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GOVERNOR

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

David Bernhardt  
COMMISSIONER

May 10, 2013,  
Subject: **Richmond & Dresden**  
Federal Project No: AC-BH-1267(400)  
State WIN: 012674.00 & 012674.10  
**Amendment No. 4**

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book (pages 139 and 140) **REMOVE** "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT OVERLAY" 2 pages dated February 21, 2013 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT OVERLAY" 2 pages dated May 10, 2013.

**Note:** The updated Special Provision 403 changes the pavement depths of Lincoln Road and Densmore Lane from 4 inches to 3 inches.

In the Plans, on sheet 143, Framing Plan Span No. 1, in the Structural Steel Notes, **ADD** in pen & ink note 18:

**"18. The Contractor is responsible for all materials and labor required for the design and execution of the jacking operations necessary to reset the disc and elastomeric bearings (Refer to Elastomeric Bearing Notes, sheet 140, and Disc Bearing Notes, sheet 142). Design shall include an evaluation of the effects of the jacking operation on the structural steel. Jacking plans, including any structural steel modifications required to accommodate the Contractor's proposed jacking arrangement, shall be submitted for acceptance prior to the submission of structural steel shop drawings. The intent of the jacking operation is to allow the piers to be plumb and the girder bearing stiffeners to be centered over the bearings at 45°. The Contractor shall provide sliding plates that allow the steel girders to move relative to the piers during jacking, and shall tack weld the girders to the bearing immediately following the jacking operation."**

Amended RFI Response:

The Department has changed its stance on the thickness of pavement for the Lincoln Road Travel Way and Shoulder Approaches from how it was previously answered in Bid Amendment # 3.

**Question:** Special Provision 403 calls for 4" of HMA on Lincoln Road Travel Way and Shoulder Approaches. However, the typical section on sheet 17 and cross sections show 3" of HMA on Lincoln Rd with an 18" gravel subbase. Please Clarify



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**Previous response:** The Lincoln Road Travel Way and Shoulder Approaches shall have 4 inches of HMA pavement as defined in Special Provision 403.

**Updated Response:** The Lincoln Road and Densmore Lane Travel Way and Shoulder Areas shall have 3 inches of HMA pavement as shown in the typical section and cross sections.

The following questions have been received:

**Question:** Are cofferdams required for in water pier demolition?

**Response:** Cofferdams for in-water pier demolition are not required.

**Question:** If jacking is required to reset bearings, are the girders designed for this process as currently depicted? If not, who is responsible for the design and additional work to prepare for the jacking operation?

**Response:** See the above change in this Bid Amendment for the additional Structural Steel Note, number 18 on sheet 143 of the Plans. The Department will provide girder reactions at the Contractor's request.

**Question:** The Department has only provided drawings of the dolphin bracing installation (circa 1986). Does the Department have the original construction drawings of these dolphins?

**Response:** The Department has provided the best information and details available for the dolphins.

**Question:** Is it required that the Contractor install sheet pile cofferdam during demolition of the existing in-water pier and dolphin?

**Response:** Please see the response for the first question in this amendment.

Consider these changes and information prior to submitting your bid on May 15, 2013.

Sincerely,



George M. A. Macdougall P.E.  
Contracts & Specifications Engineer

*pmz*

**SPECIAL PROVISION**

**SECTION 403**

**HOT MIX ASPHALT OVERLAY**

<b>Desc. of Course</b>	<b>Grad Design</b>	<b>Item Number</b>	<b>Bit Cont. % of Mix</b>	<b>Total Thick</b>	<b>No. Of Layers</b>	<b>Comp. Notes</b>
<b><u>3" Maine Kennebec Bridge Deck</u></b>						
Wearing	9.5mm	403.2101	N/A	1½"	1	1,2,4,8,11
Base	9.5mm	403.2101	N/A	1½"	2	1,2,4,8,11
<b><u>4" Route 197</u></b>						
Wearing	9.5mm	403.2101	N/A	1½"	1	1,4,8,11
Base	12.5mm	403.213	N/A	2½"	1	4,8
<b><u>3" Lincoln Road Travel Way and Shoulders Areas</u></b>						
Wearing	9.5mm	403.2101	N/A	1½"	1	1,4,8,11
Base	12.5mm	403.213	N/A	1½"	1	4,8
<b><u>3" Densmore Lane Travel Way and Shoulders Areas</u></b>						
Wearing	9.5mm	403.2101	N/A	1½"	1	1,4,8,11
Base	12.5mm	403.213	N/A	1½"	1	4,8
<b><u>4" Old Ferry Road Travel Way and Shoulders Areas</u></b>						
Wearing	9.5mm	403.2101	N/A	1½"	1	1,4,8,11
Base	12.5mm	403.213	N/A	2½"	1	4,8
<b><u>Drives and Incidentals</u></b>						
Wearing	9.5mm	403.209	N/A	3"	2/more	2,3,10,14

**COMPLEMENTARY NOTES**

1. The required PGAB for this mixture will meet a **PG 70-28** 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.
3. The design traffic level for mix placed shall be <0.3 million ESALS.
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 **75 gyrations.**
8. Section 106.6 Acceptance, (2) Method B.
10. Section 106.6 Acceptance, (2) Method D.
11. The combined aggregate gradation required for this item shall be classified as a 9.5mm **"coarse graded"** mixture, (using the Primary Control Sieve control point) as defined in 703.09.
14. A mixture meeting the requirements of section 703.09 Grading 'D', with a minimum PGAB content of 6%, and the limits of Special Provision 401, Table 9 (Drives and Sidewalks) for PGAB content and gradation may be substituted for this item. A job mix formula shall be submitted to the department for approval.

Tack Coat

**Richmond - Dresden  
WIN 012674.00  
Route 197  
Bridge Replacement  
May 10, 2013**

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 gal/yd<sup>2</sup>, and on milled pavement approximately 0.05 gal/yd<sup>2</sup>, 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 gal/yd<sup>2</sup>.

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