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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

January 23, 2015
Subject: **intersection improvements**
State WIN: 020571.00
Location: **Trenton**
Amendment No. 1

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Contract Book:

INSERT, after page 48, the attached "SPECIAL PROVISION, SECTION 105, GENERAL SCOPE OF WORK, (Reserve Limits)", 1 page, dated 1/21/2015.

REMOVE, page 58 & 59, "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT" dated 12/16/2014 and **REPLACE** with the attached revised "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT", 2 pages, dated 1/21/2015.

REMOVE, pages 63 thru 66, "SPECIAL PROVISION, SECTION 643, (Traffic Signals)" dated 10/17/2014.

REMOVE, page 67, "SPECIAL PROVISION, SECTION 643, TRAFFIC SIGNALS" dated 10/17/2014 and **REPLACE** with the attached revised "SPECIAL PROVISION, SECTION 643, TRAFFIC SIGNALS", 1 page, dated 12/19/2014.

INSERT, after page 81, the attached "SPECIAL PROVISION, SECTION 626.034, CONCRETE FOUNDATIONS", 1 page, dated 1/23/2015.

In the Plan Set:

REPLACE on plan Sheet 4 titled "GEOPLAN & BORING LOG", in the boxed note above the north arrow the words "**Standard detail 626(10)**" with the words "**Standard Details 626(03) and 626(04) with Charts S1200**". Make this change in pen and ink.

The following questions have been received:

Question: In regards to the upcoming project above for the intersection of Rt.3 @ Rt204 in Trenton(Ellsworth) can an "or equal" be entertained, for the video detection specified as Traficon VIP 3.1, and 3.2 only, as long as it meets and/or exceeds the written documentation for performance.

Response: Per the aforementioned changes to the Bid Documents, "SPECIAL PROVISION, SECTION 643, (Traffic Signals)" dated October 17, 2014 (four pages) has been removed from the Contract Bid Book. Traffic Signal equipment shall be in accordance with the Standard Specification November 2014 Edition.

Question: Special Provisions # 643 Traffic Signals – Traffic Signal Controller is recommended to be a Econolite Cobalt for future coordination but the distance between the last intersection in Ellsworth and Route 3 & 204 in Trenton is approximately 2.31 miles. The only intersection in Trenton at Route 3 and Route 230 has a Naztec Controller and there are no roads located between Ellsworth and Route 204, so the possibility of coordination to any other intersection is remote since the maximum possible distance in a coordination system is 1200' to 1600'. Since Naztec is the only controller in Trenton we can not see how there is justification to specify a Econolite controller for this project.

Response: Per the aforementioned changes to the Bid Documents, "SPECIAL PROVISION, SECTION 643, (Traffic Signals)" dated October 17, 2014 (four pages) has been removed from the Contract Bid Book. Traffic Signal equipment shall be in accordance with the Standard Specification November 2014 Edition.

Question: Sheet 2, Note 10 states "cross-slopes shall within 1.5% to 3.0%" yet sections (more notably left side) call for anywhere from 2% to 3.9% in travel lanes and 4+% in shoulders. Please advise.

Response: Proposed cross slopes shall be within 1.5% to 3.0%, as required per note 10 on sheet 2. Cross sections shown from Sta. 104+00 to Sta. 111+00 have existing cross slopes greater than 3.0%, however this section of roadway received a pavement overlay in 2014, which is not reflected in the existing conditions survey. See note 9 on sheet 2. It is expected that the existing cross slopes in this area will meet the requirements of note 10 on sheet 2. Cross sections beyond Sta. 111+00 have been designed to meet the requirements of note 10 on sheet 2.

Question: Also, how is mill and shim to be paid for. If incidental, please provide elevation information on 2014 overlay so we can quantify shim and mill.

Response: Pavement mill will be paid for under pay item 202.202, Removing Pavement Surface and pavement shim will be paid for under pay item 403.211, Hot Mix Asphalt (Shimming).

Question: It appears that there are some poles with underground power/utilities coming off them going to businesses. Will relocation of the underground lines be completed by the utility companies as port of their pole relocation work?

Response: The underground service relocations will be coordinated by the utility company. The home owner or the utility company will hire an electrical contractor to complete the work.

Question: Special Provision Section 403 calls out item 403.207 as 3" of 12.5mm Base, Should that be 3" of 19mm Base?

Response: Yes, it should read 3" of 19 mm base. Please refer to the aforementioned changes to the Bid Documents, see the revised "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT", dated 1/21/2015.

Consider these changes and information prior to submitting your bid on **January 28, 2015**.

