



Paul R. LePage
GOVERNOR

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

David Bernhardt
COMMISSIONER

March 15, 2011
Subject: **Sidney & Augusta**
Federal Project No: IM-1679(000)E
State PIN: 016790.00
Amendment No. 3

Dear Sir/Ms:

Make the following change to the Bid Document:

In the bid book page numbers 4 thru 11, **REMOVE** the "Schedule of Items" dated 110217, eight pages total, and **REPLACE** with the attached "Schedule of Items" dated 110315, eight pages total.

In the bid book page numbers 45 thru 47, **REMOVE** the "Construction Notes", three pages total, and **REPLACE** with the attached "Construction Notes" dated March 15, 2011, four pages total.

In the bid book **REMOVE** page numbers 50 & 51 entitled "GUARDRAIL PIN 16790.00 Sidney to Augusta I-95 Southbound" two pages total, and **REPLACE** with the attached "GUARDRAIL PIN 16790.00 Sidney to Augusta I-95 Southbound" two pages total, dated March 15, 2011.

In the bid book page numbers 52 thru 54, **REMOVE** the "General Notes", three pages total, and **REPLACE** with the attached "General Notes" dated March 14, 2011, three pages total.

In the bid book, after page 109, **ADD** the attached "Special Provision Division 401 Hot Mix Asphalt Pavements (Asphalt Rich Base Mixtures)" dated March 14, 2011, two pages total.

In the bid book page numbers 110 & 111, **REMOVE** "Special Provision Section 403", two pages total, and **REPLACE** with the attached "Special Provision Section 403" dated March 14, 2011, two pages total.

The following questions have been received:

Question: Is there a reason you are requesting the C6 x 8.2# Channel option for rubrail? The 10GA roll formed section is much less expensive, more readily available and more widely used in conjunction with median barriers today.



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Response: The existing run on Maine Turnpike Authority property uses this method.

Question: Note 1 in the Spec. Prov. Sect. 403 – refers to using 64-28 PGAB for the surface mixture only. Is it the Departments expectation to use 64-28 for all HMA mixtures?

Response: The default PGAB would be 64-28 unless changed by notation in the 403.

Question: Note 1 also has a statement to “Refer to special Provision 400 Polymer Modified PGAB for HMA, for PGAB options available to the Department post Bid” – Please clarify the Departments intention/expectations.

Response: Note #1 on the 403 refers to the Department’s intent to utilize PGAB 64-28 for all travel way mixtures unless it is determined that a PGAB 70-28 is required post bid. As Special Provision 400 - Polymer Modified PGAB for HMA outlines, if the Department determines a PGAB 70-28 is required, the Department will compensate the Contractor an additional 10% of the price per ton for mixtures using PGAB 64-28.

Question: Attached, please find a portion of sheet 15 with requested dimensions. The drawings as they are, do not allow for determining the compression seal of the elastomeric concrete.

Response: The thickness of concrete header work is 3 inches for all headers. Please see attached PDF with comments for header widths. These widths are from the existing plans and rough field measurements, contractor shall field verify the widths before construction.

Question: Can you provide the curb to curb dimension for the type 6 Joint Modification. The drawing does not provide enough information to determine the quantity of elastomeric concrete required for this repair.

Response: The curb to curb widths for the two Type 1 modifications are as follows:

- Bond Brook Bridge (Gland seal): 34’ – 4”
- New Belgrade Road Bridge (Compression seal): 40’ – 0”

Question: Note on page 51 reads “Long posts will be required on back to back runs”. What do you mean by “back to back runs”? Is this the same as double guardrail?

Response: Back to back runs means back to back rail.

Question: The response in Amendment #2 is that long posts are to be 7 feet in length. The posts for double guardrail are to be 8' according to Amendment #1. Where are the 7 foot long posts to be used?

Response: Amendment #1 relating to 8 foot posts should be removed and changed to 7 foot posts. The intent was to state "Long posts will be required where guardrail posts are not backed by pavement. The actual length guardrail requiring long posts will be determined in the field. It is expected to be the majority of the length of back to back rail. Posts are to be 7 feet in length. Refer to amendment #1 for rub rail detailed installation.

Question: Page 47 of Construction Notes, item 621.** states that hourly items shall also be used for excavation involving installation of ramp widening at exit 109 on and 112 on. Is the excavation at exit 109 and 112 going to be paid as hourly items or common excavation?

Response: Item 203.20 Common Excavation will be paid for excavation for acceleration lanes at exits 109 & 112. Hourly Items will be used for other tasks.

Question: Can the truck weigh station in Sidney be used as a temporary lay down area during the project?

Response: No

Question: Notes on sheet 7 of 15 of the typical sections call for item 411.10 or millings from project 3" depth, 4 – 6' wide to be placed beneath guardrail sections prior to setting. How is the preparation or excavation of this area going to be paid?

Response: Grubbing for placement will be paid under hourly items

Question: The quantities of Common Excavation, Aggregate Subbase and Seed/Mulch seem to be overstated, is there additional quantity in locations not shown? If so, can you provide the locations of said quantity?

Response: These are based upon gravel for the ramps not being suitable.

