
2. GENERAL DESCRIPTION - SOUTH STREET UNDERPASS (MM 32.8)

Underpass Bridge Elevation (Looking North)

Underpass Bridge Top of Deck (Looking West)

2. GENERAL DESCRIPTION - SOUTH STREET UNDERPASS (MM 32.8)

- Mill and overlay 1 1/2” of bridge pavement.
- Apply clear protective coating on concrete parapets and backwall.
- Repair concrete parapet joints.
- Remove concrete girder haunches.
- Modify joints and install elastomeric header.
- Extend weep drains



Typical Section

2. GENERAL DESCRIPTION – SACO TOLL PLAZA (MM 35.7)

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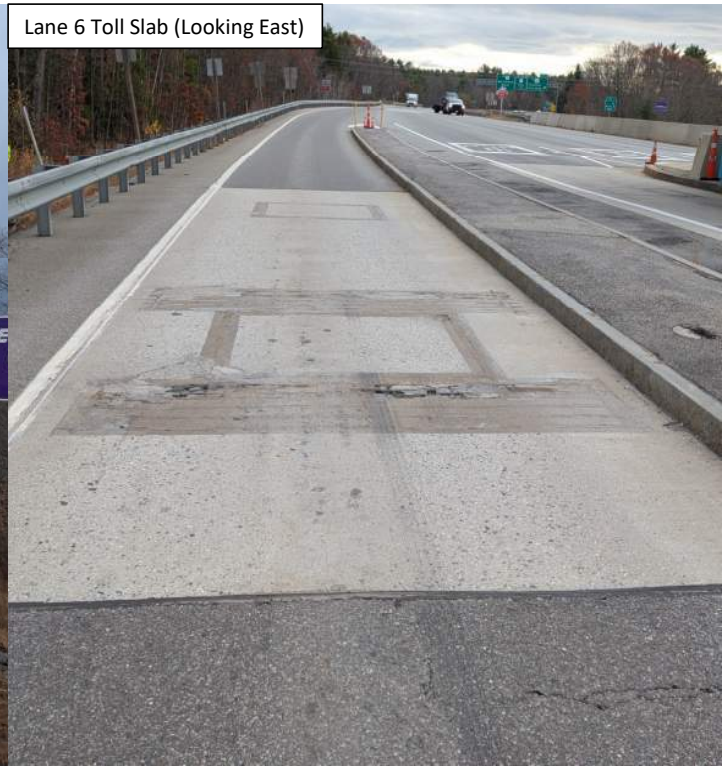
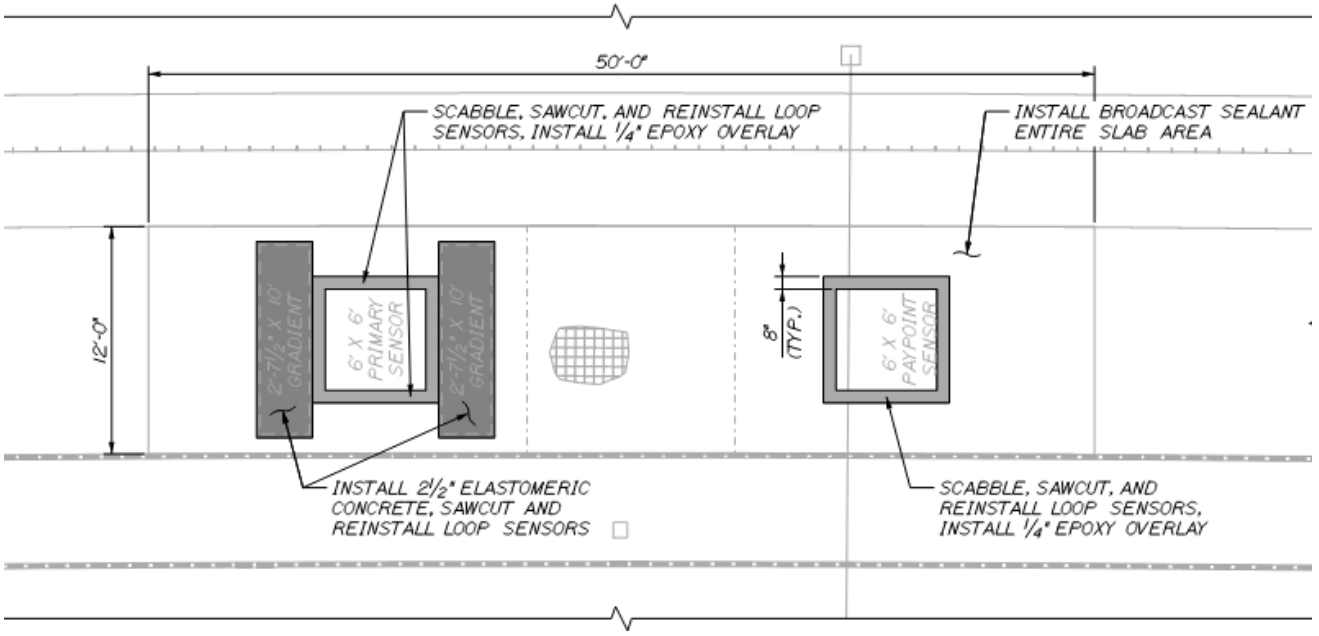
Saco Toll Plaza (Looking West)

