



Paul R. LePage
GOVERNOR

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

July 18, 2011
Subject: **Fairfield & Benton**
Federal Project No's: IM-A670(000)E,
IM-1668(600)E, BR-1781(400)X
& IM-1850(100)E
State PINs: 016700.00, 016686.00,
017814.00 & 018051.00
Amendment No. 3

David Bernhardt
COMMISSIONER

Dear Sir/Ms:

Make the following changes to the Bid Document:

In the Bid Book (page 1) "NOTICE TO CONTRACTORS" make the following **CHANGES** in pen and ink;

Description: **ADD** the following Maine Federal Aid Project No. "**IM-1850(100)E**" and PIN "**018051.00**"

Location: **ADD** at the end of the paragraph; "**PIN 018051.00, Beginning approximately 0.36 miles south of the Exit 133 northbound on-ramp and extending northerly 1.27 miles.**"

Scope: **ADD** at the end of the paragraph; "**PIN 018051.00, Pavement milling, HMA overlay, and bridge wearing surface.**"

In the Bid Book (pages 3 thru 11) **REMOVE** the "SCHEDULE OF ITEMS" 9 pages dated 110621 and **REPLACE** with the attached new "SCHEDULE OF ITEMS" 11 pages dated 110714.

In the Bid Book (pages 12 thru 19) **REMOVE** the "CONTRACT AGREEMENT, OFFER & AWARD" both copies (8pages total) and **REPLACE** with the attached new "CONTRACT AGREEMENT, OFFER & AWARD" 2 copies (8 pages total).

In the Bid Book, after page 26 **ADD** the following (4 pages total);
FAIRFIELD BENTON TITLE SHEET – 1 page
TYPICAL SECTIONS – 3 pages total, 1 of 3, 2 of 3 and 3 of 3

In the Bid Book, after page 37, **ADD** the attached "GENERAL NOTES" 2 pages undated.

In the Bid Book, before page 38, **ADD** the attached "CONSTRUCTION NOTES" 3 pages undated.



PRINTED ON RECYCLED PAPER

In the Bid Book, after page 43, **ADD** the attached “SPECIAL PROVISION, SECTION 105, GENERAL SCOPE OF WORK, (LIMITATIONS OF OPERATIONS)” 2 pages dated July 8, 2011.

In the Bid Book, after page 59, **ADD** the attached “SPECIAL PROVISION, SECTION 107, PROSECUTION AND PROGRESS, (CONTRACT TIME)” 1 page dated July 8, 2011.

In the Bid Book, after page 61, **ADD** the attached “SPECIAL PROVISION, SECTION 107, TIME, (Scheduling of Work and Truck Hauling Routes)” 1 page dated July 8, 2011.

In the Bid Book, after page 67, **ADD** the attached “SPECIAL PROVISIONS, SECTION 202, REMOVING STRUCTURES AND OBSTRUCTIONS” 1 page dated July 8, 2011.

In the Bid Book, after page 68, **ADD** the attached “SPECIAL PROVISIONS, SECTION 400, HOT MIX ASPHALT PAVEMENTS, (Polymer Modified PGAB for HMA)” 1 page dated February 3, 2011.

In the Bid Book, after page 91, **ADD** the attached “SPECIAL PROVISION, SECTION 401, PLANT MIX PAVEMENTS – GENERAL, (Material Transfer Vehicle)” 1 page dated February 4, 2000.

In the Bid Book, after page 93, **ADD** the attached “SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT” 2 pages dated July 15, 2011.

In the Bid Book, after page 190, **ADD** the attached “SPECIAL PROVISION, SECTION 656, Temporary Soil Erosion and Water Pollution Control” 2 pages dated 7/11/11.

In the Bid Book, after page 267, **ADD** the attached “MaineDOT, Environmental Summary Sheet” 1 page submitted 7-11-11.

The following questions have been received:

Question: What is the relationship between elevations on the contract drawings to the elevations shown on the As-Built drawings? For example, drawing 62 of 132, Elevation – Abutment No. 1 (NB), shows the new bearing pedestals for the fascia girders at elevation 117.68 and they are drawn higher than the existing bearing pedestals. The elevations for these pedestals as shown on As-Built drawing 03600014 (26 of 92) is 117.96 or higher, not lower, than the new bearing pedestals.

Response: The vertical datum of the existing plans corresponds to NGVD1929. All proposed work for MaineDOT projects (including this project) references NAVD 1988. The difference between these two datum varies by location, and the difference for this location is -0.66ft (i.e., NGVD 1929 Elevation – 0.66 ft = NAVD 1988 Elevation). Thus, all proposed elevations will be approximately 8 inches (0.66 ft) than that shown on the

existing plans for the same location. For the example cited in the RFI, the existing bearing pedestal elevation of 117.96 (NGVD 1929) corresponds to a current elevation of 117.96 (NGVD 1929) – 0.66 feet = 117.30 (NAVD 1988). This is 0.38 feet lower than the proposed elevation of 117.68.

Question: Contract drawing 61 of 132 Abutment No. 1 Demolition Section indicates backwall removal to elev. 123.70 to the top of the approach slab seat. In the Rear Elevation of the As-Built drawing 03600014 (26 of 92) the seat elevation is 124.36. What elevation is the removal supposed to be to?

Response: As with the response above, the backwall removal to proposed elevation 123.70 (NAVD 1988) shown on Sheet 61 of 132 corresponds to existing plan elevation 124.36 (NGVD 1929). (124.36 NGVD 1929) – 0.66 feet = 123.70 NAVD 1988).

Question: Contract drawing 107 of 132 Abutment No. 1 Demolition Section indicates removal to elev. 127.51 which appears to be the top of the approach slab. Section A-A in the As-Built drawing 66 of 92 in drawing set General Plans 1963 Bridge #5999 indicates the approach slab seat (bottom of slab) as elev. 127.50. Should the removal be to top of approach slab or bottom of approach slab?

Response: The intent for the backwall removal for the Bridge #5999 (Maine Central RR Bridge) is to stop at the top of the existing approach slab. As stated in the RFI, existing plan sheet 66 of 92 indicates an approach slab seat elevation 127.50. When the 8 inch approach slab thickness and the resulting datum correction is applied, a proposed elevation of 127.51 is obtained (127.50 NGVD 1929 + 0.67 feet approach slab – 0.66 feet = 127.51 NAVD 1988).

Question: Many of the As-Built drawings are illegible. Can you provide the elevation at the top of the pier shaft and the existing bearing seat elevations for all piers using the same datum as the contract drawing for this project?

Response: See attached PDF.

Question: It appears that the bridge is unstable without the composite action of the cured concrete deck in place. Doesn't this mean that the temporary bracing would have to be in place before the integrity of the existing deck is compromised in any way such as from longitudinal saw cutting or removal?