Question: I believe the pay item 606.901 is incorrect. Shouldn't it be 606.91 Cable Barrier – 4 each?

Response: Item 606.901 is the cable in linear feet quantity 8400 LF and Item 606.90 should be item 606.91 and is the terminal end measured by each quantity 4 each. Please see the attached new Schedule of Items.

Consider these changes and information prior to submitting your bid on March 16, 2011.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford". The signature is fluid and cursive, with the first name "Scott" being the most prominent part.

Scott Bickford
Contracts & Specifications Engineer

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016790.00

PROJECT(S): IM-1679(000)E

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
SECTION 0001 PROJECT ITEMS						
0010	202.18 REMOVE EXISTING BITUMINOUS PAVEMENT (INCLUDING MEMBRANE)	LUMP	LUMP			
0020	202.20 REMOVING BITUMINOUS CONCRETE PAVEMENT	2400.000 SY				
0030	202.202 REMOVING PAVEMENT SURFACE	182000.000 SY				
0040	202.205 RUMBLE STRIPS - SHOULDER	88000.000 LF				
0050	203.20 COMMON EXCAVATION	2750.000 CY				
0060	205.512 WIDENING OF EXISTING SHOULDER	500.000 SY				
0070	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	3500.000 CY				
0080	403.208 HOT MIX ASPHALT 12.5 MM HMA SURFACE	19000.000 T				
0090	403.211 HOT MIX ASPHALT (SHIMMING)	500.000 T				
0100	403.213 HOT MIX ASPHALT 12.5 MM BASE	1600.000 T				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016790.00

PROJECT(S): IM-1679(000)E

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0110	403.2132 12.5 MM ASPHALT RICH BASE MIXTURE	250.000 T				
0120	409.15 BITUMINOUS TACK COAT - APPLIED	9000.000 G				
0130	411.10 UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	300.000 CY				
0140	424.3331 ASPHALT LOW MODULUS CRACK SEALER, APPLIED	3500.000 LB				
0150	424.3333 LOW MODULUS JOINT SEALER, APPLIED	47000.000 LF				
0160	504.07 CONCRETE PIPE TIES	68.000 GP				
0170	508.14 HIGH PERFORMANCE WATERPROOFING MEMBRANE	LUMP	LUMP			
0180	520.241 BRIDGE JOINT MODIFICATION TYPE 1 COMPRESSION SEAL	2.000 EA				
0190	520.241 BRIDGE JOINT MODIFICATION TYPE 1 GLAND SEAL	2.000 EA				
0200	527.301 ENERGY ABSORBING SYSTEM (C-A-T)	4.000 EA				
0210	603.175 18 INCH REINFORCED CONCRETE PIPE CLASS III	56.000 LF				

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CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0220	603.195 24 INCH REINFORCED CONCRETE PIPE CLASS III	336.000 LF				
0230	603.215 36 INCH REINFORCED CONCRETE PIPE CLASS III	56.000 LF				
0240	603.225 42 INCH REINFORCED CONCRETE PIPE CLASS III	16.000 LF				
0250	603.7424 REMOVE & RELAY 24 INCH CONCRETE PIPE	48.000 LF				
0260	603.743 REMOVE & RELAY 30 INCH CONCRETE PIPE	32.000 LF				
0270	603.7436 REMOVE & RELAY 36 INCH CONCRETE PIPE	8.000 LF				
0280	603.7442 REMOVE & RELAY 42 INCH CONCRETE PIPE	8.000 LF				
0290	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	20.000 EA				
0300	606.1721 BRIDGE TRANSITION - TYPE 1	8.000 EA				
0310	606.178 GUARDRAIL BEAM	400.000 LF				
0320	606.24 GUARDRAIL TYPE 3D - SINGLE RAIL	1400.000 LF				

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REVISED:

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0330	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	20.000 EA				
0340	606.352 REFLECTORIZED BEAM GUARDRAIL DELINEATORS	525.000 EA				
0350	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	60.000 EA				
0360	606.356 UNDERDRAIN DELINEATOR POST	50.000 EA				
0370	606.362 GUARDRAIL ADJUSTED	1000.000 LF				
0380	606.363 GUARDRAIL REMOVE AND DISPOSE	1100.000 LF				
0390	606.3651 GUARDRAIL-REMOVE, MODIFY, AND RESET EXISTING TO 3D	250.000 LF				
0400	606.367 REPLACE UNUSABLE EXISTING GUARDRAIL POSTS	20.000 EA				
0410	606.561 GUARDRAIL TYPE 3 - DOUBLE RAIL WITH RUB RAIL	4775.000 LF				
0420	606.79 GUARDRAIL 350 FLARED TERMINAL	17.000 EA				
0430	606.901 CABLE BARRIER, HIGH TENSION, TL-3	8400.000 LF				