Lane 6 Toll Slab (Looking East)



2. GENERAL DESCRIPTION – SACO TOLL PLAZA (MM 35.7)

- Localized concrete slab milling.
- Elastomeric concrete placement.
- Sawcutting for loop installation.
- Epoxy Overlay & Broadcast Sealant.



Repair Plan

2. GENERAL DESCRIPTION – NORTHERN HART BROOK CULVERT (MM 79.9)

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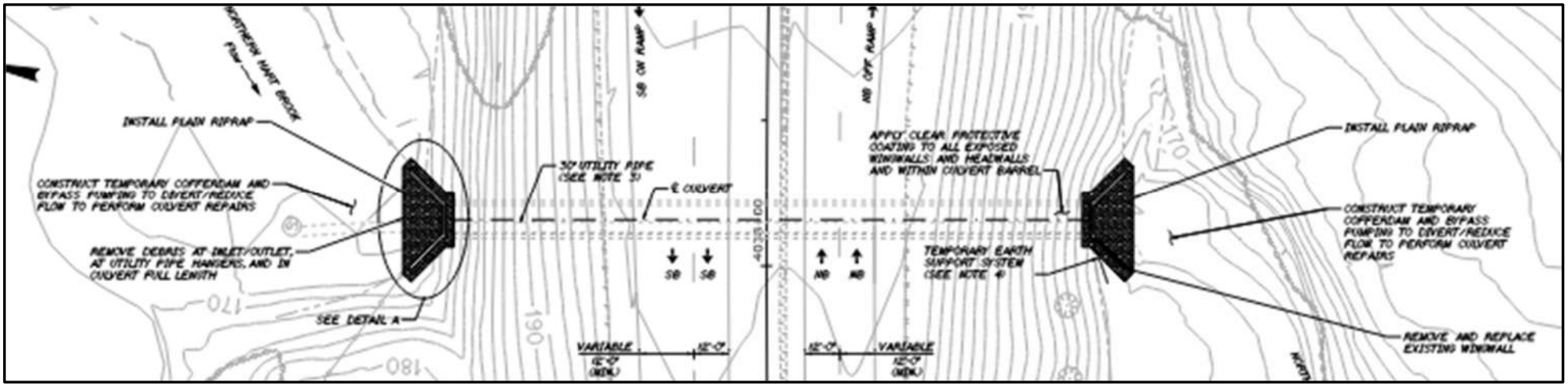
- Remove all debris within barrel, at utility hangers and pipe, and at culvert ends.
- Replace existing South-East wingwall.
- Concrete repairs within barrel and at wingwalls.
- Install riprap at Culvert Inlet and Outlet



General Plan

2. GENERAL DESCRIPTION – NORTHERN HART BROOK CULVERT (MM 79.9)

Culvert Inlet (Looking South)

Culvert Outlet (Looking North)

