



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

Paul R. LePage  
GOVERNOR

January 28, 2013  
Subject: **Augusta**  
Federal Project No: IM-1631(310)E  
State WIN: 016313.10  
**Amendment No. 3**

David Bernhardt  
COMMISSIONER

Dear Sir/Ms.:

Make the following changes to the Bid Document:

In the Bid Book after page 85 **ADD** the attached "SPECIAL PROVISION, DIVISION 400, PAVEMENTS" 2 pages dated January 25, 2013.

In the Bid Book (page 159) "Special Provision, SECTION 643, Traffic Signals" **CHANGE** the next to last sentence of Paragraph 1 from: "The requirements for steel reinforcing will be provided by MaineDOT when the Contractor's structural submittal for the related items is received" to read as follows; "**MaineDOT will provide a final schedule of steel reinforcing when the Contractor's structural submittal is received.**" Make this change in pen and ink.

NOTE: Please see the enclose attachment.

In the Bid Book (page 167) "Special Provision, SECTION 645, Highway Signing" **CHANGE** the last sentence of Paragraph from: "MaineDOT will provide a schedule of steel reinforcing when the Contractor's submittal is received" to read as follows; "MaineDOT will provide a final schedule of steel reinforcing when the Contractor's submittal is received." Make this change in pen and ink.

NOTE: Please see the enclose attachment.

The following questions have been received:

**Question:** Bid Book Construction Phasing plan outlines areas that will require temporary mix to tie in the new construction with existing. How will this be paid?

**Response:** Temporary pavement listed under the interstate proposed construction sequencing will be paid under item 403.207.

**Question:** Weight restrictions. At what stations on both north bound and south bound sections will interstate weight restrictions apply?



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**Response:** 100,000 lbs. regardless of station.

**Question:** It appears X-sections for stations 557+00 – 558+50 EB/WB as well as 576+50 – 577+50 EB/WB were not included in the plans set. Could the Department provide these X sections.

**Response:** Cross sections for stations 557+00 – 558+50 and 576+50 – 577+50 have not been provided because these sections run through the roundabouts. The roundabouts can be constructed based on the circular alignments (WR and ER) and the grading plans (Sheets I-59 – I-61). The variability of the geometry through these areas is not conducive to standard cross section information.

**Question:** Reference Amendments 1 and 2 regarding opening of new MGMC. Could the Department please elaborate on said “coordinated and Agreed upon dates” for opening. If the new MGMC is opened prior to this contract completion date, the Contractor will see a significant increase in traffic flow that will make completing the project much more difficult. This risk of the Contractor will increase the cost of the project considerably.

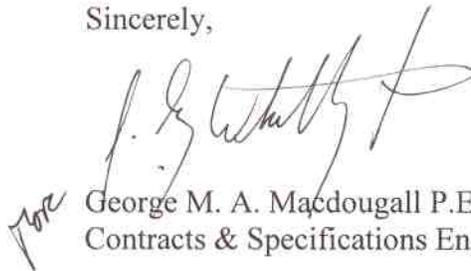
**Response:** At this time we do not anticipate MGMC opening before November 1<sup>st</sup>, 2013.

**Question:** Will the use of a wedge joint be permitted?

**Response:** The use of a wedge joint will be permitted according to Special Provision 401 – Longitudinal joint construction using wedge/taper apparatus. Please see the attached Special Provision, Division 400.

Consider this change and information prior to submitting your bid on January 30, 2013.

Sincerely,

A handwritten signature in black ink, appearing to read "G. M. A. Macdougall". The signature is written in a cursive style with a large, sweeping flourish at the end.

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

SPECIAL PROVISION  
DIVISION 400  
PAVEMENTS

SECTION 401 - HOT MIX ASPHALT PAVEMENT

(Longitudinal joint construction using wedge/taper apparatus)

The Special Provision 400. Section 401 – Hot Mix Asphalt Pavement, subsection 401.15 – Spreading and Finishing, and subsection 401.17- Joints have been modified with the following revisions. All sections not revised by this Special Provision shall be as outlined in the Special Provision 400 Pavements, Section 401 – Hot Mix Asphalt Pavement. References to Standard Specifications, Special Provisions, or other documents, shall be determined as the most current version available at the time of bid, or as amended. All costs associated with this Item will not be paid for directly, but shall be considered included in the associated contract items.

401.15 Spreading and Finishing The section has been amended as follows:

On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impracticable, the Contractor shall spread, rake, and lute the HMA with hand tools to provide the required compacted thickness. Solvent based agents that strip asphalts from aggregates will not be allowed as release agents.

On roadways with adjoining lanes carrying traffic, the Contractor shall place each course over the full width of the traveled way section being paved that day, unless otherwise noted by the Department in Section 403 - Hot Bituminous Pavement, or within this Special Provision.

