



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

March 18, 2010
Subject: **Scarborough, Falmouth,
Cumberland, Yarmouth, Freeport, South
Portland & Portland**
Federal Project No's: IM-1677(400)E &
STP-1705(500)E
State Pin No's: 016774.00 & 017055.00
Amendment No. 1

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book (pages 98 and 99), **REMOVE** "SPECIAL PROVISION, SECTION 105, GENERAL SCOPE OF WORK, (LIMITATIONS OF OPERATIONS), 2 pages dated February 24, 2010 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 105, GENERAL SCOPE OF WORK, (LIMITATIONS OF OPERATIONS), 2 pages dated March 8, 2010.

In the Bid Book (page 103), **REMOVE** "SPECIAL PROVISION, SECTION 107, PROSECUTION AND PROGRESS, (CONTRACT TIME)", 1 page dated February 24, 2010 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 107, PROSECUTION AND PROGRESS, (CONTRACT TIME)", 1 page dated March 8, 2010.

In the Bid Book, after page 103, **INSERT** the attached "SPECIAL PROVISION, SECTION 107, TIME, (Scheduling of Work and Truck Hauling Routes)", 1 page dated March 8, 2010.

In the Bid Book (page 105), **REMOVE** and disregard "SPECIAL PROVISION, SECTION 108, PAYMENT, (Incentive/Disincentive)", 1 page dated February 24, 2010.

In the Bid Book (pages 133 and 134), **REMOVE** "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT OVERLAY" 2 pages dated February 24, 2010 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT OVERLAY" 2 pages dated March 17, 2010.



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In the Bid Book (page 143), "SPECIAL PROVISION, SECTION 502, STRUCTURAL CONCRETE, (QC/QA Acceptance Methods)", **DELETE** Item **502.29 – Structural Concrete Wearing Surface** and Item **502.31 - Structural Concrete Approach Slabs**. Make this change in pen and ink.

In the Bid Book (page 149), **REMOVE** "SPECIAL PROVISION, SECTION 518, STRUCTURAL CONCRETE REPAIR, (Concrete Slab Repair)", 1 page dated February 23, 2010 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 518, STRUCTURAL CONCRETE REPAIR, (Concrete Slab Repair)", 1 page dated March 13, 2010.

In the Bid Book (page 152), **REMOVE** "SPECIAL PROVISION, SECTION 526, CONCRETE BARRIER, (Temporary Concrete Barrier)", 1 page undated and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 526, CONCRETE BARRIER, (Temporary Concrete Barrier)", 1 page dated March 17, 2010

The following questions have been received:

Question: Section 105, note 4, If the Contractor does not finish the Sta 98+87 – 264+87 work before the June 12th deadline, will LD's be assessed for the following 96 days when work is not allowed?

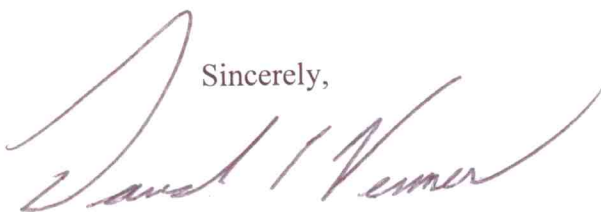
Response: Please see the above changes.

Question: Should crash cushions be considered incidental to the temporary concrete barrier item, as there are no pay items listed for crash cushions?

Response: Crash cushions shall be considered incidental to Item 526.301. Please see the updated Special Provision.

Consider these changes and information prior to submitting your bid on March 24, 2010.

Sincerely,



FOR

Scott Bickford
Contracts & Specifications Engineer

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(LIMITATIONS OF OPERATIONS)

1. Ramps may be closed down between the hours of 7:00 pm to 6:00 am with 72 hours notice.
2. Interstate Crossovers will not be allowed to be utilized to change direction. Existing Crossovers shall be closed, throughout the entire length of the project, utilizing drums during construction activities. Crossovers may not be used for storage areas. The contractor will not be allowed to park vehicles in crossovers at any time. These crossovers will be opened at the end of activities for the shift.
3. The maximum length of lane closure is 3.0 miles in length.
4. The Contractor shall abide by all hours indicating lane closure times within this Special Provision
5. The Contractor shall be allowed to work 6 days per week. The working days shall be starting Saturday through Friday at 6 a.m., as outlined in this Special Provision Note 9, except no work will be allowed on July 2 beginning at midnight to July 5 at 7 p.m., July 16 beginning at midnight to July 18 at 8 p.m., and September 3 beginning at midnight to September 7 at 8 p.m. For clarification purposes midnight shall be considered the start of the day, not the end.
6. All pipe and rental items shall be completed in an area prior to the contractor commencing placement of HMA surface in a given area. Daytime travel lane shoulder closures will be allowed until 1:00 p.m. provided there is no infringement upon mainline traffic.
7. Work on the Royal River Bridge may not begin until on or after June 18, 2010 at 9 p.m. This work shall be conducted during weekends, from Friday at 9 p.m. until Monday at noon. Once bridge joint work has begun, work shall be continuous, regardless of weather events, until completion. A lane closure of up to 3 miles in length will be allowed south of the Royal River, provided bridge work is simultaneously being performed. The Contractor shall give the Resident one weeks notice prior to commencing this schedule.
8. Bridge joint modifications shall be completed prior to any milling or paving operations within ½ mile any bridge without prior approval of the Resident.

