



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

April 18, 2008
Subject: **Brunswick – Gardiner I-295**
Project No. IM-1511(400) E
Pin No. 015114.00
Amendment No. 2

Dear Sir/Ms:

Please make the following change to the Bid Book:

After page 90, **ADD** the attached "SECTION 400, SPECIAL PROVISION, HOT MIX ASPHALT PAVEMENT, 401 HOT MIX ASPHALT CENTERLINE JOINT DENSITY" dated April 17, 2008 (2 pages).

The following questions have been received:

Question: Before the double thrie rail can be installed, we would need to remove the existing double guardrail with rub rail. We would do this work from a lane closure in the south bound lane. Do we need to reinstall guardrail each day to keep guardrail closed each night or can we remove all the guardrail before starting to reinstall?

Response: New double thrie beam shall be installed daily (within 24 hours where existing Type 3 double guardrail with rub rail is removed).

Question: According to Special Provision Section 107, it does not mention that we cannot work on Memorial Day Weekend. Is this correct?

Response: Yes

Question: Will a 4 mile closure be allowed on the southern end of the project to meet the shortened time period of June 15th?

Response: No

Question: If the southern section 511+00 to 712+50 in not completed by June 15th, will the upper section from 729+50 to 1661+00 still be allowed to be closed to traffic?



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Response: Yes

Question: Will ramps 28 and 31 be allowed to be closed and worked on during the day or will the work have to be done at night even if they are completed prior to the August 31st deadline?

Response: All ramps, except those in the closure when I-295 is closed, shall remain open to traffic from 6:30 AM to 7:30 PM.

Question: When paving the acceleration and deceleration lanes for the ramps, will the HMA have to be the same as the mainline or can the HMA come from another plant?

Response: The acceleration and deceleration lanes do not have to be paved with the polymer modified HMA items. The material may be from different HMA plants than mainline; this will be dealt with on a case by case basis.

Question: When installing the tribeam, a north bound lane closure will be required; will this be considered a shoulder closure or a lane closure?

Response: Northbound lane closures will not be required for installation of thrie beam.

Question: Can concrete protective coating for the second phase concrete for the 3 lower bridges be installed after June 15 without penalty? The schedule does not allow enough time for the 14 day curing period after concrete placement per specification.

Response: The concrete protective coating for the 3 lower bridges will be waived.

Question: Can the substructure repair work on the three lower bridges (518.60 & 518.61) be completed after June 15th, if traffic is not impacted, without penalty?

Response: The amount noted on the plans is a nominal amount carried for minor repair work to the backwalls if deteriorated concrete is found. The decision to waive the penalty will be made when the extent of the repair work is determined in the field.

Question: Will MDOT provide an “extremely accelerated effort 24/7” to approve shop drawings?

Response: Yes, we recognize that this work will require an extremely accelerated effort for all. We will do everything we can to turn around the shop drawings in a timely manner.

Question: Where are the trees and areas that require clearing located as they are not on the plans?

Response: We do not have specific information as of now, they are undetermined locations.

Consider these changes and information prior to submitting your bid on **April 23, 2008.**

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford". The signature is fluid and cursive, with a large initial "S" and "B".

Scott Bickford
Contracts & Specifications Engineer

SECTION 400
 SPECIAL PROVISION
HOT MIX ASPHALT PAVEMENT
 401 HOT MIX ASPHALT CENTERLINE JOINT DENSITY

401.30 Description The Department will measure centerline joint pavement density using core samples tested according to AASHTO T-166. The Department will randomly determine core locations. The Contractor shall cut 6 in [150 mm] diameter cores at no additional cost to the Department by the end of the working day following the day the pavement is placed, and immediately give them to the Department. The cores will be placed in a transport container provided by the Department and transported by the Contractor to the designated MDOT Lab as directed by the Department. Pre-testing of the cores will not be allowed. At the time of sampling, the Contractor and the Department shall mutually determine if a core is damaged. If it is determined that the core(s) is damaged, the Contractor shall cut new core(s) at the same offset and within 3 ft [1 m] of the initial sample. At the time the core is cut, the Contractor and the Department will mutually determine if saw cutting of the core is needed, and will mark the core at the point where sawing is needed. The core may be saw cut by the Contractor in the Department's presence onsite, or in an MDOT Lab by The Department, without disturbing the layer being tested to remove lower layers of Hot Mix Asphalt Pavement, gravel, or RAP. No recuts are allowed at a test location after the core has been tested. A minimum of five centerline joint cores will be obtained for each lot. Upon conclusion of each lot, density results shall be examined for statistical outliers as stated in Section 106.7.2.

401.31 Acceptance This method utilizes Quality Level Analysis and pay factor specifications as described in Section 106. For Hot Mix Asphalt Pavement designated for acceptance under Quality Assurance provisions, the Department will sample once per subplot on a statistically random basis, test, and evaluate in accordance with the following Acceptance Criteria:

TABLE 1: ACCEPTANCE CRITERIA

PROPERTIES	POINT OF SAMPLING	LOT SIZE	SUBLOT SIZE	TEST METHOD
%TMD (Centerline Joint)	Completed centerline joint	5000 ft* [1520 m]	1000 ft [300 m]	AASHTO T269

* Lot size will not exceed 7500 ft [2280 m]. Projects longer than 7500 ft [2280 m] will be divided into two or more lots. Partial lots will be included in the previous lot if equal to or less than one-half the size of a normal lot. If greater than one-half the normal lot size, it will be tested as a separate lot.

The Department will determine a pay factor using acceptance limits from Table 2.

TABLE 2: METHOD A DENSITY ACCEPTANCE LIMITS

	LSL
Percent of Maximum Theoretical Density*	91.0

* The Theoretical Maximum Density will be determined from the average of the Gmm values used to determine the percent compaction of the nearest acceptance cores on either side of the Centerline Joint Core from each adjacent mat.

The Department will calculate the price adjustment for Centerline Joint Density as follows:

$$\text{Where} \quad \text{PA} = (\text{joint density PF} - 1.0)(Q)(P) \times 0.40$$

$\text{PA} = \text{Price Adjustment}$
 $Q = \text{Quantity of traveled way pavement represented by PF in ton [Mg]}$
 $P = \text{Contract price per ton [Mg]}$
 $\text{PF} = \text{Pay Factor}$

The maximum pay factor for Centerline Joint Density shall be 1.02; minimum pay factor shall be 0.95.