Response: The stability of the existing bridge is questionable when the load of the concrete deck is applied without the lateral stability and strength of the deck. This is why the temporary bracing was added. It was anticipated that the full width of the deck would be removed, proceeding sequentially along the length of the bridge, with the remainder of

the deck left intact as a work area. In this case, the remaining deck will provide bracing, and the portions of the span where the deck has been removed will also no longer have the weight of the deck to support, and the longitudinal saw cuts would be limited to the portion being removed. The stability of the existing bridge may be affected by the removal sequence the contractor wishes to use. Should the contractor elect to isolate individual girders with a longitudinal saw cut the entire length of the bridge between expansion joints, the stability may be compromised. The Contractor needs to ensure the stability of the bridge at all phases of the construction, and to that end, the temporary bracing may be installed prior to removing the deck.

Question: Why is it necessary to remove the temporary braces? Why not paint them and leave them in place instead of spending the money to remove them?

Response: The design intent was for the temporary bracing to be removed; however, leaving the bracing in-place would not be detrimental to the structure. The Contractor may propose alternate rehabilitation details subject to the approval of MaineDOT.

Consider these changes and information prior to submitting your bid on **July 27, 2011**.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford". The signature is written in a cursive style with a large, looped initial "S".

Scott Bickford
Contracts & Specifications Engineer

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS

SECTION 0001 project items

0010	202.12 REMOVING EXISTING STRUCTURAL CONCRETE	10.000 CY				
0020	202.132 REMOVE EXISTING RAIL (RETAINED BY DEPARTMENT)	LUMP	LUMP			
0030	202.17 REMOVING EXISTING STRUCTURAL CONCRETE	LUMP	LUMP			
0040	202.18 REMOVE EXISTING BITUMINOUS PAVEMENT (INCLUDING MEMBRANE)	LUMP	LUMP			
0050	202.202 REMOVING PAVEMENT SURFACE	26500.000 SY				
0060	202.203 PAVEMENT BUTT JOINTS	125.000 SY				
0070	202.205 RUMBLE STRIPS - SHOULDER	14070.000 LF				
0080	304.09 AGGREGATE BASE COURSE - CRUSHED	30.000 CY				
0090	403.208 HOT MIX ASPHALT 12.5 MM HMA SURFACE	3546.000 T				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0100	403.211 HOT MIX ASPHALT (SHIMMING)	550.000 T				
0110	403.213 HOT MIX ASPHALT 12.5 MM BASE	696.000 T				
0120	409.15 BITUMINOUS TACK COAT - APPLIED	2200.000 G				
0130	424.3331 ASPHALT LOW MODULUS CRACK SEALER, APPLIED	500.000 LB				
0140	424.3333 LOW MODULUS JOINT SEALER, APPLIED	10000.000 LF				
0150	502.219 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	LUMP	LUMP			
0160	502.23 STRUCTURAL CONCRETE PIERS	64.000 CY				
0170	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES C.A. CLAUSON N.B.	LUMP	LUMP			
0180	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES C.A. CLAUSON S.B.	LUMP	LUMP			

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT		
			DOLLARS	CTS	DOLLARS	CTS	
0190	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES M C RR	LUMP	LUMP				
0200	502.49 STRUCTURAL CONCRETE CURBS AND SIDEWALKS	LUMP	LUMP				
0210	503.12 REINFORCING STEEL, FABRICATED AND DELIVERED	840703.000 LB					
0220	503.13 REINFORCING STEEL, PLACING	840703.000 LB					
0230	504.8101 REMOVAL OF STRUCTURAL STEEL	26700.000 LB					
0240	504.811 STRUCTURAL STEEL REPAIR	46512.000 LB					
0250	505.08 SHEAR CONNECTORS	LUMP	LUMP				
0260	506.142 FIELD PAINTING EXISTING STRUCTURAL STEEL	LUMP	LUMP				
0270	506.144 FIELD PAINTING NEW AND EXISTING STRUCTURAL STEEL	LUMP	LUMP				
0280	506.17 SURFACE PREPARATION OF EXISTING STRUCTURAL STEEL	LUMP	LUMP				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0290	506.18 CONTAINMENT AND POLLUTION CONTROL	LUMP	LUMP			
0300	506.191 DISPOSAL OF SPECIAL WASTE OR HAZARDOUS WASTE MATERIAL	LUMP	LUMP			
0310	506.30 SHOP COATING OF STRUCTURAL STEEL	LUMP	LUMP			
0320	507.0811 STEEL BRIDGE RAILING, 2 BAR	LUMP	LUMP			
0330	508.14 HIGH PERFORMANCE WATERPROOFING MEMBRANE	LUMP	LUMP			
0340	510.301 EXPRESSWAY MEDIAN CROSSOVER	LUMP	LUMP			
0350	514.06 CURING BOX FOR CONCRETE CYLINDERS	EA 3.000				
0360	515.21 PROTECTIVE COATING FOR CONCRETE SURFACES	LUMP	LUMP			
0370	518.50 REPAIR OF UPWARD FACING SURFACES - TO REINFORCING STEEL < 7.9 IN.	SF 20.000				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0380	518.51 REPAIR OF UPWARD FACING SURFACES - BELOW REINFORCING STEEL < 7.9 IN.	300.000 SF				
0390	518.60 REPAIR OF VERTICAL SURFACES < 7.9 IN.	185.000 SF				
0400	518.61 REPAIR OF VERTICAL SURFACES > 7.9 IN.	10.000 CY				
0410	518.80 CRACK REPAIR	160.000 LF				
0420	520.21 EXPANSION DEVICE - GLAND SEAL	1.000 EA				
0430	520.22 EXPANSION DEVICE - COMPRESSION SEAL	2.000 EA				
0440	521.23 EXPANSION DEVICE FINGER JOINT TYPE B	1.000 EA				
0450	521.23 EXPANSION DEVICE FINGER JOINT TYPE D	2.000 EA				
0460	521.32 FABRIC TROUGH FOR FINGER JOINT	1.000 EA				
0470	521.33 FABRIC CURTAIN FOR FINGER JOINT	8.000 EA				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0480	523.52 BEARING INSTALLATION	136.000 EA				
0490	523.5301 STEEL BEARINGS, FIXED, SLIDING PLATE	12.000 EA				
0500	523.5302 STEEL BEARINGS, EXPANSION, SLIDING PLATE	36.000 EA				
0510	523.5401 LAMINATED ELASTOMERIC BEARINGS, FIXED	28.000 EA				
0520	523.5402 LAMINATED ELASTOMERIC BEARINGS, EXPANSION	60.000 EA				
0530	524.301 TEMPORARY STRUCTURAL SUPPORT	LUMP	LUMP			
0540	524.32 TEMPORARY SUPPORT - BEAMS AND GIRDERS	13.000 EA				
0550	524.40 PROTECTIVE SHIELD	LUMP	LUMP			
0560	526.34 PERMANENT CONCRETE TRANSITION BARRIER	8.000 EA				
0570	526.3401 PERMANENT CONCRETE TRANSITION BARRIER - MODIFIED	8.000 EA				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0580	527.34 WORK ZONE CRASH CUSHIONS	4.000 UN				
0590	604.161 ALTERING CATCH BASIN	1.000 EA				
0600	606.1721 BRIDGE TRANSITION - TYPE 1	16.000 EA				
0610	606.178 GUARDRAIL BEAM	25.000 LF				
0620	606.23 GUARDRAIL TYPE 3C - SINGLE RAIL	400.000 LF				
0630	606.232 GUARDRAIL TYPE 3C - OVER 15 FOOT RADIUS	37.500 LF				
0640	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	15.000 EA				
0650	606.367 REPLACE UNUSABLE EXISTING GUARDRAIL POSTS	25.000 EA				
0660	606.369 GUARDRAIL REMOVED AND STACKED	3800.000 LF				
0670	606.64 GUARDRAIL THRIE BEAM - DOUBLE RAIL	625.000 LF				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0680	606.65 GUARDRAIL THRIE BEAM - SINGLE RAIL	987.500 LF				
0690	606.78 LOW VOLUME GUARDRAIL END - TYPE 3	1.000 EA				
0700	606.791 REMOVE AND RESET 350 FLARED TERMINAL	1.000 EA				
0710	607.184 CHAIN LINK SNOW FENCE 3 FOOT	240.000 LF				
0720	609.312 SPECIAL CURB PLASTIC	250.000 LF				
0730	618.1401 SEEDING METHOD NUMBER 2 - PLAN QUANTITY	40.000 UN				
0740	619.1201 MULCH - PLAN QUANTITY	40.000 UN				
0750	620.6012 HDPE GEOMEMBRANE	32.000 SY				
0760	627.18 12 " SOLID WHITE PAVEMENT MARKING	534.000 LF				
0770	627.72 6 INCH WHITE PAVEMENT MARKING LINE	14354.000 LF				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0780	627.74 6 INCH YELLOW PAVEMENT MARKING LINE	14912.000 LF				
0790	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	163.400 SF				
0800	627.781 TEMPORARY 6 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	4500.000 LF				
0810	629.05 HAND LABOR, STRAIGHT TIME	85.000 HR				
0820	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	40.000 HR				
0830	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	80.000 HR				
0840	631.21 ROAD BROOM (INCLUDING OPERATORS AND HAULER)	40.000 HR				
0850	637.071 DUST CONTROL	LUMP	LUMP			
0860	639.18 FIELD OFFICE TYPE A	1.000 EA				
0870	644.31 GLARE SCREEN REMOVE & RESET	630.000 LF				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0880	652.30 FLASHING ARROW BOARD	4.000 EA				
0890	652.312 TYPE III BARRICADE	25.000 EA				
0900	652.32 BATTERY OPERATED LIGHT	30.000 EA				
0910	652.33 DRUM	400.000 EA				
0920	652.34 CONE	300.000 EA				
0930	652.35 CONSTRUCTION SIGNS	3478.000 SF				
0940	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	30.000 CD				
0950	652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICES	LUMP	LUMP			
0960	652.38 FLAGGER	3200.000 HR				
0970	652.381 TRAFFIC OFFICER	400.000 HR				

