ADDENDUM NO. 2
TO
CONTRACT DRAWINGS AND SPECIFICATIONS

August 3, 2007

MAINE TURNPIKE AUTHORITY
ADMINISTRATIVE BUILDING
CONTRACT NO. 2007.07

A/E PROJECT NO. 06016

The specifications and drawings are amended herein. This addendum consists of 5 pages of written text, plus Sketches ADD-1 through ADD-3. These items replace original items previously issued or are to be added to the Bidding and Construction Documents as indicated.

Bidders are required to acknowledge receipt of this addendum on the BID FORM in the space provided. Failure to acknowledge all addenda may cause the bid to be considered not responsive to the invitation, which would require rejection of the Bid.

The Contract Documents for solicitation of Bids for the construction are hereby changed as follows:

PART I – PERTAINING TO THE SPECIFICATIONS:

1. Section 01010 – Summary:
   a. 1.7 Delete in its entirety, and replace with the following:
      1.7 TRAFFIC CONTROL AND MANAGEMENT:
      A. Temporary: Control and management of traffic during construction will be required to safely and efficiently integrate construction related vehicles with surrounding streets. Contractor shall comply with all applicable federal, state, and city requirements and standards to manage traffic during construction.
      B. Contractor shall submit, for approval, a traffic control plan prior to construction showing any proposed lane closures, shoulder closures and/or traffic stoppages. The plan shall be done in conformance with the latest version of the Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD). Construction shall not commence until the Contractor's traffic control plan is approved.
      C. Congress Street and Hutchins Drive Traffic Control Requirements: Two-lane traffic and turning lanes shall be maintained at all times with the exception of installing and removing traffic control devices and during construction on or immediately adjacent to the roadway. Traffic may be reduced to one lane controlled by flaggers during the off-peak hours (between 9:00 a.m. to 4:00 p.m., and between 6:30 p.m. and 6:00 a.m.) Monday through Friday. Peak hours defined as 6:00 a.m. to 9:00 a.m., and 4:00 p.m. to 6:30 p.m. Due to the proximity of the utility work to the intersection of Congress Street with Hutchins Drive and Jetport Road, the traffic control plan may need to override the traffic signals at this intersection. The City of Portland requires a uniformed police officers (traffic officers) to direct traffic at a signalized intersection when signals

are not in use. Flaggers shall be used to control traffic when City of Portland uniformed traffic control officers are not required by the City of Portland. Neither traffic officers or flaggers will be measured for payment, but considered incidental to the Contract.

D. Jetport Road/Park & Ride Lot: Two lane traffic and turning lanes on the Connector Road and within the park & ride lot shall be maintained at all times.

E. Construction Access Points: The documents describe on CS301 three possible locations for stabilized construction entrances for Contractor access into the project site. In addition to the MDOT/BMP requirements for constructing a stabilized construction entrance, the Contractor is required to close these entrances to the public, and appropriately sign to clearly prohibit unauthorized access.

F. To facilitate access from the local roads to the project site, the Contractor may choose to retain the services of qualified flaggers to help stop road traffic to allow the Contractor's access.

G. All costs associated with traffic control and management are incidental to the Contract.

2. Section 02630 – Storm Drainage:

a. Delete 2.01.A. Recycled Corrugated High Density Polyethylene (HDPE-R) Pipe and replace with the following:

A. Corrugated High Density Polyethylene (HDPE) Pipe:

a. 1- through 60-inch pipe for use in gravity flow stormwater drainage applications to be Hancor Sure-Lok ST, or approved equal.

b. Pipe to have smooth interior and annular exterior corrugations.

c. 4- through 10-inch shall meet AASHTO M252 Type S.

d. 12- through 60-inch shall meet AASHTO M294 Type S, or ASTM F2306.

e. Manning's "n" value for use in design shall be 0.012.

B. Joint performance: Pipe shall be joined using a bell and spigot joint. Gaskets, when applicable, shall be made of polyisoprene meeting the requirements of ASTM F477 with the addition that the gaskets shall not have any visible cracking when tested according to ASTM D1149 after 72 hour exposure in 50 PPHM ozone at 104 deg F. Gaskets shall be installed by the pipe manufacturer and covered with a removable wrap to ensure the gasket is free from debris. A joint lubricant supplied byt eh manufacturer shall be used on the gasket and bell during assembly. standard connections shall meet or exceed the soil-tight requirements of AASHTO M252, AASHTO M294, or ASTM F2306.