2. GENERAL DESCRIPTION – NORTHERN HART BROOK CULVERT (MM 79.9)

2. GENERAL DESCRIPTION – FALMOUTH ROAD UNDERPASS (MM FS1.7)

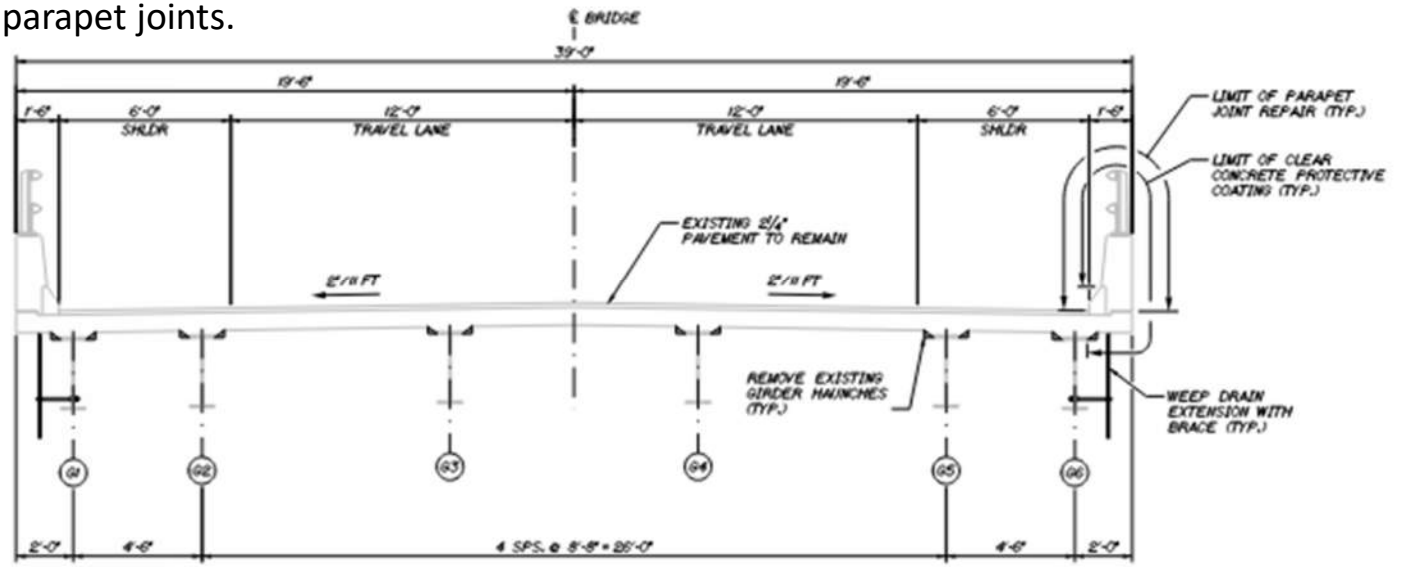
2. GENERAL DESCRIPTION – FALMOUTH ROAD UNDERPASS (MM FS1.7)

Underpass Bridge Elevation (Looking West)

Underpass Bridge Top of Deck (Looking South)

2. GENERAL DESCRIPTION – FALMOUTH ROAD UNDERPASS (MM FS1.7)

- Mill and overlay 1 1/2” of approach pavement.
- Apply clear protective coating on concrete parapets and backwall.
- Repair concrete parapet joints.
- Remove concrete girder haunches.
- Reset joint seal and install elastomeric header.
- Extend weep drains



Typical Section

3. BID

- Proposal/Bid opening is February 17, 2026, at 10:00 A.M. at the office of the MTA at 2360 Congress Street, Portland.
- To submit specific questions, use the electronic Request for Information (RFI) tab at https://www.maineturnpike.com/projects/construction-contracts for Contract 2026.10.
  - Responses will not be prepared for questions received by telephone.
- All questions shall be submitted on or before 4:00 p.m. on February 10, 2026 to be considered.

4. NOTIFICATION

- Contractor shall **obtain approval** from the Authority **prior to visiting** the Project site for field inspection.
  - Contact Mr. Steve Tartre (207-482-8144) or startre@mainturnpike.com

5. CONSTRUCTION SCHEDULE/PROSECUTION OF WORK

- MTA Board is scheduled to consider the Contract Award on **February 26, 2026**.
- All work at all locations shall be completed by **November 20, 2026**.

- **South Street and Falmouth Road Underpass** Substantial Completion August 21, 2026
  - Substantial completion is defined as the following:
    - All bridge work that requires shoulder and/or lane closures complete.
    - All roads fully open to traffic including shoulders and surface pavement and pavement markings.
  - Traffic shall not be reduced to alternating one-way traffic until June 12, 2026 at South Street and June 22, 2026 at Falmouth Road (*to be part of Addendum No. 1*), or the end of the 2025-2026 school year, whichever is later. Alternating one-way traffic shall be removed prior to the start of the 2026-2027 school year. Note that the Trek Across Maine utilizes the Falmouth Road Bridge on June 21, 2026.
  - The maximum length of alternating one-way traffic is **sixty (60)** consecutive calendar days.