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0440	606.91 CABLE BARRIER TERMINAL, HIGH TENSION, TL-3	4.000 EA				
0450	610.08 PLAIN RIPRAP	100.000 CY				
0460	613.319 EROSION CONTROL BLANKET	100.000 SY				
0470	615.07 LOAM	310.000 CY				
0480	618.1401 SEEDING METHOD NUMBER 2 - PLAN QUANTITY	980.000 UN				
0490	619.1201 MULCH - PLAN QUANTITY	980.000 UN				
0500	626.11 PRECAST CONCRETE JUNCTION BOX	2.000 EA				
0510	626.23 PREWIRED CONDUIT SECONDARY WIRING	1510.000 LF				
0520	626.32 24 INCH FOUNDATION	8.000 EA				
0530	626.36 REMOVE OR MODIFY CONCRETE FOUNDATION	6.000 EA				
0540	627.18 12 " SOLID WHITE PAVEMENT MARKING	1800.000 LF				

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REVISED:

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CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0550	627.744 6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	161000.000 LF				
0560	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	400.000 SF				
0570	627.781 TEMPORARY 6 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	322000.000 LF				
0580	629.05 HAND LABOR, STRAIGHT TIME	50.000 HR				
0590	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	175.000 HR				
0600	631.133 SKID STEER (INCLUDING OPERATOR)	100.000 HR				
0610	631.14 GRADER (INCLUDING OPERATOR)	125.000 HR				
0620	631.15 ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	50.000 HR				
0630	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	200.000 HR				
0640	631.18 CHAIN SAW RENTAL (INCLUDING OPERATOR)	50.000 HR				
0650	634.16 HIGHWAY LIGHTING	LUMP	LUMP			

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CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0660	634.21 CONVENTIONAL LIGHT STANDARD	2.000 EA				
0670	639.18 FIELD OFFICE TYPE A	1.000 EA				
0680	643.86 TRAFFIC SIGNAL LOOP DETECTORS	2.000 EA				
0690	645.306 FLEXIBLE REFLECTORIZED DELINEATOR	236.000 EA				
0700	652.30 FLASHING ARROW BOARD	4.000 EA				
0710	652.33 DRUM	200.000 EA				
0720	652.34 CONE	500.000 EA				
0730	652.35 CONSTRUCTION SIGNS	2200.000 SF				
0740	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	110.000 CD				
0750	652.38 FLAGGER	50.000 HR				
0760	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	4.000 EA				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016790.00

PROJECT(S): IM-1679(000)E

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0770	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL 3.5%	LUMP	LUMP			
0780	659.10 MOBILIZATION 12%	LUMP	LUMP			
	TOTAL BID					

Construction Notes

Item 202.20 Removing Bituminous Concrete Pavement

Mainline (Old Winthrop Road Overpass)					
Station	to	Station	L.F.	Depth	Remarks
5623+79	-	5625+79	200	8''+/-	24'+/- wide Travel Lanes
Shoulders					
Station	to	Station	L.F.	Depth	Remarks
5623+79	-	5625+79	200	5''+/-	15'+/- wide Left Shoulder
5623+79	-	5625+79	200	5''+/-	9'+/- wide Right Shoulder
Mainline (Western Avenue Overpass)					
Station	to	Station	L.F.	Depth	Remarks
5609+30	-	5611+80	250	8''+/-	24'+/- wide Travel Lanes
Shoulders					
Station	to	Station	L.F.	Depth	Remarks
5609+30	-	5611+80	250	5''+/-	15'+/- wide Left Shoulder
5609+30	-	5611+80	250	5''+/-	9'+/- wide Right Shoulder

Item shall include full removal of all Macadam mix.

Item 202.202 Removing Pavement Surface

Mainline					
Station	to	Station	L.F.	Depth	Remarks
428+00	-	114+88	31312	1 ¾''	30'+/- wide Travel Lanes
Bridge					
114+88	-	113+42	150	1 ½''	44'+/- wide Travel Lanes
113+42	-	69+83	060	1 ¾''	30'+/- wide Travel Lanes
Bridge					
69+83	-	65+35	240	1 ½''	30' +/- wide Travel Lanes
65+35	-	0+00	6535	1 ¾''	30' +/- wide Travel Lanes

Item 202.202 Removing Pavement Surface (Continued)

Station	to	Station	Ramps SY	Depth	Remarks
Equation					
5626+95.05	-	5591+12.80	3583	1 ¾"	30' +/- wide Travel Lanes
5591+00	-	5585+00	600	1 ¾"	30' +/- wide Travel Lanes
Exit 112 Off Ramp					
106+65	-	124+00+/-	1735' +/-	1 ½"	mill/fill 16' +/- Travel Lane
Exit 112 On Ramp					
117+06	-	114+31+/-	275' +/-	1 ½"	mill/fill 18-35' Full Width Both Spurs
114+31	-	103+00+/-	1131' +/-	1 ½"	mill/fill 16' +/- Travel Lane
Exit 109B Off Ramp					
0+00	-	13+51	1351' +/-	1 ½"	mill/fill 25' +/- Full Width
Exit 109A Off Ramp					
17+25	-	35+78	1853' +/-	1 ½"	mill/fill 18' +/- Travel Lane
Exit 109 On Ramp					
Station	to	Station	L.F	Depth	
19+85	-	35+78	1593' +/-	1 ½"	mill/fill 18' +/- Travel Lane

Above locations are estimates only and may be changed by the Resident.
 Above Ramps may be changed to an overlay at the Residents discretion.
 Shoulder areas shall be milled as directed.
 Sidney weigh station Inbound & Outbound as directed 1 ½".
 Exit 112 Off ramp merge lane to be milled/filled 1 ½" as directed.
 Ramps 112 On & 109 On are to be lengthened as per plans or as directed by
 the Resident.
 In areas where Item 202.20 will be paid, no payment will be made under Item
 202.202.