C. Fittings: Fittings shall conform to AASHTO 252, AASHTO M294, or ASTM F2306. Fabricated fittings , where accessible, shall be welded on the interior and exterior at all junctions.

D. Material properties: Virgin material for pipe and fitting production shall be high density polyethylene conforming with the minimum requirements of cell classification 424420C for 4- through 10-inch diameters, or 435400C for 12- through 60-inch diameters, as defined and described in the latest version of ASTM D3350. The 12- through 60-inche virgin pipe material shall be a slow crack resistant material evaluated using the notched constant ligament-stress (NCLS) test according to the procedure described in AASHTO M294, Section 9.5. Average NCLS test specimens must exceed 24 hours with no test result less that 17 hours.

3. 03300 – Cast in Place Concrete and Reinforcement:
   a. Revise 2.12 CONCRETE MIXES, C., D AND E as follows:
      C. Footings: Proportion normal-weight concrete mix as follows:
         1. Compressive Strength (28 Days): 3000 psi (27.6 MPa).
         2. Maximum Slump: 4 inches (100 mm).
         3. Maximum water/cement ratio = 0.45.
         4. Maximum Slump for Concrete Containing High-Range Water-Reducing Admixture: 8 inches (200 mm) after admixture is added to concrete with 2 to 4-inch (50 to 100 mm) slump.
      D. Concrete Slabs on Grade: Proportion normal-weight concrete mix as follows:
         1. Compressive Strength (28 Days): 4000 psi (27.6 MPa).
         2. Maximum Slump: 4 inches (100 mm).
         3. Maximum water / cement ratio = 0.45.
         4. Fiber Reinforcement
         5. Maximum Slump for Concrete Containing High-Range Water-Reducing Admixture: 8 inches (200 mm) after admixture is added to concrete with 2 to 4-inch (50 to 100 mm) slump.
         6. Air Entrainment: See structural drawings.
      E. Foundation Walls, Piers, Retaining Walls and Elevated Slabs: Proportion normal-weight concrete mix as follows:
         1. Compressive Strength (28 Days): 4000psi (27.6 MPa).
         2. Maximum Slump: 4 inches (100 mm).
         3. Maximum water / cement ratio = 0.45.
         4. Maximum Slump for Concrete Containing High-Range Water-Reducing Admixture: 8 inches (200 mm) after admixture is added to concrete with 2 to 4-inch (50 to 100 mm) slump.

PART II – PERTAINING TO THE DRAWINGS:

1. AE101 – FIRST FLOOR PLAN:
   a. Interior Elevation Schedule: Add the following:

Elevation	Room Name & No.	Wall	Elevation Reference
55	Waiting 129	N	E1/AE219
56	Vending 155	E	E5/AE219

   a. Delete: Three "A3" window tags along the B-Line, between the 1 and 2-Lines. Note: Elevation Key Note E14 on AE202 requires that the future opening for an A3 size window be framed and that the masonry opening be headed with lintels and closed in with recessed brick.

2. AE102 – SECOND FLOOR PLAN:
   a. Detail reference E7/AE532: Revise to E7/AE531-Similar.
   b. Delete detail reference D7/AE515 along C-Line at 2-Line.

3. AE103 – THIRD FLOOR PLAN:
   a. Interior Elevation Schedule: Add the following:

Elevation	Room Name & No.	Wall	Elevation Reference
57	Waiting 330	N	E9/AE219

b. Detail Reference J1/AE511: Revise to E10/AE511-Similar.
c. Detail Reference J4/AE511: Revise to A10/AE511-Similar.
d. Delete detail reference D7/AE515 along C-Line at 2-Line.

4. AE121 – FIRST FLOOR REFLECTED CEILING PLAN:
   a. Revise detail reference in Breakroom No. 154 from J4/AE515 to J7/AE515.