5. CONSTRUCTION SCHEDULE/PROSECUTION OF WORK (CONT'D)

- **Saco Toll** Substantial Completion May 15, 2026
  - Substantial completion is defined by the following:
    - All slab repairs completed and loops installed with toll lane 6 re-opened to traffic.
    - Approval of work by the System Integrator (S.I.)
  - The maximum length of closure of Saco Toll Plaza lane 6 is thirty (30) consecutive calendar days.
- **Northern Hart Brook Culvert** Substantial Completion October 30, 2026.
  - Substantial completion is defined by the following:
    - All in-water culvert repair work required by the Contract.
    - All permanent erosion control measures, including but not limited to loam, seed, mulch, and erosion control mix, complete.
    - Mainline fully opened to traffic including shoulders.
  - In-water work window starts July 15, 2026 and ends on September 30, 2026.

6. WAGE RATES

- Maine Department of Labor Fair Hourly Wages are in place for this contract. The Contractor will be required to follow 2026 wage rates for the appropriate Maine County based on project location as shown in the special provision.

7. UTILITY COORDINATION

- Utility adjustments are **not anticipated** as part of this project.
- The Contractor shall contact **Dig Safe** and any non-member utility operators through OK-TO-DIG prior to any work.
- **Northern Hart Brook Culvert**: City of Lewiston
  - Sewer Pipe Protection
  - Utility Inspection by City of Lewiston
  - Culvert Structural Inspection by MTA and/or Engineer
- **Falmouth Road Underpass**: Portland Water District
  - Coordination will be required with the Portland Water District to reset existing water main and service line valves embedded in the approach pavement limits to match final grade.

8. COORDINATION WITH OTHER CONTRACTORS

- The following projects are anticipated in the vicinity of this project:
  - Widened Concrete Haunch Removals and Bridge Mounted Sign Relocation (Various Locations, MM 1.5 to MM 44.0) – MTA Contract 2025.16
  - Roadside Clearing (MM 18.0 to MM 32.4) – MTA Contract 2026.15
  - Pavement Rehabilitation and Safety Improvements (MM 68.5 to MM 74.9) – MTA Contract 2026.01
  - Androscoggin River Overpass Bridge Repairs (MM 78.9) – MTA Contract 2025.06

9. LEAD PAINT

- 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.

10. PERMIT REQUIREMENTS

- Project considered **maintenance exempt** with no agency permits.
- This 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 (MOA).
- The Contractor shall comply with the conditions and compliance standards outlined in the **MaineDOT Best Management Practices for Erosion & Sedimentation Control**, the Stormwater MOA, and the Maine Construction General Permit.
- 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).
- The Contractor **shall provide a limit of disturbance (LOD) plan** illustrating Contractor's proposed limit of earthwork disturbance at Northern Hart Brook. The LOD plan shall be submitted for review and approval, to the Resident within 14 days of Contract award.

11. WETLAND AND WATERBODY IMPACTS

- The Northern Hart Brook (MM79.9) is classified as a stream. Prior to starting work, the Contractor shall submit for approval a detailed construction plan for the repairs to be completed.

12. LIMITS OF OPERATION

- The in-water work window starts July 15, 2026 and ends on September 30,2026. All in-water work at Northern Hart Brook shall be completed during this period.

13. GENERAL REQUIREMENTS

- The Specifications are divided into three parts: Part I, Supplemental Specifications, Part II, Special Provisions, and Part III, Appendices. Please review thoroughly.
- U-Turns at toll plazas and median openings **not allowed**. (Supplemental Specification 105.5.1)
- 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.
- **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.
- **Class III safety vests** must be worn at all times.
- (SP 105.5.1) Toll Free Passage on the Turnpike will be provided for **four electronic EZPass** toll transponders or toll cards. Additional compensation is as outlined in SP 661 Toll Stipend with Pay **Item 661.10 Toll Stipend**.