Item 205.512 Widening of of Existing Shoulder

This Item is estimated for widening existing BCT's or other end treatments to the limits of a 350 shoulder widening for guardrail 350 terminal as per the Standard Details page 606(19). The following criteria will be required and considered incidental: All excavation/grubbing, the top 18" of gravel, any borrow needed to build sub-grade and any borrow needed to create a 4:1 slope. Compaction of borrow and gravel shall be completed with a 3-5 ton roller.

Item 403.208 Hot Mix Asphalt 12.5mm

Mainline 1 ¾", Ramps 1 ½" mill & fill, 1 ½" Overlay. 350 shoulder widenings, and widening of existing shoulders.

Item 403.211 Hot Mix Asphalt shim 9.5mm

This item to be used for possible de-lamination areas in the pavement removal areas, ramps, and as directed the Resident.

Item 424.3331 Low Modulus Crack Sealer

Shoulders entire length of project, and as directed.

Item 424.3333 Low Modulus Joint Sealer, Applied

Centerline longitudinal joint entire project.

Item 604.18 Adjust Manhoile or Catch Basin to Grade

There are an estimated 20 catch basins located in the median that may need adjustment. Each catch basin shall be inspected and adjusted as directed.

Item 615.07 Loam

This Item is estimated to cover 350 widening areas at a depth of 2" and to achieve growth of grass and to back up edge of pavement as directed.

Item 629.05 Hand Labor, Straight Time

This Item to be used for plumbing existing delineator posts, cleaning culverts, clearing, cleaning winter sand from guardrail areas and paved areas under overpasses, and other tasks as directed.

Items 631.**

These items estimated for removing excess material from in-slopes, in-slopes behind guardrail areas, ditching, and other work as directed. Skid steer intended to be used under guardrail beam. Items shall also be used for excavation involving installation of ramp widenings at Exits 109 On & 112 On. All equipment used for certain operations will be as directed by the Resident. Bridge under pass locations shall be cleaned under these items.

GUARDRAIL PIN 16790.00 Sidney to Augusta I-95 Southbound

CAT/350 FLARED TERMINAL Station	BRIDGE TRANSITION/ NEW GUARDRAIL TYPE 3D/CABLE			SHOULDER WIDENING *s.y.	REMARKS
	Station	to Station	l.f.		
353+65-354+02.5 RT	353+65	354+71.5		37.2*	Replace Existing BCT/Widen Existing
307+47-307+84.5 LT	307+47	308+53.5		37.2*	Replace Existing BCT/Widen Existing
277+58-277+95.5 LT	277+58	278+64.5		37.2*	Replace Existing BCT/Widen Existing
149+17-149+54.5 LT	149+17	150+23.5		37.2*	Replace Existing BCT/Widen Existing
133+82-134+19.5 LT	133+82	134+88.5		37.2*	Replace Existing BCT/Widen Existing
97+47-97+84.5 LT	97+47	98+53.5		37.2*	Replace Existing BCT/Widen Existing
88+33-88+70.5 LT	88+33	89+39.5		37.2*	Replace Existing BCT/Widen Existing
77+97-78+45.5 LT	77+97	79+03.5		37.2*	Replace Existing BCT/Widen Existing
73+68-74+05.5 RT	73+68	74+74.5		37.2*	Replace Existing BCT/Widen Existing
17+89-18+26.5 RT	17+89	18+95.5		37.2*	Replace Existing BCT/Widen Existing
0+36-0+73.5 LT	0+36	1+42.5		37.2*	Replace Existing BCT/Widen Existing
New Type 3D	0+36	5623+71 LT	362.5		Remove Existing Guardrail/Install New Type 3D
5612+76.5-5613+44 LT	5612+76.5	5613+83		37.2*	Replace Existing BCT/Widen Existing
New Type 3D	5609+14	5612+76.5 LT	362.5		Remove Existing Guardrail/Install New Type 3D
5600+04.5-5600+42 LT	5600+04.5	5601+11		37.2*	Replace Existing BCT/Widen Existing
Bridge Transitions					
114+88 LT & RT					Type 1 Bridge Transition Civic Center Drive
113+42 LT & RT					Type 1 Bridge Transition Civic Center Drive
69+83 LT & RT					Type 1 Bridge Transition Bond Brook
65+35 LT & RT					Type 1 Bridge Transition Bond Brook
Cable End Treatments	Cable Guardrail				
96+75.5-96+24	96+24	70+54.54	2569.5	Northbound	North of Bond Brook
70+54.5-69+97				Northbound	
62+57.5-62+00	62+00	4+16	5784.0	Southbound	South of Bond Brook
4+16-3+58.5				Southbound	