5. AE122 – SECOND FLOOR REFLECTED CEILING PLAN:
   a. Revise detail reference to the northwest of column C/5 from E10/AE515 to A10/AE515.

6. AE515 – SECTIONS AND DETAILS:
   a. Add detail A4/AE515 – "Section at Beam" included herein as Sketch No. A-3.
   b. Revise G1-Soffit Section @ Light Cove to read J1-Soffit Section @ Light Cove.
   c. Revise G4 – Soffit Section @ Recessed Light Cove to read J4-Soffit Section @ Recessed Light Cove
   d. Revise G4-Soffit Section to read J7-Soffit Section
   e. Revise G10-Soffit Section @ Clear Story/Skylight to read J10-Soffit Section @ Clear Story/Skylight.
   f. Revise D1-Soffit Section @ Recessed Light Cove to read E1-Soffit Section @ Recessed Light Cove.
   g. Revise D4-Soffit Section to read E4-Soffit Section.
   h. Revise D7-Soffit Section @ Bracing to read E7-Soffit Section @ Bracing.
   i. Revise D10-Section @ Recessed Projection Screen to read E10-Section @ Recessed Projection Screen.

7. AE541 – STAIR SECTIONS & DETAILS:
   a. A1/AE541: Revise detail reference E4/AE543 to J4/AE543.

8. AE543 – STAIR DETAILS:
   a. Add details A4/AE543 – "Section Detail @ Stair Landing" and E1/AE543 – "Section Detail @ Top of Stair" included herein as Sketches No. A-1 and A-2.
   b. Revise the top row of details from E1, E4, E7 and E10 to J1, J4, J7 and J10.

9. AE622 – DOOR & WINDOW ELEVATIONS:
   a. Detail Reference J1/AE624 on A1 – Butt-Glazed Frame Elevations, #B6: Revise to J10/AE624.

10. S1.0 – GENERAL STRUCTURAL NOTES:
    a. CONCRETE: Revise C4. to read: All garage slabs and concrete permanently exposed to the weather shall contain 4% to 7% air entrainment admixture.

PART III– GENERAL INFORMATION RELATING TO THE PROJECT:
These items provide supplemental information to the Contract.

Question 1: "Is the solid surface section referenced at A10/AE625 for waiting 129?"
Response: Yes.

Question 2: "There is no section for waiting window 330."

Response: A10/AE624.