14. TRAFFIC CONTROL – GENERAL (SP 652)

- Special Provision Section 652 replaces MaineDOT Standard Specification (2014 Edition) and MTA Supplemental Specification Section 652 (2016 Edition).
- Substantive revisions in the 652 Special Provision have been **bolded for clarity**.
- The Contractor is responsible for supplying **all traffic control devices**.
- Payment for Maintenance of Traffic Control Devices **shall include all costs** associated with providing, maintaining, and removing all required devices, including but not limited to: temporary concrete barrier, work zone crash cushions, temporary pavement marking lines, construction signs, panel markers, flashing arrow boards, portable changeable message signs, sequential flashing lights, barricades, drums, cones, automated trailer-mounted speed limit signs, truck-mounted attenuators, portable light towers, temporary portable rumble strips, and removal of all such devices.
- The Contractor is responsible for the **placement, relocation, removal, and maintenance** of all traffic control devices. Maintenance of these devices is required **24 hours per day**, seven days per week, and the Contractor shall inspect them as necessary to ensure compliance.

14. TRAFFIC CONTROL – GENERAL (SP 652) (CONT'D)

- Temporary detours, lane closures, and construction phasing shall be established and maintained in accordance with the details shown on the Plans and the requirements of the Special Provisions.
  - A **truck-mounted attenuator** (TMA) shall be used for **all lane closures** on the Turnpike mainline, all temporary shoulder closures (i.e., closures not protected by temporary concrete barrier), and during any construction activity where workers are exposed to traffic without positive protection.
  - A TMA shall also be used for all work performed behind guardrail when that work occurs within the guardrail deflection zone (within four feet behind the guardrail posts).
  - **Automated trailer-mounted speed limit signs** shall be used only when a work zone speed limit is in effect and shall be required whenever the work zone speed limit is active.
  - TMAs and automated trailer-mounted speed limit signs are **incidental to Item 652.361 – Maintenance of Traffic Control Devices**.

14. TRAFFIC CONTROL – GENERAL (SP 652) (CONT'D)

- Turnpike Closures
  - Lane closures shall conform to the **lane closure tables** provided in Section 652.
  - All lane closures require the **approval of the Resident**. The Resident must submit lane closure requests to the MTA **by noon on Thursday** for closures planned for the following week. The Contractor shall plan all work and lane closure needs accordingly. All closures are subject to MTA approval.
  - Supplemental liquidated damages will be assessed at $1,000 per five minutes for each five-minute interval that a temporary lane closure **remains in place outside the allowable times**.
- All signs that do not apply to the current construction activity shall be fully covered or removed in accordance with the Plans. This requirement includes covering or removing any speed limit signs when a work zone speed limit is in effect.
- Traffic control devices shall be NCHRP 350 compliant. Devices manufactured after December 31, 2019 shall meet MASH requirements.

15. TRAFFIC CONTROL – SITE SPECIFIC (SP 652)

- **South Street Underpass Bridge Repairs**: All work shall be completed in two construction phases and maintained under a temporary traffic signal system with alternating one-way traffic. The temporary traffic signals shall conform to Special Provision 643 – Temporary Traffic Signals and Special Provision 652 – Specific Project Maintenance of Traffic Requirements, as well as all applicable Plan details.
  - Emergency vehicle preemption compatible with local town emergency services is required for this project. *Traffic Emitter type and information to be provided in Addendum No. 1.*
  - Flagger controlled temporary lane closures may only be used between 10AM and 3PM.
  - Temporary concrete barrier may be substituted for drums.
- **Saco Toll Plaza Concrete Slab Repairs (Lane 6)**: All work shall be performed in a single operation under a long-term closure of Toll Lane 6.

15. TRAFFIC CONTROL – SITE SPECIFIC (SP 652) (CONT'D)

- **Northern Hart Brook Culvert Repairs**: All work shall be conducted using temporary mainline lane closures and temporary access roads. A temporary easement has been secured allowing the use of a gravel access road from Goddard Road to the east (outlet) end of the culvert.
- **Falmouth Road Underpass Bridge Repairs**: All work shall be completed in two construction phases and maintained under a temporary traffic signal system with alternating one-way traffic. The temporary traffic signals shall conform to Special Provision 643 – Temporary Traffic Signals and Special Provision 652 – Specific Project Maintenance of Traffic Requirements, as well as all applicable Plan details.
    - Emergency vehicle preemption compatible with local town emergency services is required for this project. *Traffic Emitter type and information to be provided in Addendum No. 1.*
    - Temporary concrete barrier may be substituted for drums.