* Estimate only

* Long Posts will be required on back to back runs
Note: CAT Terminals will be required in median

GUARDRAIL PIN 16790.00 Sidney to Augusta I-95 Southbound

CAT/ 350 TERMINAL Station	INSTALL NEW GUARDRAIL TYPE 3D			REMARKS
	Station	to Station	I.f.	
136+24.5 – 135+74.5 SB	143+88 NB	136+24.5 SB	762.5	Remove End Treatment 143+88-143+51.5 NB 37.5 New Rail/End Treatment SB
				Above/below runs end at x-over
134+79 – 134+29 NB	134+29 NB	128+04 SB	625.0	New Rail from SB to NB Existing Run
				Remove End Treatment 128+04-127+66.5 SB 37.5
North of Civic Center Drive	121+72.5 NB	117+22.5 SB	450.0	Remove End Treatments NB Lane/SB Lane 212.5 121+72.5-121+35 NB 119+05-117+30 SB
South of Civic Center Drive	109+15 NB	103+15 SB	600.0	Remove End Treatments NB Lane/SB Lane 75.0 109+15-108+77.5 NB 102+77.5-103+15 SB
North Old Winthrop Overpass				
3+02-2+52 NB	2+52 NB	5625+09.5 SB*	437.5	Remove Rail/End Treatments SB 275.0 5627+84.5-5625+09.5 SB
New Type 3D	5625+09.5	5623+84.5 RT	162.5	Remove Existing Guardrail/Install New Type 3D
South Old Winthrop Overpass	5621+37.5 NB	5614+12.5 SB	725.0	Remove End Treatments NB Lane/SB Lane 75.0 5621+37.58-5621+00 NB 5614+50-5614+12.5 SB
New Type 3D	5609+37.5	5614+12.5 RT	475.0	Remove Existing Guardrail/Install New Type 3D
Western Avenue Overpass	5606+67 NB	5600+29.5 SB	637.5	Remove End Treatments NB Lane/SB Lane 75.0 5606+67-5606+29.5 NB 5606+67-5600+29.5 SB
@ Exit 109A off	5593+85.5 NB	5591+98 SB	187.5	Remove Rail/End Treatments NB/SB 87.5+100.0 5593+85.5-5592+98 NB 5592+98-5591+98 SB
@ Exit 109A on	5587+82 NB	5583+94.5 SB	350.0	Remove Rail/End Treatments NB/SB 37.5+50.0 5587+82-5587+44.5 NB 5583+94.5-5583+44.5 SB

* Estimate only

* Long Posts will be required on back to back runs
Note: CAT Terminals will be required in median
Equation Area

GENERAL NOTES

1. Where deemed necessary by the Resident, winter sand (outside paved areas) shall be removed from the edges of shoulders and placed in designated areas or disposed of. Payment will be made under the appropriate hourly rental items. The disposal of all waste (including but not limited to obtaining waste permits, grading, mulching and seeding) shall be considered incidental to the related rental items.
2. Hot mix asphalt shall be placed along exposed joints at ramps (milled and paved surfaces) on a 12:1 taper to maintain traffic to the width specified by the Resident. Placement, maintenance and removal of these tapers will be considered incidental to 403 Items.
3. All joints between existing and proposed hot mix asphalt shall be butted. Payment shall be made under Item 202.202.
4. Any damage to the slopes caused by the Contractor's equipment, personnel, or operations shall be repaired to the satisfaction of the Resident. All work, equipment and materials required to make repairs shall be at the Contractor's expense.
5. Any necessary cleaning of existing pavement prior to paving shall be incidental to the related paving items.
6. When milling the lane adjacent to the newly placed pavement, the milling machine shall mill into the newly placed pavement by 3" +/- or as directed by the Resident.
7. As directed by the Resident, all existing Underdrain Outlets shall be located, cleaned out, and ditched as required or replaced as necessary. Payment will be made under appropriate hourly contract items.
8. 350 Flared Terminals and Energy Absorbing Systems (CAT's) shall be installed concurrently with the placement of each section of beam guardrail and or replacement of end treatments.
9. All guardrail which is removed and not reused on the project shall become property of the Contractor.
10. Holes created by Guardrail removal will be filled and compacted with approved materials as directed by the Resident. Payment to be considered incidental to the guardrail items.
11. "Undetermined Locations" shall be determined by the Resident.
12. Stations referenced are approximate.