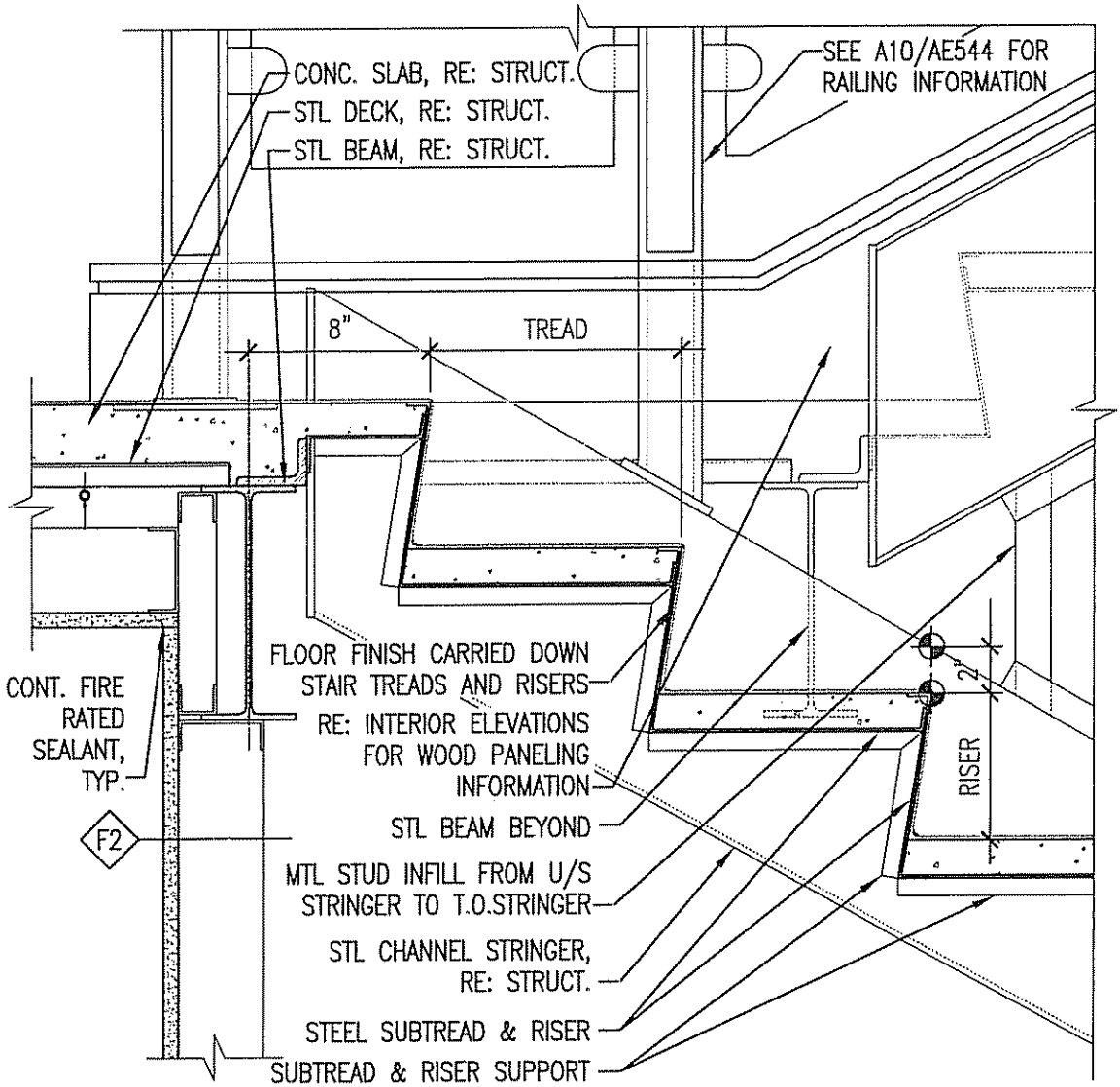
Question 3: "Is door 168c correct on AE101 and on the door schedule?"
Response: Yes.

Question 4: "Is door frame 310c hollow metal?"
Response: No, it is aluminum as scheduled on AE613 and as elevated on A1/AE621.

Question 5: "The stair details all note to refer to the structural drawings in regard to channel stringers, conc filled stl pans, stl angle supports, steel channel supports, steel channel, tec. but these members are not shown on the structural drawings. Please provide the sizes and gauges of these materials?
Response: Stair channel stringers are C12x20.7 as described on A6 & K11/S5.7. Specification Section 05511, 1.3, A. requires the fabricator to design and detail balance of the stair structure.

Question 6: Has a color for aluminum-framed entrance and storefront been selected? If not, what should be the basis of pricing?
Response: A custom color.