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 016686.00

PROJECT(S): IM-1668(600)E
 IM-A670(000)E
 BR-1781(400)X
 OTHERS

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0980	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	2.000 EA				
0990	652.43 PORTABLE CHANGEABLE MESSAGE SIGN - RETAINED BY DEPARTMENT	4.000 EA				
1000	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP	LUMP			
1010	659.10 MOBILIZATION	LUMP	LUMP			
1020	660.21 ON-THE-JOB TRAINING (BID)	1000.000 HR				
	SECTION 0001 TOTAL					
	TOTAL BID					

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

_____ a corporation or other legal entity organized under the laws of the State of _____, with its principal place of business located at _____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No. **016686.00 & 016700.00**, for the **C.A. Clauson Southbound Bridge Deck Replacement & C.A. Clauson Northbound Bridge Deck Replacement** in the towns of **Fairfield and Benton**, Counties of **Somerset and Kennebec**, Maine. PIN **017814.00**, for the **Maine Central Railroad Bridge Deck Replacement** in the town of **Fairfield**, County of **Somerset**. PIN **018051.00** for the **Pavement Milling, HMA Overlay, and Bridge Wearing Surface** in the towns of **Fairfield and Benton**, Counties of **Somerset and Kennebec**, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **December 13, 2013**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002 and related Special Provisions.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is _____

_____ \$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Federal Contract Provisions Supplement, and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **PIN 016686.00 C.A. Clauson Southbound Bridge, PIN 016700.00 C.A. Clauson Northbound Bridge, PIN 017814.00 Maine Central Railroad Bridge Deck Replacement and PIN 018051.00 Pavement Milling, HMA Overlay, and Bridge Wearing Surface**, State of Maine, on which bids will be received until the time specified in the “Notice to Contractors” do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached “Schedule of Items”.

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached “Schedule of Items” in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached “Schedule of Items”, which may be ordered by the Resident, and to accept as full compensation the amount determined upon a “Force Account” basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier’s check, certificate of deposit or U. S. Postal Money Order in the amount given in the “Notice to Contractors”, payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications Revision of December 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and

submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan with their bid.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David Bernhardt, Commissioner

Witness

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

_____ a corporation or other legal entity organized under the laws of the State of _____, with its principal place of business located at _____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No. **016686.00 & 016700.00**, for the **C.A. Clauson Southbound Bridge Deck Replacement & C.A. Clauson Northbound Bridge Deck Replacement** in the towns of **Fairfield and Benton**, Counties of **Somerset and Kennebec**, Maine. PIN **017814.00**, for the **Maine Central Railroad Bridge Deck Replacement** in the town of **Fairfield**, County of **Somerset**. PIN **018051.00** for the **Pavement Milling, HMA Overlay, and Bridge Wearing Surface** in the towns of **Fairfield and Benton**, Counties of **Somerset and Kennebec**, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **December 13, 2013**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002 and related Special Provisions.

C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is _____

_____ \$_____ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Federal Contract Provisions Supplement, and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

F. Offer.

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications Revision of December 2002, Standard Details Revision of December 2002 as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **PIN 016686.00 C.A. Clauson Southbound Bridge, PIN 016700.00 C.A. Clauson Northbound Bridge, PIN 017814.00 Maine Central Railroad Bridge Deck Replacement and PIN 018051.00 Pavement Milling, HMA Overlay, and Bridge Wearing Surface**, State of Maine, on which bids will be received until the time specified in the “Notice to Contractors” do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached “Schedule of Items”.