GENERAL NOTES

13. All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion & Sedimentation Control, February, 2008.
14. Reference to left or right is in the direction of stationing which runs south to north.
16. Interstate crossovers shall not be used by Contractor at any time.
17. Milling widths may be adjusted by the Resident.
18. The paved gore areas between the on/off ramps and the mainline shall have an edge line of 12 inch white pavement marking line, Item 627.618, as directed by the Resident.
19. No separate pavement for superintendent or foreman will be made for the supervision of work paid under equipment rental items, however supervision is required.
20. Cleaning of the pavement following rental work will be considered incidental to the rental items. Cleaning will be done nightly and to the satisfaction of the Resident prior to the Contractor leaving the project for the day.
21. The following shall be incidental to the 603 item(s):
 - Any cutting of existing culverts and or connectors necessary to install new culvert replacements or extensions
 - All pipe excavation including any cutting and removal of pavement
 - All ditching at pipe ends
 - Furnishing, placing, grading, and compacting of any new gravel and/or fill material. This also includes Granular Borrow used under pipes and for temporary detours to maintain traffic during pipe installation. Excavation of maintenance of traffic material is also incidental.
 - Granular Borrow under the pipe shall meet the requirements for Underwater Backfill
 - All work necessary to connect to existing pipes
 - Flow lines may be changed by 1.5 ft
 - Any necessary clearing of brush and small trees at culvert ends
 - An 18" wide strip of non woven geotextile meeting the requirements of Item 620.58 shall be placed over all pipe joints
22. Existing culverts and catch basins will be cleaned as directed by the Resident under the appropriate Pay Items.
23. All ditches that are regraded/excavated must receive erosion control immediately, as directed by the Resident. Ditching shall be done under rental items as directed.

GENERAL NOTES

24. Temporary erosion control blanket is estimated for use in ditching areas. When used in other areas to conform to Special Provision 656, blanket will not be measured.
25. All pavement grindings/millings will become property of the Contractor.
26. Item #205.512 widening of existing shoulder shall be 5' wide in areas where new guardrail shall be installed. In areas where Item #205.512 widening of existing shoulder is used for guardrail end treatments, Item #205.512 shall conform to the dimensions for shoulder widening for guardrail 350 end terminal on page 606(19) of the Department's standard details book Revision of December 2002.
27. All pipe and rental work shall be completed in the area prior to the contractor commencing milling and paving operations in that area unless otherwise authorized by the Resident.
28. Existing bridge overpass clearances are to remain unchanged. Measurements shall be taken prior to any Item 202 work in these areas.

SPECIAL PROVISION
DIVISION 401
HOT MIX ASPHALT PAVEMENTS
(Asphalt Rich Base Mixture)

The Special Provision 400 – Pavements; Section 401 – Hot Mix Asphalt Pavements ; the following subsections have been modified with the following :

Description The Contractor shall furnish and place one or more courses of Asphalt Rich Base Hot Mix Asphalt (ARBHMA) on an approved base in accordance with the contract documents and in reasonably close conformity with the lines, grades, thickness, and typical cross sections shown on the plans or established by the Resident. The Department will accept this work under Quality Assurance provisions, in accordance with these specifications and the requirements of Section 106 – Quality, the provisions of AASHTO M 323 except where otherwise noted in sections 401 and 703 of these specifications, and the Maine DOT Policies and Procedures for HMA Sampling and Testing.

MATERIALS

401.02 Materials This section has been modified with the following revision:

The Asphalt Rich Base HMA shall be designed for an Air Void Target of 2.5 % at 50 Gyration.

401.03 Composition of Mixtures This section has been modified with the following revision:

The Asphalt Rich Base HMA shall meet the following design criteria.

DESIGN CRITERIA

Gradation	PGAB Targets
9.5mm mixture	7.0 %
12.5mm mixture	6.5 %
19.0mm mixture	6.0 %

The mixture shall meet the gradation requirements of a current MaineDOT approved 9.5mm, 12.5mm, or 19.0mm 50 Gyration JMF, as required by the contract, and the minimum PGAB content noted above. The Acceptance Limit targets for gradation will be as specified on the JMF.

401.201 Method A Lot Size will be the entire production per JMF for the project, or if so agreed at the Pre-paving Conference, equal lots of up to 4050 Mg [4500 tons], with unanticipated over-runs of up to 1350 Mg [1500 ton] rolled into the last lot. Sublot sizes shall be 675 Mg [750 ton] for mixture properties, 450 Mg [500 ton] for base or binder densities and 225 Mg [250 ton] for surface densities. The minimum number of sublots for mixture properties shall be 4, and the minimum number of sublots for density shall be five.

TABLE 5: METHOD A ACCEPTANCE LIMITS

Property	USL and LSL
Passing 4.75 mm and larger sieves	Target +/-7%
Passing 2.36 mm to 1.18 mm sieves	Target +/-4%
Passing 0.60 mm	Target +/-3%
Passing 0.30 mm to 0.075 mm sieve	Target +/-2%
PGAB Content	Target +/-0.4%
Air Voids	2.5% +/-1.5%
Fines to Effective Binder	0.4 to 1.2
Voids in the Mineral Aggregate	LSL Only from Table 1
Voids Filled with Binder	72 – 91.0 including production tolerance
% TMD (In place density)	96.0% +/- 2.5%

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
403.2102 – 9.5mm Asphalt Rich Base HMA	Ton
403.2132 – 12.5mm Asphalt Rich Base HMA	Ton
403.2072 – 19.0mm Asphalt Rich Base HMA	Ton