Sincerely,

George Macdougall

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

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Reserve Limits)

It is hereby brought to the Contractor's attention that use of the following area will not become available to the Contractor until on or before May 31, 2015:

- Station 116+00RT to 116+80RT. The Contractor cannot work within an area of 25' right of centerline (5'+/- from the edge of the proposed pavement) to the Temporary Construction Limits line. The existing leach field/mound area shall be protected. No work shall take place within these limits until after May 31, 2015 or unless released prior to that date by the Department. The Contractor shall stake the limits of any proposed work within station 116+00RT to 116+80RT and must first get approval by the Resident before any work can begin.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
1 ½" HMA Overlay Areas					
Mainline Travelway & Shoulders (As Indicated)					
Wearing	12.5 mm	403.208	1 ½"	1	1,5,8,20
Shim	9.5 mm	403.211	variable	1/more	2,4,10,11,14,20
6" HMA Overlay Areas					
Full Reconstruction & Widening Areas – Route 3 & Route 204					
Wearing	12.5 mm	403.208	1 ½"	1	1,5,8
Intermediate	12.5 mm	403.213	1 ½"	1	1,5,8,23
Base	19.0 mm	403.207	3"	1	1,4,8,23
Shim –Areas as Directed					
Shim	9.5 mm	403.211	variable	1/more	2,4,10,11,14
Drives, Misc.					
Wearing	9.5 mm	403.209	2" – 3"	1/more	2,3,10,11,14

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a **PG 64-28** grading.
2. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of this special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on bridge decks.
3. The design traffic level for mix placed shall be <0.3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations**.
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**.
8. Section 106.6 Acceptance, (2) Method B. The Contractor may request a contract modification to change to testing method "A" prior to work starting on this item.
10. Section 106.6 Acceptance, (2) Method D.
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.
14. The combined aggregate gradation required for this item shall be classified as a 9.5mm Thin Lift Mixture (TLM) mixture, using the Aggregate Gradation Control Points as defined in 703.09.

20. The Contractor may place the specified HMA pavement course, not to exceed 2" inch 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, as well as additional centerline delineation such as double RPM application, or 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 for the entire length of 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, will be considered incidental to the appropriate 652 items.
23. All roadway HMA mixtures shall be placed with a paver. Pavers shall be self-contained, self-propelled units with an activated and heated screed. Disincentive provisions for HMA placed within the mainline travelway shall apply.

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 gal/yd², and on milled pavement approximately 0.05 gal/yd² prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and surface course as well as to any bridge membrane prior to the placement of HMA layers at a rate not to exceed 0.025 gal/yd². Tack used will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 643
TRAFFIC SIGNALS

643.19 Basis of Payment Add the following:

Mast arm poles with mast arms will be paid for at the contract unit price each which payment shall be full compensation for furnishing and installing all materials, tools and labor necessary to erect the poles. Foundations for mast arm poles will be incidental to the mast arm poles. This shall include: drilling/excavation, dewatering, structural concrete, reinforcing steel, anchor bolts, conduit within the foundation and extending 12 inches from the foundation, steel grounding rod if required, fine grading, loam, seeding, mulching and all incidentals necessary to complete the work.

Payment for traffic signal modifications will be made under:

	Pay Item	Pay Unit
643.712	Preemptive System	LS
643.80	Traffic Signals at Route 3 & 204 Intersection	LS
643.91	Mast Arm Pole and Foundation w/45 Ft. and 50 Ft. Mast Arm	EA
643.91	Mast Arm Pole and Foundation w/ 50 Ft. Mast Arm	EA

Trenton
Rte. 3 and 204
WIN: 020571.00
January 23, 2015

SPECIAL PROVISION
SECTION 626.034
CONCRETE FOUNDATIONS

Page 6-85, add this paragraph between the two paragraphs beginning with "If a test boring…" and "Drilled shafts shall not…".

No foundation design will be required for 18- and 24-inch diameter foundations for structures less than 30-feet tall and with no projecting arms. A foundation design prepared by a Professional Engineer licensed in accordance with the laws of the State of Maine will be required for all other foundations Precast foundations will be permitted for 18 and 24-inch diameter foundations for structures less than 30-feet tall and with no projecting arms. Where precast foundations are permitted flowable concrete fill shall be used as backfill in the annular space, and placed from the bottom up. Construction of precast foundations shall conform to the Standard Details and all requirements of Section 712.061 except that the concrete shall have a maximum permeability of 2000 coulombs and the use of calcium nitrite will not be required.

Page 6-86, add language to 2nd paragraph of this page so it becomes:

Concrete for drilled shafts shall be placed as soon after excavation as practicable to prevent debris from collecting in the excavated area. The Contractor shall provide temporary dewatering of excavations for foundations such that concrete is placed in the dry. ***Concrete for drilled shafts shall be placed in accordance with Section 503.10 as temporary casing is withdrawn to prevent debris from contaminating the foundation and to ensure concrete is cast against the surrounding soil. Concrete for drilled shafts and spread footings shall be Class A in accordance with Section 502 - Structural Concrete. Precast foundations will not be permitted except as specified above in this Section.*** Backfill for spread footing foundations shall be Gravel Borrow meeting the requirements of Section 703.20 - Gravel Borrow. Gravel Borrow shall be placed in layers not exceeding 8 inches in depth before compaction. Each layer of backfill shall be thoroughly compacted by use of power tampers to at least 95% of the material's maximum dry density as measured in the field per AASHTO T191 or by an approved method using calibrated nuclear device. All back filling and compacting shall be in accordance with the applicable provisions of Section 206 – Structural Excavation.