



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION
AUGUSTA, MAINE
04333-0016

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

January 23, 2009
Subject: **Poland**
State Project No. NH-1001(400)E
State Pin No. 010014.00
Amendment No. 5

Dear Sir/Ms:

Note: An additional Geotechnical report has been added to the web site; Middle Range Bridge Over Pond Outlet, Poland, Maine

Make the following changes to the bid documents:

In the Bid Book, after page 44, **INSERT** the attached "SPECIAL PROVISION, SECTION 104, GENERAL RIGHTS AND RESPONSIBILITIES, (Electronic Payroll Submission), 1 page dated January 21, 2009.

In the Bid Book, after page 55, **INSERT** the attached "SPECIAL PROVISION, SECTION 108, PAYMENT, (Asphalt Escalator), 1 page dated January 21, 2009.

The following questions have been received:

Question: Amendment No.2, sheet 2, asks to add item 608.08, Reinforced Concrete Sidewalk M2 144 (sheet 17 of 251), to Bridge Alternate 2 only. With the bridge being 12 meters long, the sidewalk would have to be 12 meters wide to come up with a quantity of 144M2. What is the intent, which side of the bridge is it to be located, how does it transition with the roadway beyond, is 144 M2 the correct quantity and should this be located on sheet 18 of 251?

Response: Item 608.08, Reinforced Concrete Sidewalk was added to general highway items, not to Bridge Alternate #2

Question: Plan Sheet 19 of 251, Summary of Excavation & Borrow. Under Common Excavation there are two Pavement Items. Salvage In Fill for 805CM and Salvage (Outside Roadway Excavation) for 29CM. This adds up to 834CM. Then under Item 1, Total Common Excavation Deductions, the quantity is 9016CM. Can you clarify how much pavement is to be removed?

Response: Quantities for excavation of pavement in fills (805 cm) and pavement off alignment (29 cm) require additional excavation payment (i.e. why there is a line in the



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common excavation estimate), whereas pavement along the alignment within the cut (8182 cm, not noted on the sheet) is already included within the "COMMON EXCAVATION (FROM CROSS SECTIONS)." Thus the 8182 cm of pavement in cut along the alignment is included in the 61,312 cm of excavation along Route 26. The entire amount of pavement excavated ($8182+805+29 = 9016$ cm) must be included in the "DEDUCTIONS: PAVEMENT SALVAGE (CUT/FILL/OUTSIDE ROADWAY EX.)", because none of it can be used as suitable borrow, and thus must be deducted from the total amount of common excavation available for fill.

Question: Bid Item 0310 – 604.092, Catch Basin, Type B1-C was changed by Amendment #4 to 62 EA. The Drainage Schedule on Sheets 20 and 21 of 251 only shows 54 EA. What are the locations of the additional 8 Structures?

Response: Catch basin increase in quantity was due to additional depth of several CB's, over the standard depth, which is covered in the Standard Specifications for payment.

Question: Is it possible to get cut/fill volumes by station?

Response: No, please refer to the excavation summary sheet and cross sections.

Question: Special Provision, Section 203, "Ex & Embankment (Cont. Soil & Ground Water Management), the 1st paragraph on page 67 states that the H.A.S.P. must be submitted to the Resident 2 weeks prior to any excavation work on the project. Is it acceptable to submit the H.A.S.P. 2 weeks prior to working in either Area B or Area C?

Response: The H.A.S.P. should be completed submitted, and approve prior to any excavation.

Question: Reference concrete slab; please provide the thickness of the concrete leveling slab cast above the prestressed precast slabs?

Response: The minimum thickness of the leveling slab is 44 mm at the left curb line. Because the abutment seat is level, the thickness is 44 mm at the left curb and 112 mm at the right curb. If the Contractor proposed to slope the bridge seat so that the leveling slab is 44 mm at the left curb and 44 mm at the right curb, that change would be accepted.

Question: Reference Item No. 607.24, Remove and Reset Fence, 190M. What kind of fence is it? Is it set in concrete?


Response: The fence appears to be wooden; it is not intended to be set in concrete.

Question: Does the allowed 21 calendar days for the completion of Stage #2 include the concrete cure time for the superstructure slab? If the cure time is included, what is the minimum time acceptable?

Response: The 21 days allowed includes up to the moment that the two lanes of traffic are no longer separated by a work zone. The superstructure slab shall be water cured for a minimum of seven days. However, traffic loads may be applied to the superstructure slab as soon as it has reached design strength provided that the Contractor keeps the surface continuously wet for the remainder of the seven day period by an approved method.

Consider these changes and information prior to submitting your bid on **January 28, 2009**.

Sincerely,


For Scott Bickford
Contracts & Specifications Engineer

SPECIAL PROVISION
SECTION 104
GENERAL RIGHTS AND RESPONSIBILITIES
(Electronic Payroll Submission)

104.3.8.1 Electronic Payroll Submission The prime contractor and all subcontractors and lower-tier subcontractors will submit their certified payrolls electronically on this contract utilizing the Elation System web based reporting. There is no charge to the contracting community for the use of this service. The successful contractor will receive detailed instruction on the use of this system to pass onto their subcontractors.

SPECIAL PROVISION
SECTION 108
PAYMENT
(Asphalt Escalator)

108.4.1 Price Adjustment for Hot Mix Asphalt: For all contracts with hot mix asphalt in excess of 500 tons total, a price adjustment for performance graded binder will be made for the following pay items:

- Item 403.206 Hot Mix Asphalt - 25 mm
- Item 403.207 Hot Mix Asphalt - 19 mm
- Item 403.208 Hot Mix Asphalt - 12.5 mm
- Item 403.209 Hot Mix Asphalt - 9.5 mm (sidewalks, drives, & incidentals)
- Item 403.210 Hot Mix Asphalt - 9.5 mm
- Item 403.211 Hot Mix Asphalt - Shim
- Item 403.212 Hot Mix Asphalt - 4.75 mm
- Item 403.213 Hot Mix Asphalt - 12.5 mm (base and intermediate course)

Price adjustments will be based on the variance in costs for the performance graded binder component of hot mix asphalt. They will be determined as follows:

The quantity of hot mix asphalt for each pay item will be multiplied by the performance graded binder percentages given in the table below times the difference in price between the base price and the period price of asphalt cement. Adjustments will be made upward or downward, as prices increase or decrease.

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|--------------------|--------------------|
| Item 403.206: 4.8% | Item 403.210: 6.2% |
| Item 403.207: 5.2% | Item 403.211: 6.2% |
| Item 403.208: 5.6% | Item 403.212: 6.8% |
| Item 403.209: 6.2% | Item 403.213: 5.6% |

Hot Mix Asphalt: The quantity of hot mix asphalt will be determined from the quantity shown on the progress estimate for each pay period.

Base Price: The base price of performance graded binder to be used is the price per standard ton current with the bid opening date. This price is determined by using the average New England Selling Price, as listed in the Asphalt Weekly Monitor.

Period Price: The period price of performance graded binder will be determined by the Department by using the average New England Selling Price, listed in the Asphalt Weekly Monitor current with the pay period ending date of the progress estimate. The maximum Period Price for paving after the adjusted Contract Completion Date will be the Period Price on the adjusted Contract Completion Date.