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>1 ¾" HMA Mill and Overlay</u>						
<u>Travel Lane, Passing Lane and Adjacent Shoulder</u>						
Wearing	12.5mm	403.208	N/A	1 ¾"	1	1,5,7,20,22
Shim	9.5mm	403.211	N/A	variable	1	2,5,7,11,23
<u>1 ½" HMA Full Width Mill and Overlay</u>						
<u>Bond Brook Bridge and New Belgrade Road Bridge</u>						
<u>Deck Resurfacing and Joint Repairs</u>						
Wearing	12.5mm	403.208	N/A	1 ½"	1	1,2,5,7,20
Base	12.5mm	403.213	N/A	1 ½"	1	2,5,7,23
<u>1 ½" HMA Full Width Mill and Overlay</u>						
<u>Exit 109B and Exit 112 Offramp and Shoulders</u>						
Wearing	12.5mm	403.208	N/A	1 ½"	1	5,7
Shim	9.5mm	403.211	N/A	variable	1	2,5,7,11,23
<u>1 ½" HMA Mill, Rebase and Full Width 1 ½" HMA Overlay</u>						
<u>Exit 109A Offramp and Shoulders</u>						
Wearing	12.5mm	403.208	N/A	1 ½"	1	5,7
Base	12.5mm	403.213	N/A	1 ½"	1	2,5,7,23
<u>6" HMA Overlay</u>						
<u>Exit 109 and Exit 112 Onramp Reconstruct Areas</u>						
Wearing	12.5mm	403.208	N/A	1 ½"	1	5,7
Base	12.5mm	403.213	N/A	1 ½"	1	5,7
Base	12.5mm	403.213	N/A	3"	1/more	5,7
<u>3" HMA Overlay</u>						
<u>Exit 109 Onramp - Reconstruct Shoulder Areas</u>						
<u>Exit 112 Onramp – Reconstruct Shoulder Areas</u>						
Wearing	12.5mm	403.208	N/A	1 ½"	1	5,7
Base	12.5mm	403.213	N/A	1 ½"	1	5,7
<u>9" HMA Overlay – Travelway Rebase Areas</u>						
<u>Old Winthrop Road and Western Avenue</u>						
Wearing	12.5mm	403.208	N/A	1 ¾"	1	1,5,7
Base	12.5mm	403.213	N/A	2 ¼"	1	5,7
Base	12.5mm	403.213	N/A	2 ½"	1	5,7
Base	12.5mm	403.2132	N/A	2 ½"	1	4,8,19