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached “Schedule of Items” in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached “Schedule of Items”, which may be ordered by the Resident, and to accept as full compensation the amount determined upon a “Force Account” basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier’s check, certificate of deposit or U. S. Postal Money Order in the amount given in the “Notice to Contractors”, payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications Revision of December 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and

submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan with their bid.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David Bernhardt, Commissioner

Witness

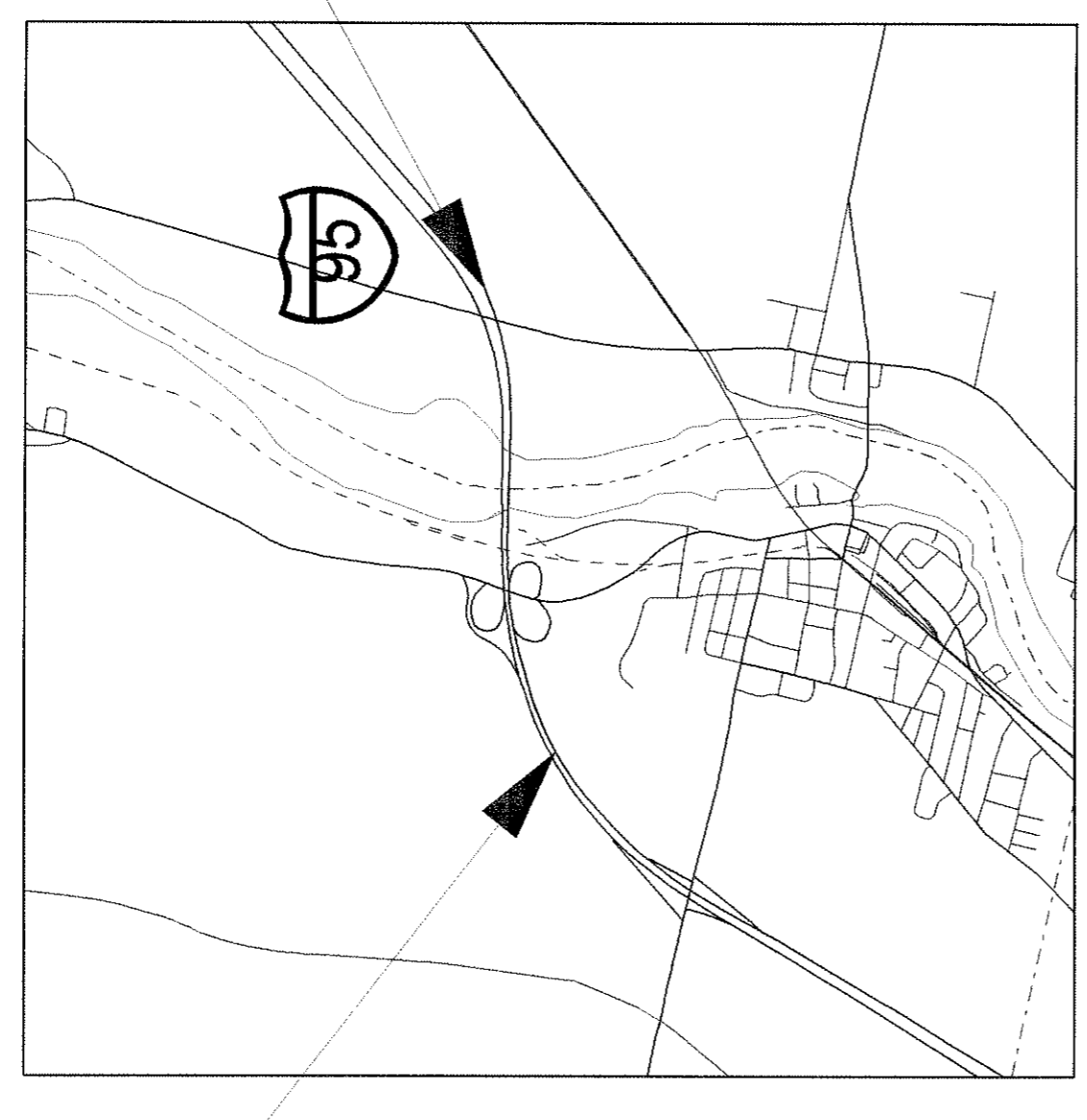
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



FAIRFIELD-BENTON
SOMERSET & KENNEBEC COUNTIES

INTERSTATE 95 NORTHBOUND
IM-1805(100)E
PROJECT LENGTH : 1.269 MILES
PRESERVATION

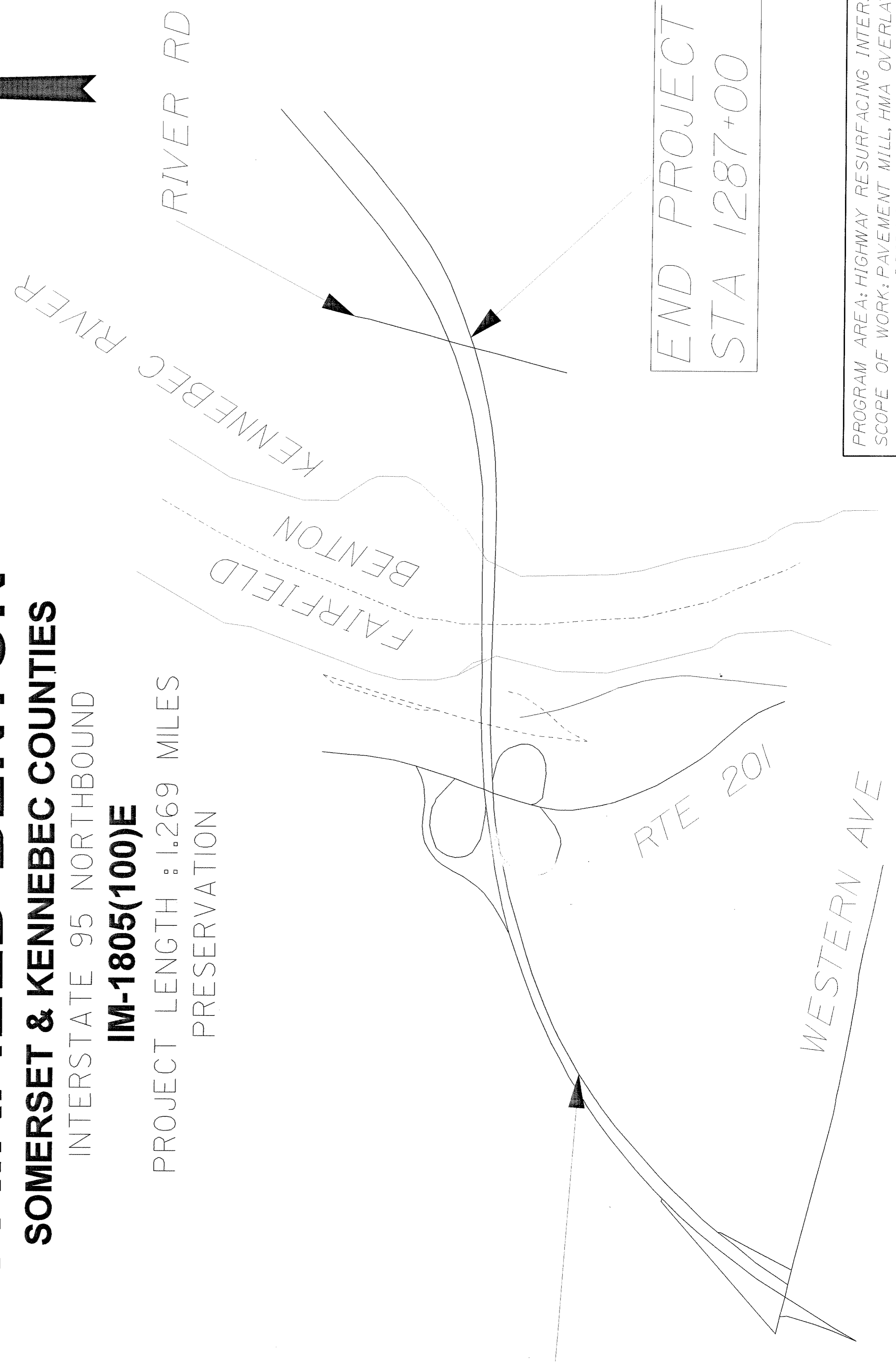
IM-1805(100)E
BEG PROJ STA 1220+00
END PROJ STA 1287+00



