

TOWN OF SCARBOROUGH, MAINE



NORTH SCARBOROUGH THREE INTERSECTION PROJECT RFP #382024

ADDENDUM #1

April 12, 2024

Prepared By:

Town of Scarborough
Engineering & Technical Services Dept.
P.O. Box 360
259 US Route One
Scarborough, Maine 04070
(207) 730-4300

ADDENDUM #1 – SUMMARY

This Addendum modifies, amends, and supplements designated parts of the Contract Documents, Project Manual, and Drawings for the Construction of the North Scarborough Three Intersection Project in the Town Scarborough, Maine, and is hereby made an integral part thereof by reference and shall be as binding as though inserted in its entirety in the locations specified herein. It shall be the responsibility of the Contractor to notify any and all Sub-contractors and suppliers they intend to use for various part of the work, or any changes included in this addendum. The Contractor shall provide written acknowledgement of receipt of this addendum with the bid submission.

A. Modifications/Amendments/Clarification to Information to Bidders

- 1) *Do you know when this is expected to start?*

Response: We will provide an executed contract to the successful bidder as quickly as possible and would allow construction activity to begin immediately. We anticipate the awarding process to take a little over a week and would anticipate that a contractor could start construction on or before May 1, 2024.

B. Modifications/Amendments/Clarification to Technical Specifications and Drawings

- 2) *Could you please specify the Federal 595, (or other) color code for the “Moss Green” that is requested for this bid?*

Response: The Town of Scarborough traffic signal infrastructure is Moss Green. This is designated as reference number RAL6005.

- 3) *In the communication and signal interconnect notes on sheet 2, it calls for all three intersections to be interconnected via fiber and connected back over the town’s internet. Can you confirm that the Saco St & Beech Ridge Rd intersection is to receive new fiber as well?*

Response: There will not be any traffic signal work as part of this contract at the intersection of Saco St at County Rd. However, the project does include traffic signal work at both Gorham Rd at County Rd and Gorham Rd at Saco St, which includes a complete replacement of traffic signal equipment including: traffic signal cabinets and connection to the Town’s fiber. The Town has installed fiber (and back-up power) from the Fire Station over to both Gorham Rd intersections. As part of this contract, fiber connection to both of those signal cabinets is required.

- 4) *Looking over the specs for this project and it includes a description of a connected vehicle system. Does Scarborough really want the RSU equipment installed?*

Response: Connected roadside units are not required as part of this project. Article 12, Intelligent Transportation Systems, Connected Roadside Unit shall be removed in its entirety. Item No. 643.80 shall not include any cost associated with connected roadside units. The Town would anticipate future installation; therefore,

the contractor shall take care not to prohibit the installation under a separate contract.

- 5) *For the dual-purpose mast arms, will a luminaire mounting height of 28' with a 6' luminaire arm be acceptable?*

Response: For the dual-purpose mast arms a mounting height of 28' with a 6' luminaire arm is acceptable for luminaires.

- 6) *In specification section 8.03 B, it states that "Expansion joints will be provided at ends of curve radii, or wherever the curb meets rigid structures such as building foundations or fire hydrants." Expansion joints at the end of curve radii is not a common practice for Slipform curb. I assume this came from the MDOT specification that was revised earlier this year. After speaking with Scott Bickford of the MDOT, they have revised this to remove the expansion joints at the curve radii. There are still expansion joints where it meets building joints and fire hydrants. I have attached the revised language from Scott and will send along the email chain for your records. Can you please clarify if expansion joints will be required at the end of curve radii?*

Response: We concur with your interpretation, and Article 8 shall be removed from the specifications and replaced in its entirety with the appended and updated Article 8, based on new guidance from MDOT. Attachment A includes the updated Article 8.

Attachments

- 1) Attachment A – Article 8 (as amended)

~ END OF ADDENDUM 1 ~

Attachment A

Amended Article 8

*to be inserted in its entirety into the
Technical Specifications*

April 12, 2024

ARTICLE 8 – CONCRETE SLIPFORM CURB

8.01 *Description*

- A. This work shall consist of furnishing and placing Slipform Concrete Curb in close conformity with the plans, or as authorized by the Owner.