When an approved longitudinal joint construction method is utilized, such as a manufactured notched wedge apparatus, the Department may allow the placement of mixtures in one continuous lane for each calendar day worked, with the following conditions:

The Contractor may utilize a manufactured notched wedge joint apparatus on all HMA layers 1 ½ inch or greater in Zone 1 between the dates of May 30<sup>th</sup> and the Saturday following September 1<sup>st</sup>, and in Zone 2 between the dates of May 15<sup>th</sup> and the Saturday following September 15<sup>th</sup>. When the work is to be performed, either by contract requirement or Contractor option, during conditions defined as “night work”, the same seasonal limitations shall apply unless the Department determines that the construction method is producing an unsound joint. This work will not be allowed during times of inclement weather as outlined in Division 400 – Special Provision 401; subsection 401.06 Weather and Seasonal Limitations.

If this option is utilized on roadways with two-way traffic, 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. Failure to match the centerline course the following day will constitute a traffic control violation unless an excusable delay is granted by the Department.

If this option is utilized on divided highways or expressways with directional traffic, the Contractor will be required to place a matching course of HMA over the adjacent section of travel lane within seven calendar days from placement of the initial paved lane. Failure to match the centerline course the within the seven calendar days will constitute a traffic control violation unless an excusable delay is granted by the Department.

The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard, as well as additional centerline delineation such as double RPM application, or temporary painted line. The Traffic Control Plan shall 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 bid items.

The Department reserves the right to have centerline cores cut by the Contractor's QC personnel for informational purposes to monitor the density along the joint. Informational cores at the centerline joint will be taken centered over the tapered part of the wedge joint.

Any notched wedge joint constructed areas that become cracked or broken shall be trimmed back to the limits affected prior to placing the adjoining lane. Any materials that become unbound or separated from the wedge or tapered joint section, or contaminated by materials determined by the Department as being detrimental to the construction of a sound construction joint, shall be removed by sweeping, compressed air and lance, or by hand tools as required. This work, if necessary, will not be paid for directly, but shall be considered incidental to the related contract items.

401.17 Joints The following section has been amended as follows:

Should the notched wedge joint device be used, the Contractor shall apply a coating of emulsified asphalt on the vertical and tapered surface of the longitudinal centerline joint immediately before paving. The rate of application shall be approximately 0.050 G/SY. This application shall be in addition to the normal application of tack coats to the construction joint face and horizontal surfaces prior to placing a new lift. The Contractor shall use an approved spray apparatus designed for covering a narrow surface. The Department may approve application by a brush for small surfaces, or in the event of a malfunction of the spray apparatus, but for a period of not more than one working day.

The following Tables may be used for estimating purposes:  
 SP 643

<b>SUMMARY OF REINFORCING STEEL (for Charts 1 and 2)</b>				
Chart 1 & 2 Reinforcing	FOUNDATION DIAMETER (inches)			
	30	36	42	48
QTY Longitudinal Bars	18	15	18	25
Longitudinal Bar Size	#6	#8	#8	#8
Spiral Bar Size	#5	#5	#5	#5
Spiral Spacing (0-2ft) (inches)	4	4	4	4
Spiral Spacing (2ft-L/2) (inches)	12	8	8	8
Spiral Spacing (L/2-tip) (inches)	12	12	12	12

<b>SUMMARY OF REINFORCING STEEL (for Charts 3 and 4)</b>				
Chart 3 & 4 Reinforcing	FOUNDATION DIAMETER (inches)			
	30	36	42	48
QTY Longitudinal Bars	18	15	18	25
Longitudinal Bar Size	#6	#8	#8	#8
Spiral Bar Size	#5	#5	#5	#5
Spiral Spacing (0-2ft) (inches)	4	4	4	4
Spiral Spacing (2ft-L/2) (inches)	8	8	8	8
Spiral Spacing (L/2-tip) (inches)	12	12	12	12

For both tables, the top of the foundation shall be 3" above the highest adjacent ground, and spacing shall be measured from the top of the foundation.

The following Table may be used for estimating: SP 645

REINFORCING STEEL SUMMARY								
SIGN	STA	Fnd. Size D (ft) X L (ft)	QTY Longit. Bars	Longitudinal Bar Size	Spiral Bar Size	Spiral Spacing (0-2ft) (in)	Spiral Spacing (2ft-L/2) (in)	Spiral Spacing (L/2-tip) (in)
A	555+82.5	3x17	15	#8	#5	4 in	8 in	12 in
		3.5x15	18	#8	#5	4 in	12 in	12 in
B	308+28.5	3x19	15	#8	#5	4 in	8 in	12 in
		3.5x17	18	#8	#5	4 in	12 in	12 in
C	900+00	3.5x28	18	#8	#5	4 in	8 in	12 in
		4x24	21	#8	#5	4 in	12 in	12 in
D	401+00	3.5x24	18	#8	#5	4 in	12 in	12 in
		4x21	21	#10	#5	4 in	12 in	12 in
E	575+00	3x16	15	#8	#5	4 in	12 in	12 in
		3.5x15	18	#8	#5	4 in	12 in	12 in
F	579+00	3.5x17	18	#8	#5	4 in	12 in	12 in
		4x14	21	#10	#5	4 in	12 in	12 in
G+H	155+69	3x17	15	#8	#5	4 in	12 in	12 in
		3.5x17	18	#8	#5	4 in	12 in	12 in

The top of the foundation shall be 3" above the highest adjacent ground, and spacing shall be measured from the top of the foundation.