16. SPECIFIC CONTRACT ITEMS

- **Debris Removal (SP 201)**: The Contractor shall remove and dispose of debris (including timber, tree branches, tires, rubbish, and sediment accumulation) at culvert inlet/outlet, along utility pipe, at utility pipe hangers, and the interior culvert floor/slab. Sediment removed from the culvert interior shall be **reused on-site** within the designated areas on the plans.
- **Removing Existing Girder Haunches (SP 202)**: The existing girder haunches at the South Street Underpass and Falmouth Road Underpass shall be removed using pneumatic chipping hammers of a size approved by the Resident, or other methods approved by the Resident.
    - The Contactor shall remove the haunches to an approximate 45-degree angle, as shown in the Plans.
    - The Contractor is not required to grind the removal line to a smooth finish.
    - The work shall also include protection to the traveling public during removal such as protective curtain shielding in accordance with **SP 524 – Protective Curtain Shielding**. This work is considered **incidental** to the haunch removal item.
- **Milling Concrete Slab (SP 202)**: The top 2.5” of the existing toll slab concrete shall be milled. Refer to the Special Provisions for machinery restrictions. Care shall be taken to avoid damaging existing **GFRP reinforcement**.

16. SPECIFIC CONTRACT ITEMS (CONT'D)

- **Construction Access Ways (SP 510)**: Repairs to the Northern Hart Brook Culvert will require access to both the inlet and outlet ends of the culvert. Access to the inlet shall be provided by a temporary access road constructed by the Contractor within the limits of disturbance shown on the Plans. Access to the outlet shall be provided via the existing gravel access road from Goddard Road, for which a temporary easement has been obtained from the City of Lewiston. The Contractor is responsible for maintaining this access road throughout construction and restoring it to its original condition upon completion of the work.
- **Cofferdams (SP 511)**: A cofferdam with **bypass pumping** is required at Northern Hart Brook to allow debris removal and repairs to be completed in the dry. A Working Drawing shall be submitted to be reviewed and accepted by the Resident.
    - For information only, the City of Lewiston previously dewatered the culvert in 2014 to facilitate utility pipe repairs. During that operation, the City reported using three 6-inch-diameter pumps throughout the month of October.
- **Temporary Earth Support Systems (SP 511)**: A temporary earth support system (TESS) is provided to allow for wingwall reconstruction at the Northern Hart Brook Culvert. All excavation and regrading of embankment material to facilitate wingwall reconstruction is considered incidental to this item.

16. SPECIFIC CONTRACT ITEMS (CONT'D)

- **Concrete Repairs (Suppl Spec and SP 518)**: Northern Hart Brook culvert repair areas are based on Inspection Drawings completed by the 2021 Underwater Inspection report. A contingency is provided on the plans, actual limits of repair to be determined by the Resident after debris removal and dewatering.
- **Elastomeric Concrete (SP 518)**: Prior to placing the elastomeric concrete, the Contractor shall remove any areas of deteriorated concrete in accordance with the Supplemental Specification Section 518 and as directed by the Resident. If the repair depth is less than **6 inches from the top** of the proposed header, the work shall include placement of new **elastomeric concrete** in accordance with Special Provision 518 (Elastomeric Concrete). If the depth of repair **is greater than 6 inches** from the top of the proposed header, **AAA concrete modified with 3/8" aggregate** may be used for the repair and the header in accordance with Special Provision 518 – Concrete Header Repair and at the direction of the Resident.
- **Silicone Coated and Pre-Compressed Seal (SP 520)**: At South Street Underpass, the Contractor shall remove the existing compression seal and sawcut the top flanges of the existing steel edge beams. Specific cut layout requirements are documented in special provision and in Plan details.
- **Joint Seal Repair (SP 520)**: At Falmouth Road Underpass, approximately 10% of the Abutment No.1 joint seal is dislodged. The existing seal shall remain in place and be reset and sealed with a joint seal adhesive product recommended by Watson Bowman Acme or approved equal.

QUESTIONS?

Maine Turnpike Authority
Contract 2026.10
Bridge, Toll, and Culvert Repairs
Various Locations: South Street Underpass (MM 32.8), Saco Toll Plaza (MM 35.7), Northern Hart Brook (MM 79.9), Falmouth Road Underpass (MM FS1.7)

HNTB

SIGN-IN SHEET **PRE-BID MEETING** **February 3, 2026**

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