END OF ADDENDUM No.1



SMRT

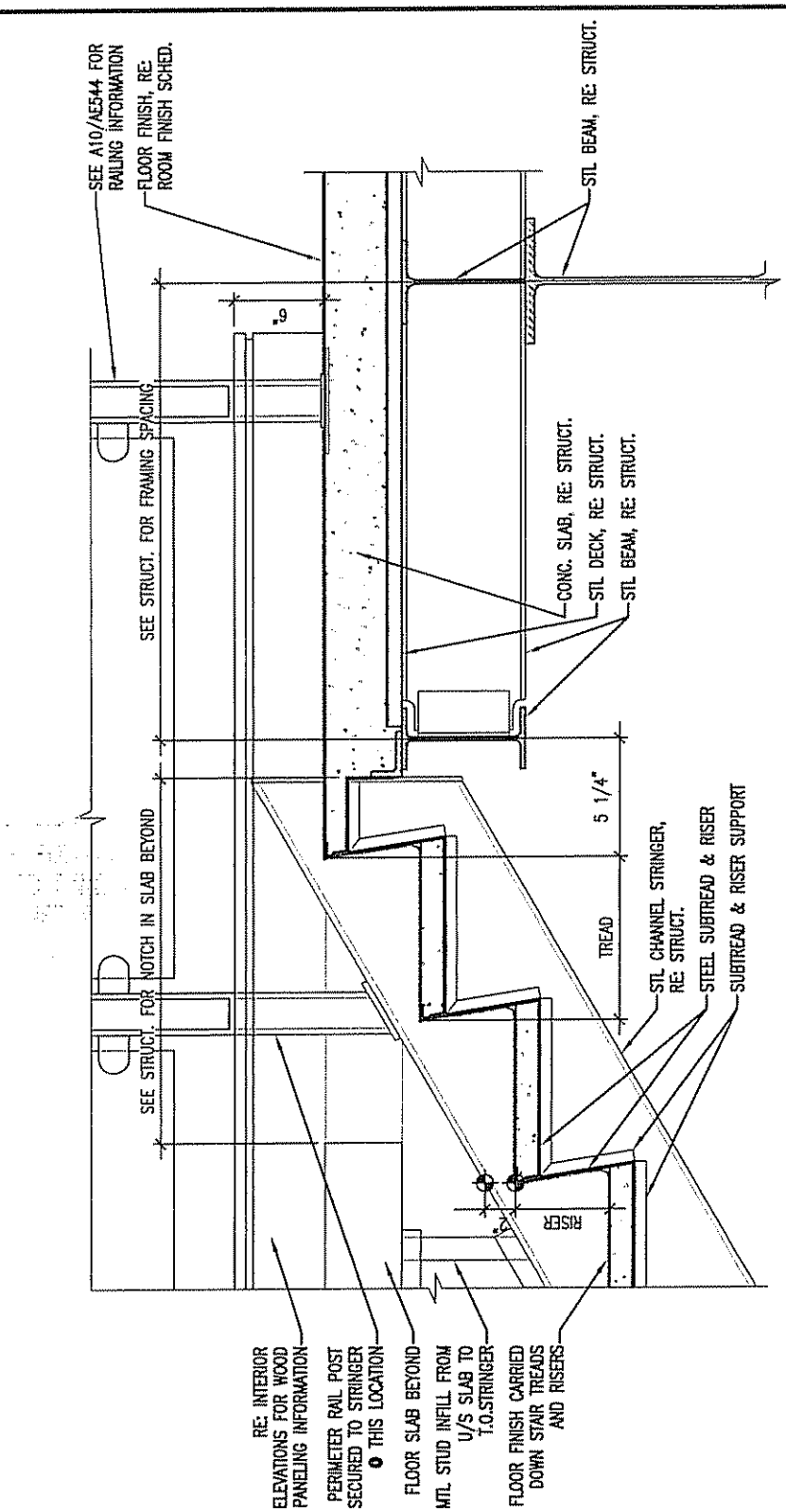
ARCHITECTURE ENGINEERING PLANNING

SMRT
144 Fore Street/P.O.Box 618 PORTLAND, MAINE 04104
tel. (207) 772-3846 / fax. (207) 772-1070

SCALE:	1 1/2"=1'-0"
CAD FILE:	AE543-06016
PROJECT No.	06016
REF. SHEET:	AE543
PM: SLB	ADDENDUM No. ADD-2
A/E: SLB	SKETCH No. A-1
DATE: 8-3-07	