BEGIN PROJECT
STA 1220+00

TRAFFIC DATA	SB	NB
CURRENT AADT (2010)	13800	13200
FUTURE AADT (2030)	19000	18500
DHV - % OF AADT	12	12
DESIGN HOUR VOLUME	2280	2220
% HEAVY TRUCKS (AADT)	17	17
% HEAVY TRUCKS (DHV)	12	12
DIRECTIONAL DISTRIBUTION (DHV)	100	100
18 KIP EQUIVALENT P 2.0	X	X
18 KIP EQUIVALENT P 2.5	X	X
DESIGN SPEED (MPH)	70 MPH	70 MPH
CROSSOVER DESIGN SPEED (MPH)	40 MPH	40 MPH

END PROJECT
STA 1287+00



PROGRAM AREA: HIGHWAY RESURFACING INTERSTATE
SCOPE OF WORK: PAVEMENT MILL, HMA OVERLAY,
BRIDGE WORK

IM-1805(100)E PIN 18051.00

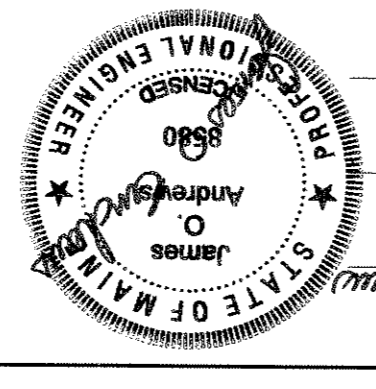
FAIRFIELD-BENTON
INTERSTATE 95
TITLE SHEET

SHEET NUMBER
1
OF 1

PROJECT INFORMATION

PROGRAM	Highway
PROJECT MANAGER	Shawn Smith
DESIGNER	
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

SIGNATURE	James O. Andrew
P.E. NUMBER	8580
DATE	7/13/11



APPROVED	
COMMISSIONER	
CHIEF ENGINEER	
DATE	7/18/11

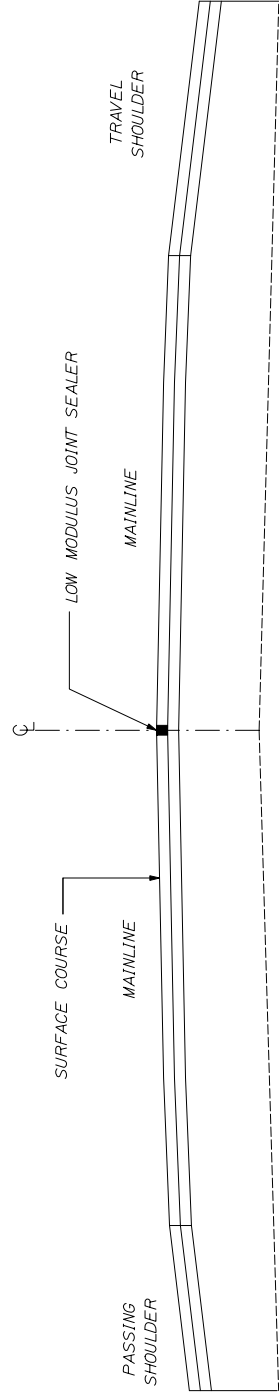
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJ. MANAGER	SHAWN SMITH	BY	DATE
DESIGN ENGINEER			
CHECKED-REVIEWED			
DESIGN-DRAWN			
REVISIONS			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
REVISIONS 5			
REVISIONS 6			
FIELD CHANGES			
P.E. NUMBER			
SIGNATURE			
DATE			

FAIRFIELD-BENTON
INTERSTATE 95
TYPICAL SECTIONS

CENTERLINE DETAIL

LONGITUDINAL CENTERLINE JOINT
WITH LOW MODULUS JOINT SEALER APPLIED



1. LOW MODULUS JOINT SEALER SHALL BE APPLIED DIRECTLY TO THE CENTERLINE LONGITUDINAL JOINTS. IMMEDIATELY PRIOR TO THE APPLICATION OF THE JOINT SEALER MATERIAL, THE SURFACE SHALL BE THOROUGHLY PREPARED BY THE JOINING OF THE JOINTS. THE JOINTS SHALL BE OPENED TO THE SURFACE COURSE WHERE NEW ASPHALT MIX COURSES ARE CONSTRUCTED ABUTTING PREVIOUSLY PLACED ASPHALT MIX COURSES. (NEW MIX ABUTTING NEW MIX) JOINTS CONSTRUCTED ABUTTING OLD PAVEMENTS WILL BE TACKED WITH EMULSIONS AS PER SEC. 401.
2. APPLICATION SHALL BE BY AN APPROVED SEALER APPLICATION WAND, AND SHALL PRODUCE AN EVEN SEAL COAT OVER THE ENTIRE FACE OF THE JOINT. (1/8") COATING TYPICAL. (APPROX. 75 LIN. FT./GALLON APPLICATION RATE.) SEE SPECIAL PROVISION 424- LOW MODULUS JOINT SEALER.
3. THE SURFACE AREA WHERE THE SEAL COAT IS TO BE APPLIED SHALL BE DRY AND CLEAN OF ALL DIRT, SAND AND LOOSE BITUMINOUS MATERIAL.
4. THE ACTUAL METHOD OF APPLICATION SHALL GENERALLY BE LEFT TO THE CONTRACTOR'S OPTION, BUT ALL METHODS AND RATES OF APPLICATION SHALL BE APPROVED BY THE RESIDENT BEFORE THE WORK PROGRESSES.
5. MEASUREMENT/PAYMENT WILL BE BASED ON THE LINEAR FOOT MEASURED IN PLACE.
6. MATERIAL INVOICES SHALL BE SUPPLIED TO THE RESIDENT STATING THE MATERIAL TYPE, MANUFACTURE, SOURCE AND DATE.
7. APPLICATION EQUIPMENT SHALL BE EQUIPPED WITH A SAMPLING VALVE OR METHOD FOR SAMPLING OF THE SEALER MATERIAL.

