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GOVERNOR

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

David Bernhardt
COMMISSIONER

March 26, 2012

Subject: **Plymouth, Etna, Carmel, Newburgh,
Hermon, Veazie, Orono, Bangor, Brewer and
Old Town**

Federal Project No's: IM-1678(420)E, IM-
1829(300)E, IM-1919(900)E & AC-IM-1920(000)E
State PIN's: 016784.20, 018293.00, 019199.00 &
019200.00

Amendment No. 3

Dear Sir/Ms:

The following questions have been received:

Question: According to the contract documents, the guardrail/cable barrier is to be completed by July 20th. Should work continue past the 20th no lane closures will be permitted between July 26th through Sept. 4th. If the work is not complete will liquidated damages be charged for this period?

Response: If median cable guardrail work (except for re-tensioning of cable) is not completed by July 20th (excluding days lost to inclement weather or excusable/compensable delays) then the contractor will be charged liquidated damages at the rate stated in Department's standard specifications section 107.7.2. If lane closures are required after July 20th the contractor shall be required to submit a schedule of the remaining work to be reviewed and approved by the Department.

Question: The guardrail/cable barrier to be installed in the Orono-Old Town area doesn't seem to have the amount of traffic as the Bangor-Brewer area. Would MDOT consider allowing the work in the Orono-Old Town area to be completed through August and/or in the daytime verses night?

Response: All median guardrail work shall be done as per Special Provision Section 105 General Scope of Work (Limitations of Operations), page 96, Item # 1 - # 6.

Question: Reference Item #643.87 Weigh-In-Motion System. The specification for this system details installation for the weigh-in-motion system and the loops but does not detail or indicate box size, mounting detail, conduit size and distance, power requirements, solar or 115VAC. If 115 VAC is required, the distance to the nearest utility pole would be useful in determining final price.



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Response: The specifications and plan sheet only identifies and requires "...furnishing a set of quartz sensors and all and associated hardware for the travel and passing lanes, installation of the devices on the roadway..." Maine DOT staff will mark the location during construction and will complete the remaining case work, power installation, etc. at a later date.

Question: Special Provision, Section 105 (Environmental Requirements) states that work shall not be allowed between the dates of 4/1 and 7/1. What work does this special provision apply to?

Response: This special provision restricts any construction operation that is noisier than that of normal vehicular and or truck traffic between the station limits and dates identified within.

Question: Note 3 on pages 59 and 67 says to add item 203.24 as directed. Will this item be paid for under hourly items?

Response: No, it will be paid under item 203.24.

Question: We have concerns about reduction in production rates when utilizing the infrared joint heater.

Response: The Department and the Contractor will monitor the effectiveness of the treatment and any production impacts. Either party may request a meeting to discuss treatment or production issues. If deemed appropriate, the treatment may be suspended with the appropriate credit.

Question: Special Provision 400 paragraph 2.22 Surface Course Longitudinal Joints – The notes seem to be conflicting. Does the Department intend the Contractor to have three options for Longitudinal Joint construction, 1. Pave over centerline cut back and Joint Sealer, 2. Wedge/Taper Joint device with emulsified asphalt, 3. Infrared Heater Joint? Please clarify.

Response: Under the current contract language, and considering all allowable options in the special provisions and RFI's, the contractor will be allowed several options but the infrared heater will be required for all methods used along the travelway centerline construction joint, with the exception of the control strip area.

Should the contractor elect to pave wide and trim back the centerline joint, and using the infrared heater, the use of rubberized sealant will not be required.

The tapered notched wedge is an option to paving wide and trimming back the centerline. If this option is utilized, rubberized sealant will not be required. Additional tack coat will be required if using the infrared heater or without, as per the special provision.

Should the infrared heater unit prove to be ineffective, its use determined to be having a gross negative impact on production and placement progress, or become otherwise unavailable, the contractor will be afforded two options which will require differing traffic control and open joint allowances as described in the applicable special provisions:

1. Paving wide and trimming back the centerline, and sealing with rubberized sealant
2. Using the notched wedge device and using double coverage tack coat.

Question: If the proposed, unproven and untested Infrared Joint Heater equipment breaks down or cannot keep up with paving train production will the Contractor be allowed to continue paving without it?

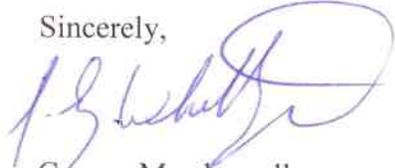
Response: The Department and the Contractor will monitor the effectiveness of the treatment and any production impacts. Either party may request a meeting to discuss treatment or production issues. If deemed appropriate, the treatment may be suspended with the appropriate credit.

Question: Will the Department consider eliminating the Low Modulus Joint Sealer bid item since either the joint heater or wedge joint may be utilized on this project?

Response: The low modulus joint sealer is required for the control section under any circumstance. Its use may be required dependent upon options utilize by the contractor, and in the event the infrared device is removed from the construction sequence.

Consider this information prior to submitting your bid on March 28, 2012.

Sincerely,



George Macdougall
Acting Contracts & Specifications Engineer