8.02 *Materials*

- A. Except as provided below, the materials used shall meet the requirements specified in Section 700 – Materials:

Portland Cement and Portland Pozzolan Cement	701.01
Water	701.02
Fine Aggregate for Concrete	703.01
Coarse Aggregate for Concrete	703.02
Air Entraining Admixtures	703.03

- B. A mix design for the Portland Cement Concrete shall be submitted to the Resident meeting the requirements below:
 - 1. Class A with the exception that permeability requirements shall be waived.
 - 2. Entrained air content of Slipform curbing shall be 4.0% to 7.0%.
 - 3. Concrete temperature prior to discharge shall not exceed 90 F.
 - 4. Proposed mix designs may contain polypropylene fibers.
- C. Partially discharged loads may be retempered with water provided the maximum water to cement ratio is not exceeded.

8.03 *General*

- A. Preparation of Base: Before placing the curb, the foundation course shall be thoroughly cleaned of all foreign and objectionable material. The Contractor shall not place Slipform Concrete Curb on a wet or frozen base. Base pavement for placing epoxy resin binder and slipform curbing may be in an SSD condition but no standing water shall be allowed. String or chalk lines shall be positioned on the prepared base to provide guide lines. For HMA or PCC base the foundation shall be uniformly painted with an epoxy resin adhesive from the MaineDOTs Qualified Products List (QPL). The Contractor shall submit the adhesive that they propose to utilize with the concrete mix design. The adhesive must be approved prior to placement and used in accordance with manufacturers recommendations.
- B. Placing: Concrete shall be placed with an approved Slipform machine that will produce a finished product according to the design specified in the plans. For cold weather slip forming, the outside temperature must be at least 36°F (2.2°C) and rising. The curb shall be placed on a firm, uniform bearing surface, shall conform to the section profile specified in the plans, and shall match the appropriate grade. Expansion joints will be provided wherever the curb

meets rigid structures such as but not limited to building foundations, catch basin headers, or fire hydrants. Contraction joints will be placed at 10 foot (3 m) intervals using sawing methods, which shall cut 1-3" into the concrete. Contraction Joints shall be cut between 1 and 7 days after placement. Joints shall be constructed perpendicular to the subgrade and match other joints in roadways, sidewalks or other structures when applicable.

- C. Curing and Sealing: Proper curing shall be insured through the use of either a combination curing/sealing compound spray that meets ASTM 1315 Type 1-Class A, or a curing compound spray that meets ASTM 309 type 1-D – Class A. Curing may also be accomplished by the methods specified in Section 502.15 of the Specifications. If a combination curing/sealing compound spray is not used, a separate sealing compound from the MaineDOT Qualified Products List for a Type 2 sealer shall be applied after the concrete has cured.
- D. Protection: Slipform curb must be adequately protected after placement. The concrete shall be allowed to cure for at least 72 hours. During cold weather conditions, when temperatures drop below the required temperature of 36°F (2.2°C) after placement, curbing shall be protected by concrete blankets or a combination of plastic sheeting and straw. After any placement of Slipform curb, regardless of weather conditions, the placed curb shall be adequately protected by traffic control devices as necessary.
- E. Marking: When required, the curb shall be painted and coated with glass beads in accordance with Section 627 - Pavement Marking. Curb designated to be painted shall not be sealed unless a combination curing/sealing compound is used.
- F. Acceptance: Curb shall be accepted or rejected based on finish, alignment, entrained air content, and compressive strength. Acceptance testing for air content and compressive strength will be under Section 502 Method C. All damaged curb shall be removed and replaced at the Contractor's expense.

8.04 *Method of Measurement*

- A. Concrete Slipform curb will be measured by the linear foot along the front face of the curb at the elevation of the finished pavement, complete in place and accepted.

8.05 *Basis of Payment*

- A. The accepted quantities of curb will be paid for at the contract unit price per linear foot as specified.
- B. There will be no separate payment for concrete, sealing, incidental materials, or labor needed to install the curb, but these will be considered included in the work of the related curb.
- C. Removal of existing curb and necessary excavation for installing curb will not be paid for directly, but shall be considered to be included in the curb pay item. Base and Subbase material will be paid for under Section 304 - Aggregate Base and Subbase Course. Backing up machine laid curb is incidental to the curb items. Loam, as directed, will be paid under Section 615 – Loam.
- D. Payment will be made under:

609.161	Concrete Slipform Curb – Vertical	LF
609.21	Concrete Slipform Curb	LF

609.219 Concrete Slipform Curb – Terminal End

LF