NOT TO SCALE

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. All guardrail which is removed and not reused on the project shall become property of the Contractor.
8. 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.
9. "Undetermined Locations" shall be determined by the Resident.
10. Stations referenced are approximate.
11. All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion & Sedimentation Control, February, 2008.
12. 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.

GENERAL NOTES

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 627.18, 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. All areas that are regraded/excavated must receive erosion control immediately, as directed by the Resident.
22. All pavement grindings/millings will become property of the Contractor.
23. All 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.

CONSTRUCTION NOTES

202.18 Remove Existing Bituminous Pavement (Including Membrane)

Bridge Decks

<u>Station</u>	<u>to</u>	<u>Station</u>	
1243+50		1246+00	Rt. 201 Bridge
1285+57		1287+15	2 nd Bridge

202.202 Removing Pavement Surface

Main Line

<u>Station</u>	<u>to</u>	<u>Station</u>
1220+00		1243+50
1246+00		1249+00
1267+00		1285+57

Exit 133 Off Ramp

<u>Station</u>	<u>to</u>	<u>Station</u>
10+00		20+72

Exit 133 On Ramp

<u>Station</u>	<u>to</u>	<u>Station</u>	
21+18		23+57	RT
21+18		23+00	LT
23+00		32+50	

Above locations are estimates only and may be changed by the Resident.

Shoulder areas shall be milled as directed.

202.205 Rumble Strips-Shoulder

Main Line

<u>Station</u>	<u>to</u>	<u>Station</u>	
1220+00		1243+50	LT
1246+00		1249+00	LT
1267+00		1285+57	LT
1220+00		1239+00	RT
1247+94		1249+00	RT
1267+00		1285+57	RT

CONSTRUCTION NOTES

403.208 Hot Mix Asphalt 12.5mm

Mainline 1 ¾", Ramps 1 ¾" Mill & Fill

424.3331 Low Modulus Crack Sealer

Shoulder the entire length of project and as directed by Resident.

424.3333 Low Modulus Joint Sealer, Applied

Centerline longitudinal joint the entire length of project.

508.14 High Performance Waterproofing Membrane

Bridge Decks

<u>Station</u>	<u>to</u>	<u>Station</u>	
1243+50		1246+00	Rt. 201 Bridge
1285+57		1287+15	2 nd Bridge

604.161 Altering Catch Basin

Exit 133 On Ramp

<u>Station</u>	<u>Offset</u>
22+06	RT

606.178 Guardrail Beam

To be determined in the field by the Resident.

606.367 Replace Unusable existing Guardrail Posts

To be determined in the field by the Resident.

606.791 Remove and Reset 350 Flared Terminal

Exit 133 On Ramp

<u>Station</u>	<u>Offset</u>
24+90	RT

618.1401 Seeding Method # 2

Seeding shall be utilized on areas where excess material is to be removed.

CONSTRUCTION NOTES

619.1201 Mulch

Seeding shall be utilized on areas where excess material is to be removed.

627.18 12" Solid White Pavement Marking

Exit 133 Gore area

627.75 White/Yellow Pavement & Curb Markings

Chevrons 2' wide

Station

1246+90

1247+15

1247+40

1247+65

627.781 Temporary 6" painted pavement marking line, white or yellow

Main Line

<u>Station</u>	<u>to</u>	<u>Station</u>
1220+00		1243+50
1246+00		1249+00
1267+00		1285+57

Exit 133 Off Ramp

<u>Station</u>	<u>to</u>	<u>Station</u>
10+00		20+72

Exit 133 On Ramp

<u>Station</u>	<u>to</u>	<u>Station</u>
23+00		32+50

629.05 Hand Labor, Straight Time

This item used for plumbing existing delineator posts, cleaning wintersand from guardrail areas and paved areas under overpass, and other tasks as directed by Resident.

Items 631.**

These items are estimated fro removing excess material from inslopes, behind guardrail and other areas ad directed. Skid steer intended to be used under guardrail beam.

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(LIMITATIONS OF OPERATIONS)

1. Ramps may be closed between the hours of 9 pm to 6 am with 72 hours notice. Work on ramps may continue after these hours with shoulder closures only.
2. Interstate Crossovers shall not be allowed to be utilized to change direction. Existing Crossovers shall be closed, throughout the entire length of the project and 2 miles north, utilizing drums during construction activities. Crossovers may not be used for storage areas. The contractor will not be allowed to park vehicles in crossovers at any time. These crossovers will be opened at the end of activities for the shift.
3. The maximum length of lane closure is 1.0 miles in length.
4. The Contractor shall be allowed to work according to the hours listed in Note 10 in this Special Provision.
5. The Contractor may utilize multiple paving crews as long as applicable sections of Special Provision 652 are met, provided the Resident is given 72 hours notice.
6. All rental items shall be completed in an area prior to the contractor commencing placement of HMA surface in a given area. Shoulder closures will not be permitted while any adjacent lane is closed.
7. If the contractor opts to mill both travel lanes consecutively, all milling and paving joints shall be relatively matched even the following working day.
8. Weepers shall be milled on the shoulder to allow for water run-off/drainage as directed by the Resident. This work shall be considered incidental to 652 items.
9. Traffic will be allowed to travel on milled surfaces on the mainline. After 7 calendar days any milled areas not covered, in need of extra repair or maintenance (please see Special Provision 202), 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. Failure to adequately maintain milled areas will also result in a violation of Special Provision 652. The Contractor shall plan and conduct their work accordingly.