PROJECT: MAINE TURNPIKE AUTHORITY
ADMINISTRATION BUILDING

SUBJECT: ADDED A4/AE543
SECTION DETAIL @ STAIR LANDING



SMRT

ARCHITECTURE ENGINEERING PLANNING

SMRT

144 Fore Street/P.O.Box 618 PORTLAND, MAINE 04104

tel. (207) 772-3846 / fax. (207) 772-1070

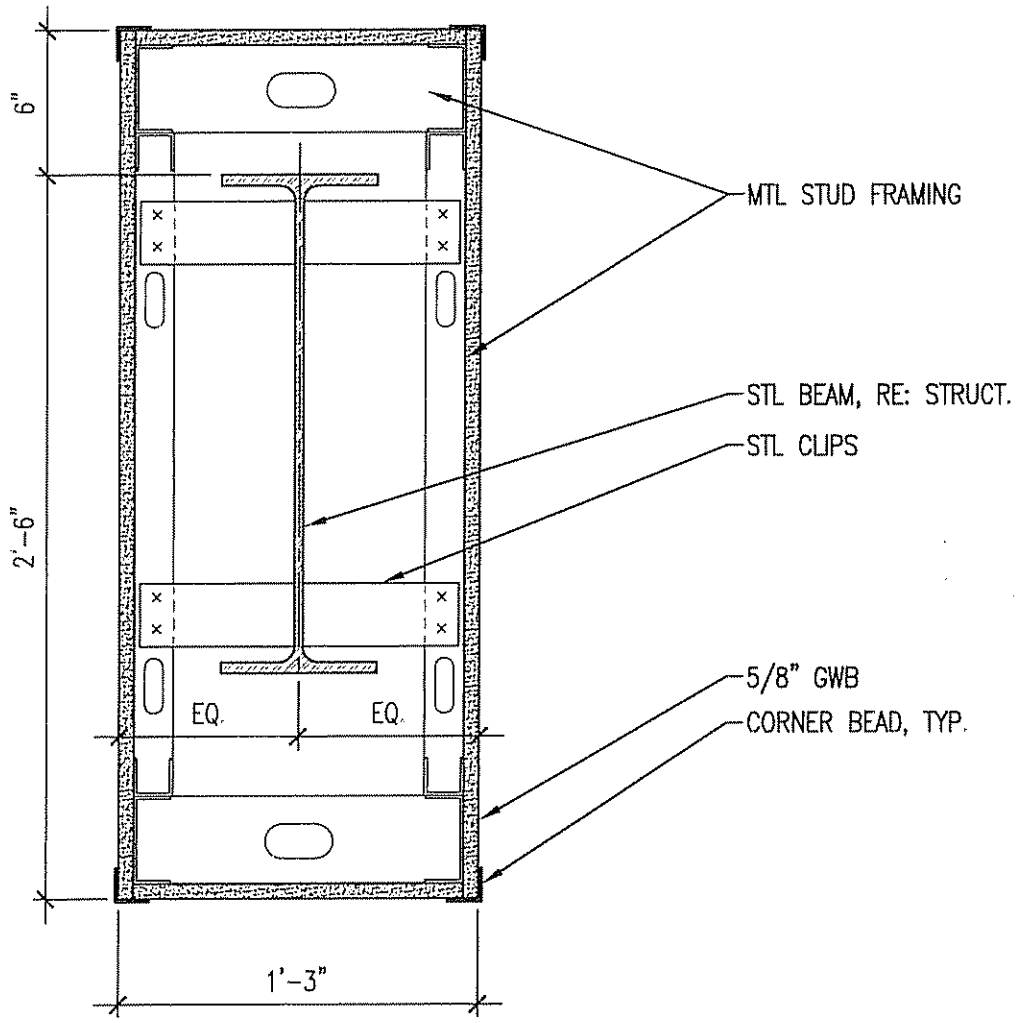
SCALE:	1"=1'-0"
CAD FILE:	AE543-06016
PROJECT No.	06016
REF. SHEET:	AE543
PM:	SLB
A/E:	SLB
DATE:	8-3-07

ADDENDUM No. **ADD-2**

SKETCH No. **A-2**

PROJECT: MAINE TURNPIKE AUTHORITY
ADMINISTRATION BUILDING

SUBJECT: ADDED E1/AE543
SECTION DETAIL @ TOP OF STAIR



SMRT

ARCHITECTURE ENGINEERING PLANNING

SMRT
144 Fore Street/P.O.Box 618 PORTLAND, MAINE 04104
tel. (207) 772-3846 / fax. (207) 772-1070

SCALE:	1 1/2"=1'-0"
CAD FILE:	AE515-06016
PROJECT No.	06016
REF. SHEET:	AE515
PM: SLB	ADDENDUM No. ADD-2
A/E: SLB	SKETCH No. A-3
DATE: 8-3-07	

PROJECT: MAINE TURNPIKE AUTHORITY
ADMINISTRATION BUILDING

SUBJECT: ADDED A4/AE515
SECTION @ BEAM