- 9. The contractor shall be allowed to enter the roadway during the following hours; Lane closure set and removal shall be considered to be part of this time:
 - a. Sunday beginning 8pm ending Monday 6am.**
 - b. Monday beginning 8pm ending Tuesday 6am.**
 - c. Tuesday beginning 8pm ending Wednesday 6am.**
 - d. Wednesday beginning 8pm ending Thursday 6am.**
 - e. Thursday beginning 8pm ending Friday 6am.**
 - f. Saturday beginning 8 pm ending Sunday at noon.**
 - ❖ Royal River Bridge work as outlined in Note 7 shall be exempt from these work hours.****

- 10. Work on this project with the exception of the Royal River Bridge shall be performed in temporary lane closures. No other lane closures shall be allowed in the above time frames while work is being performed on the Royal River Bridge, unless otherwise approved by the Resident.**

- 11. Any circumstance outside of these time frames, the Contractor shall be charged Supplemental Liquidated Damages as outlined in Special Provision 105 (Supplemental Liquidated Damages).**

- 12. The Contractor may utilize multiple paving crews as long as applicable sections of Special Provision 652 are met, provided the Resident is given 72 hours notice.**

- 13. Traffic will not be allowed to travel on milled surfaces on the mainline. Traffic may be allowed to travel on milled surfaces on Ramps for periods of up to 48 hours. Failure to pave in areas milled will result in a violation of Special Provision 652. The Contractor shall conduct their work accordingly.**

IM-1677(400)E, PIN 16774.00
STP-1705(500)E, PIN 17055.00
Falmouth – Freeport
Scarborough - Freeport
I-295 Northbound
March 8, 2010

SPECIAL PROVISION
SECTION 107
PROSECUTION AND PROGRESS
(CONTRACT TIME)

- 1. The contractor will be allowed to commence work anytime after the award of the contract provided that all applicable plans required under this contract have been submitted and approved and a preconstruction meeting has been held.**
- 2. The completion date for this contract is September 26, 2010.**
- 3. For every calendar day not worked once operations commence, the contractor will be charged supplemental liquidated damages per standard specification 107.7.2 (excluding days lost to inclement weather).**
- 4. The contractor shall coordinate their work with other projects and Contractors located within the limits of Interstate 295, North and Southbound lanes, the Maine Turnpike Authority, and surrounding towns and cities as to prevent traffic issues.**

IM-1677(400)E, PIN 16774.00
STP-1705(500)E, PIN 17055.00
Falmouth – Freeport
Scarborough - Freeport
I-295 Northbound
March 8, 2010

SPECIAL PROVISION

SECTION 107

TIME

(Scheduling of Work and Truck Hauling Routes)

Description: The Contractor shall submit, at the time of their bid, a schedule of work and proposed locations of Hot Mix Asphalt Plants and proposed haul route for major construction material (such as hot mix asphalt and pavement millings).

In this submittal the Contractor shall also give the location(s) for all intended stockpiles for pavement millings from this project.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT OVERLAY

Desc. of Course	Grad. Design	Item Number	Bit Cont. % of Mix	Total Thick	No. Of Layers	Comp. Notes
<u>Sta. 98+38 to 264+87 and Sta. 514+75 to 660+00</u>						
<u>Travel and Passing Lanes</u>						
<u>2" Mill with 2"HMA Resurfacing</u>						
Wearing	12.5mm	403.2081	N/A	2"	1	1,5,7,12,22
<u>Sta. 264+87 to 514+75</u>						
<u>Travel and Passing Lanes</u>						
<u>4 1/4" Mill with 4 1/4" HMA Resurfacing</u>						
Wearing	12.5mm	403.2081	N/A	2"	1	1,5,7,12,22
Base	12.5mm	403.2131	N/A	2"	1	1,5,7,12,23
Shim	9.5 mm	403.211	N/A	variable	1	2,4,7,11,23
<u>Bridge Decks</u>						
<u>3" Mill and 3" HMA Resurfacing</u>						
Wearing	12.5mm	403.2081	N/A	1 1/2"	1	1,2,5,7,12,22
Base	12.5mm	403.2131	N/A	1 1/2"	1	1,2,5,7,12
<u>Exit 17 Off and On Ramps, Exit 20 Off Ramp</u>						
<u>2" Mill with 1 1/2" HMA Overlay</u>						
<u>Travelway and Shoulders</u>						
Wearing	12.5mm	403.208	N/A	1 1/2"	1	5,7,12
Shim	9.5mm	403.211	N/A	variable	1	2,4,7,11
<u>Exit 15 Off Ramps Travelway</u>						
<u>1 1/2" Mill with 1 1/2" HMA Overlay</u>						
Wearing	12.5mm	403.208	N/A	1 1/2"	1	5,7,12
<u>3" HMA</u>						
<u>Guardrail Widening, Shoulder Widening</u>						
Wearing	9.5mm	403.210	N/A	3"	2	1,5,7,12
<u>Miscellaneous Areas, Delaminated areas</u>						
Shim	9.5 mm	403.211	N/A	variable	1	2,4,7,11