- 10. The contractor shall be allowed to enter the roadway during the following hours for the dates specified; Lane closure set and removal shall be considered to be part of this time:**

All work:

- a. Monday through Saturday; No lane closures 6 am to 6 pm.**
 - b. No Sunday work.**
- 11. Any circumstance outside of these time frames, the Contractor shall be charged Supplemental Liquidated Damages as outlined in Special Provision 105 (Supplemental Liquidated Damages).**

**SPECIAL PROVISION
SECTION 107
PROSECUTION AND PROGRESS
(CONTRACT TIME)**

- 1. The contractor will be allowed to commence work anytime after the award of the contract provided that all applicable plans required under this contract have been submitted and approved and a preconstruction meeting has been held.**
- 2. For every calendar day not worked once operations commence, the contractor will be charged supplemental liquidated damages per standard specification 107.7.2 (excluding days lost to inclement weather).**
- 3. The contractor shall coordinate their work with other projects and Contractors located within the limits of Interstate 95, North and Southbound lanes and the Town of Fairfield as to prevent traffic issues.**

**SPECIAL PROVISION
SECTION 107
TIME**

(Scheduling of Work and Truck Hauling Routes)

Description: The Contractor shall submit, at the time of their bid, a schedule of work and proposed locations of Hot Mix Asphalt Plants and proposed haul route for major construction material (such as hot mix asphalt and pavement millings).

In this submittal the Contractor shall also give the location(s) for all intended stockpiles for pavement millings from this project.

SPECIAL PROVISIONS
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Removing Pavement Surface)

The December 2002 Revision of the Standard Specifications, Section 202-Removing Structures and Obstructions, subsection 202.061-Removing Pavement Surface, has been removed and replaced in it's entirety by the following:

202.061 Removing Pavement Surface The equipment for removing the bituminous surface shall be a power operated milling machine or grinder capable of removing bituminous concrete pavement to the required depth, transverse cross slope, and profile grade by the use of an automated grade and slope control system. The controls shall automatically increase or decrease the pavement removal depth as required, and readily maintain desired cross slope, to compensate for surface irregularities in the existing pavement course. The equipment shall be capable of accurately establishing profile grades by referencing from a fixed reference such as a grade wire, or from the existing pavement surface using a 30 foot (9m) minimum contact ski (floating beam), or 24 foot (8m) non-contact grade control beam.

The Contractor shall locate and remove all objects in the pavement through the work area that would be detrimental to the planing or grinding machine.

The finished milled surface will be inspected before being accepted, and any deviations in the profile exceeding 12 mm [1/2 inch] under a 5 meter [16 foot] string line or straightedge placed parallel to the centerline will be corrected. Any deviations in the cross-slope that exceed 10 mm [3/8 inch] under a 3 meter [10 foot] string line or straightedge placed transversely to centerline will be corrected. All corrections will be made with approved methods and materials. Any areas that require corrective measures will be subject to the same acceptance tolerances. Excess material that becomes bonded to the milled surface will be removed to the Resident's satisfaction before the area is accepted.

Any areas of concern, such as de-lamination or pot-holing shall be identified on a continuous basis as milling progresses. Proper corrective action will be determined by the Resident and paid for under the appropriate contract items, and if required, completed prior to opening lane to traffic. Any issues that arise **up to** 7 days after being milled will be the responsibility of the MaineDOT as per Special Provision 105 note 9.

SPECIAL PROVISION
SECTION 400
HOT MIX ASPHALT PAVEMENTS
(Polymer Modified PGAB for HMA)

401.05 Performance Graded Asphalt Binder This section and Special Provision 403 has been amended as follows:

The Contractor shall compose the Hot Mix Asphalt Pavement with aggregate, Performance Graded Asphalt Binder (PGAB), and mineral filler if required. The required PGAB for mixtures incorporated into the Project will meet a **PG 64-28** grading.

The Department reserves the option to change the required PGAB to a **PG 70-28** grading for the traveled way portions of the project; not to include ramps, acceleration, deceleration, or merge lanes unless otherwise noted in the contract documents.

Should the Department determine the use of a **PG 70-28** Hot Mix Asphalt mixture is required post bid, the Department will compensate the Contractor for the price differential by adding a 10.0 % markup to the **PG 64-28** Hot Mix Asphalt contract unit price.

Once established, all production methods, equipment, and JMF's will become part of the QCP.

Should the Department require the use of a **PG 70-28** mixture, the price adjustment per ton shall be made through the contract modification process.

Adjusted payments will be made under the appropriate mixture type used:

<u>Pay Item</u>	<u>Pay Unit</u>
403.2071 19.0 mm Polymer Mod. Hot Mix Asphalt Base	Ton
403.2081 12.5 mm Polymer Mod. Hot Mix Asphalt Surface	Ton
403.2101 9.5 mm Polymer Mod. Hot Mix Asphalt	Ton
403.2111 9.5 mm Polymer Mod. Hot Mix Asphalt Shim	Ton
403.2121 4.75 mm Polymer Mod. Hot Mix Asphalt Shim	Ton
403.2131 12.5 mm Polymer Mod. Hot Mix Asphalt Base	Ton

SPECIAL PROVISION
SECTION 401
PLANT MIX PAVEMENTS - GENERAL
(Material Transfer Vehicle)

The hot bituminous mix for all leveling, base, binder and wearing courses shall be transferred to the paver by a material transfer vehicle (MTV) on main line paving.

The MTV shall operate as an independent unit not attached to the paver. It shall be a commercially manufactured unit specifically designed to transfer the hot mix from haul trucks to the paver without depositing the mix on the roadway.

Also required is a separate hopper with a capacity of 18 Mg [20 ton] that shall be inserted into the regular paver hopper.

The MTV or the hopper insert shall be designed so that the mix receives additional mixing action either in the MTV unit or the paver hopper.

The MTV and the hopper insert will not be paid for directly, but will be considered incidental to the related contract pay items.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Bit Cont. % of Mix	Total Thick	No. Of Layers	Comp. Notes
<u>1.75 in HMA Mill and Overlay – Travel Way, Left Shoulder & Travel lane Rumble Strip Area On and Off Ramps including Shoulders</u>						
Wearing	12.5 mm	403.208	N/A	1.75 in	1	1,6,8,12,20
<u>3 +/- in HMA Mill and Overlay – Route 201 Overpass Bridge Deck Travel Ways and Shoulders</u>						
Wearing	12.5 mm	403.208	N/A	3 in	2	1,2,6,8,12,25
<u>Shim – as directed Travel Ways and Shoulders</u>						
Shim	9.5 mm	403.211	N/A	variable	1/more	6,8,10,11

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. In addition, the use of an oscillating steel roller shall be required to compact all HMA pavements placed on bridge decks.
6. The design traffic level for mix placed shall be 10 to <30 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 “**fine graded**” mixture, (using the Primary Control Sieve control point) as defined in 703.09.
12. The combined aggregate gradation required for this item shall be classified as a 12.5mm “**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. **Unless an approved centerline joint apparatus, such as a notched wedge joint device 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 [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.