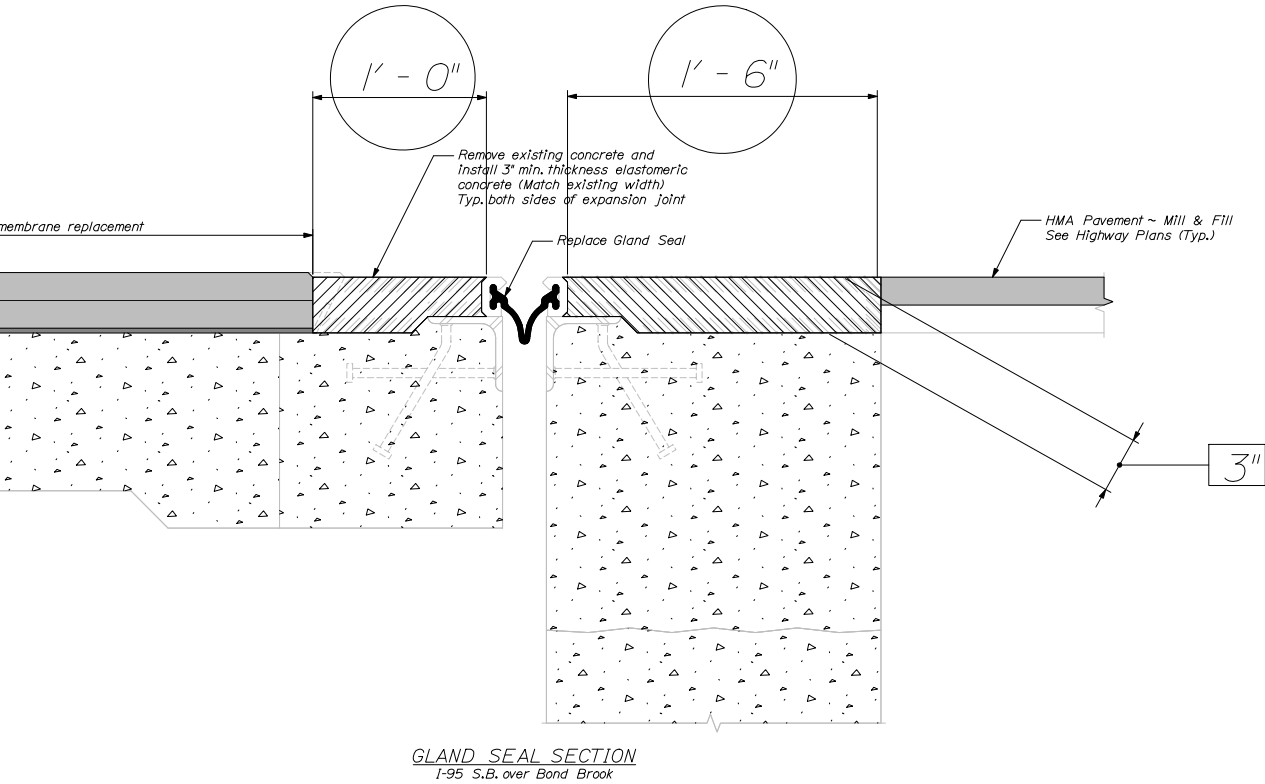
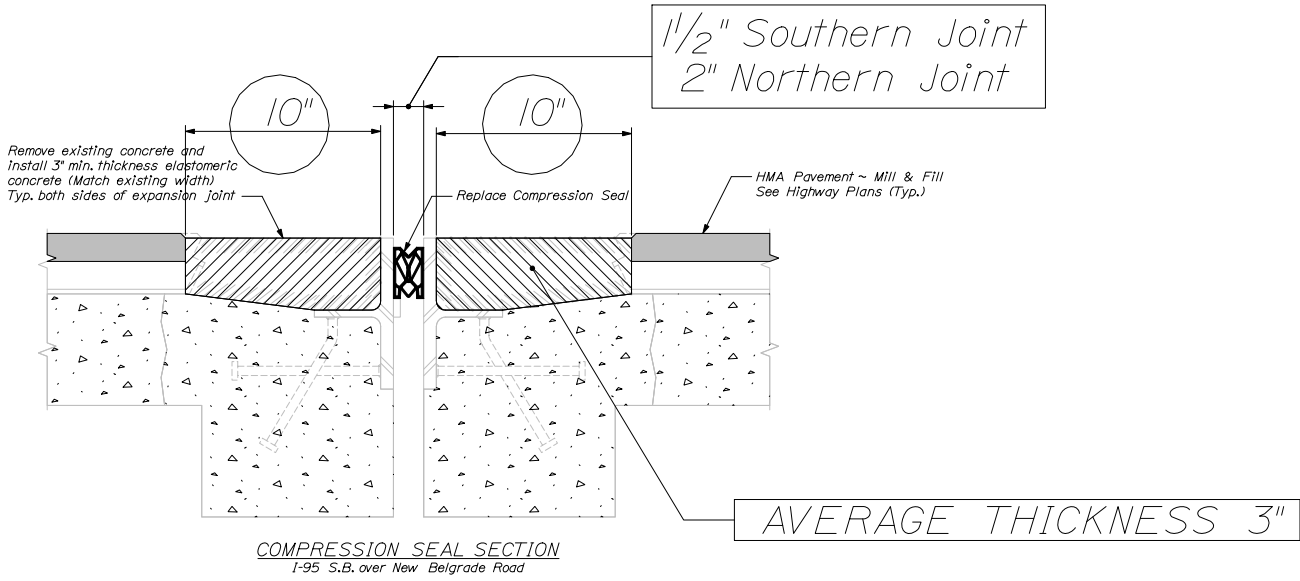
COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a **PG 64-28** grading. Refer to Special Provision 400 - Polymer Modified PGAB for HMA, for PGAB options available to the Department post bid.
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 design traffic level for mix placed shall be 3 to 10 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations.**
7. Section 106.6 Acceptance, (1) Method A.
8. Section 106.6 Acceptance, (2) Method B.
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.
20. The Contractor may place the specified HMA pavement course, not to exceed a 2 inch (50mm) compacted depth, over the full single travel lane width, for each production day. If this option is utilized the Contractor will be required to place a matching course of HMA over the adjacent section of travel lane before the end of the following calendar day. The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard and temporary painted line. The Traffic Control Plan shall be amended to include this option and the additional requirements. All signs and traffic control devices will conform to Section 719.01, and Section 652, and will be installed prior to the work, at a maximum spacing of 0.50 mile [0.80 km] for the entire length of the effected roadway section. On roadways with two-way traffic, the Contractor will be required to place the specified course over the full width of the mainline traveled way being paved prior to opening the sections to weekend or holiday traffic. If this option is utilized, all additional signing, labor, traffic control devices, or incidentals will not be paid for directly, but will be considered incidental to the appropriate 652 items.
19. Refer to Special Provision 401 – Asphalt Rich Base Mixture for project specifics.
22. The final pavement surface shall be evaluated for smoothness in accordance with the most current 400 Special Provision section 402 – Pavement Smoothness. Acceptance limits shall be as outlined under the **Level 1** classification.
23. Shim item may be used in various locations in localized pavement repair areas, ramps, and crossovers areas as directed by the Resident.

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.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
IM-1679(000)E
BRIDGE NO. 4468 & 1465
PIN 16790.00
BRIDGE PLANS

PROJ. MANAGER	DATE
DESIGN-DETAILED	Feb. 2011
CHECKED-REVIEWED	
DESIGN-DETAILED2	
DESIGN-DETAILED3	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

INTERSTATE 95 SOUTHBOUND OVER
BOND BROOK & NEW BELGRADE ROAD
SIDNEY - AUGUSTA KENNEBEC COUNTY
EXPANSION JOINT DETAILS

SHEET NUMBER
15
OF 15