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a **PG 70-28** to **PG 76-28** grading. The use of Recycled Asphalt Pavement (RAP) will not be permitted in mixtures utilizing modified PGAB's.
2. The density requirements are waived. The use of an oscillating steel roller shall be required to compact all HMA pavements placed on bridge decks in addition to the normal roller train.
4. The design traffic level for mix placed shall be 0.3 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations.**
5. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations.**

**Falmouth-Cumberland
Yarmouth-Freeport
IM-1667(400)E
I - 295 Northbound
Highway Surfacing
March 17, 2010**

7. Section 106.6 Acceptance, (1) Method A.
11. The combined aggregate gradation required for this item shall be classified as a 9.5mm “**fine graded**” mixture, (using the Primary Control Sieve control point) as defined in 703.09.
12. The combined aggregate gradation required for this item shall be classified as a 12.5mm “**fine graded**” mixture (using the Primary Control Sieve control point) as defined in 703.09.
22. The final pavement surface shall be evaluated for smoothness in accordance with the most current version of Special Provision section 402 – Pavement Smoothness. Acceptance limits shall be as outlined under the **Level 1** classification.
23. A tack coat of a **SS-1 emulsified asphalt** shall be applied at a rate of approximately 0.075 to 0.10 G/SY to the existing concrete slab surfaces prior to placement of the shim or base layer.

Tack Coat

A tack coat of emulsified asphalt, RS-1, Item #409.15 shall be applied to any existing pavement at a rate of approximately 0.025 G/SY, and on milled pavement approximately 0.05 G/SY, prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim / intermediate course and the surface course, at a rate not to exceed 0.025 G/SY.

Tack used between layers of pavement will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 518
STRUCTURAL CONCRETE REPAIR
(Concrete Slab Repair)

The Standard Specifications – Revision of December 2002; Section 518 – Structural Concrete Repair, has been amended as follows:

~~518.03 Repair Materials, paragraph 1: All structural concrete removed shall be replaced with Class LP concrete, per Section 502 – Structural Concrete. Acceptable bonding agents shall be one of the products listed on the Departments’ pre approved products list, and shall be used to bond fresh concrete or patching materials to existing hardened concrete surfaces.~~

Added after paragraph 1:

As an alternative to the Class **A** concrete **specified in section 518**, the contractor may propose the use of an accelerated **strength concrete mix design**. Acceptable methods for rapid strength gain shall include, but are not limited to, additional cementitious content, non chloride chemical accelerators, Type III Portland Cement, and heated mix water and aggregates. Trial batches shall be performed and submitted to the Department indicating a minimum of 4000 PSI compressive strength in 24 hours.

The use of rapid setting cement may be substituted for normal Portland Cement and must obtain a minimum of 5000 PSI compressive strength in 24 hours. Rapid set cement products proposed for use must have a history of long term durability and be used in strict accordance with the manufacturer’s recommendations.

The Contractor shall perform trial batches on all accelerated set or rapid setting concrete mix designs proposed for use prior to approval. Trial batches shall document entrained air contents, workability restrictions, and early age compressive strengths. Designs shall be submitted to the Department for approval before use.

All materials used for repair of concrete or reinforcing steel shall meet the applicable requirements of Division 700 as specified in Standard Specification Sections 502 and 503, respectively.

518.11 Basis of Payment: The Basis of Payment shall be revised as follows:

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
518.50 Repair of Upward Facing Surfaces- - to Reinforcing Steel, < 200 mm [7.9 in] Concrete Slab Repair	ft ²
518.51 Repair of Upward Facing Surfaces - below Reinforcing Steel, < 200 mm [7.9 in] Concrete Slab Repair	ft ²

**SPECIAL PROVISION
SECTION 526
CONCRETE BARRIER
(Temporary Concrete Barrier)**

Materials

Temporary concrete barriers must be connected using a 1-1/8 inch diameter rod, with a washer and cotter pin on the bottom as shown on the Standard Detail 526(02).

Crash cushions shall be considered incidental to Item 526.301.