**Fairfield - Benton
IM-1805(100)E
Northbound I-95
Mill and Overlay
July 15, 2011**

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.

25. The Contractor must profile approaches every 10 ft out to a match point at a minimum 50 feet from the bridge joint to determine the approach pavement taper. Pavement taper profile and length must be approved 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 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 / intermediate course and the surface course, at a rate not to exceed 0.025 gal/yd².

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

SPECIAL PROVISION
SECTION 656
Temporary Soil Erosion and Water Pollution Control

The following is added to Section 656 regarding Project Specific Information and Requirements. All references to the Maine Department of Transportation Best Management Practices for Erosion and Sedimentation Control (a.k.a. Best Management Practices manual or BMP Manual) are a reference to the latest revision of said manual. The latest version is dated "February 2008" and is available at:

<http://www.maine.gov/mdot/environmental-office-homepage/surface-water-resources.php>

Procedures specified shall be according to the BMP Manual unless stated otherwise.

Project Specific Information and Requirements

The following information and requirements apply specifically to this Project. The temporary soil erosion and water pollution control measures associated with this work shall be addressed in the Soil Erosion and Water Pollution Control Plan (SEWPCP.)

1. Newly disturbed earth shall be mulched by the end of each workday. Mulch shall be maintained on a daily basis.
2. The SEWPCP shall describe the location and method of temporary erosion and sediment control for existing and proposed catch basins, outlet areas and culvert inlets and outlets.
3. **If water is flowing within the drainage system, the water shall be diverted to a stable area or conduit and work shall be conducted in the dry.** The Contractor's plan shall address when and where the diversions will be necessary.
4. Dust control items other than those under Standard Specification 637, if applicable, shall be included in the plan.
5. Permanent slope stabilization measures shall be applied within one week of the last soil disturbance. Temporary slope stabilization is required on a daily basis.
6. Permanent seeding shall be done in accordance with *Special Provision, Section 618, Seeding* unless the Contract states otherwise.
7. Culvert inlet and outlet protection shall be installed within 48 hours of culvert installation, or prior to a storm event, whichever is sooner.

SPECIAL PROVISION**SECTION 656**

Temporary Soil Erosion and Water Pollution Control

8. Temporary winter stabilization must be used between November 1st and April 1st or outside of that time period if the ground is frozen or snow covered. Temporary winter stabilization involves, at a minimum, covering all disturbed soils and seeded ground that is not Acceptable Work with an approved method. If temporary winter stabilization practices are used then spring procedures for permanent stabilization shall also be described in the SEWPCP. Use of these methods for over-winter temporary erosion control will be incidental to the contract and be paid for as part of Pay Item 656.75.
9. Demolition debris (including debris from wearing surface removal, saw cut slurry, dust, concrete debris, etc.) shall be contained and shall not be allowed to discharge to any resource. All demolition debris shall be disposed of in accordance with *Standard Specifications, Section 202.03, Removing Existing Superstructure, Structural Concrete, Railings, Curbs, Sidewalks and Bridges.* Containment and disposal of demolition debris shall be addressed in the Contractor's SEWPCP.
10. If a cofferdam sedimentation basin is used, it shall be located in an upland area where the water can settle and sink into the ground or be released slowly to the resource in a manner that will not cause erosion. The location of such a cofferdam sedimentation basin shall be addressed in the SEWPCP.
11. Prior to release to a natural resource, any impounded water that has been in contact with concrete placed during construction must have a pH between 7.0 and 8.5, must be within one pH unit of the background pH level of the resource and shall have a turbidity no greater than the receiving resource. This requirement is applicable to concrete that is placed or spilled (including leakage from forms) as well as indirect contact via tools or equipment. Water not meeting release criteria shall be addressed in the SEWPCP. Discharging impounded water to the stream must take place in a manner that does not disturb the stream bottom or cause erosion.
12. The Contractor shall be responsible for monitoring pH with a calibrated meter accurate to 0.1 units. A record of pH measurements shall be kept in the Environmental Coordinator's log (Section 656.4.4.)



Environmental Summary Sheet

Pin: 18051.00

Date Submitted: 7-11-11

Town: Fairfield-Benton

CPD Team Leader: Kristen Chamberlain

Surface Water Resources Field Contact: Mike Clark

NEPA Complete: 7-13-11

Section 106
PA
Special Conditions: n/a

Section 4(f) and 6(f)
Section 4(f)
Review Complete-no properties
Section 6(f)
Not Applicable

Maine Department of Inland Fisheries and Wildlife Essential Habitat
Not Applicable **Timing Window: Not Applicable**

Section 7
No Effect
Species of Concern:
Atlantic Salmon DPS & Critical Habitat- No Effect based on no in-water work
Bald Eagle- Project located within ¼ mile buffer of bald eagle nest subject to Federal Bald and Golden Eagle Act; No Effect based on scope and guidelines of the Act

Maine Department of Conservation/Public Lands, Submerged Land Lease
Not Applicable

Maine Land Use Regulation Commission
Not Applicable

Maine Department of Environmental Protection
Not Applicable

Army Corps of Engineers, Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.
Not Applicable

Coast Guard
Not Applicable

<input type="checkbox"/> Special Provisions Required		
Special Provision 105-Timing of Work Restriction	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 656-Erosion Control Plan	N/A <input type="checkbox"/>	Applicable <input checked="" type="checkbox"/>
Special Provision 203-Dredge Spec	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
General Note for Hazardous Waste	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 203-Hazardous Waste	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 105.9	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>

*All permits and approvals based on plans/scope as of: 7-11-11

C.A. Clauson Memorial Bridge Existing Plan Elevations (converted to NAVD 1988)

Bridge	Location	Span	Top of Pier Cap	Existing Bearing Seats				Existing Plan Sheet Reference
				Girder A	Girder B	Girder C	Girder D	
1456 (SB)	Abut No. 1			117.30	117.49	117.49	117.30	26 of 92
	Pier No. 1		111.48	112.17	112.38	112.38	112.17	35 of 92
	Pier No. 2		109.78	110.45	110.65	110.65	110.45	36 of 92
	Pier No. 3		108.05	108.72	108.92	108.92	108.72	37 of 92
	Pier No. 4		106.32	106.99	107.19	107.19	106.99	38 of 92
	Pier No. 5	Span 5	109.11	109.78	109.98	109.98	109.78	39 of 92
	Pier No. 5	Span 6		109.85	110.07	110.09	109.88	39 of 92
	Pier No. 6	Span 6	108.03	108.80	109.12	109.24	109.12	40 of 92
	Pier No. 6	Span 7		108.70	108.96	109.06	109.00	40 of 92
	Pier No. 7	Span 7	106.81	107.59	107.85	107.95	107.89	40 of 92
	Pier No. 7	Span 8		107.48	107.74	107.84	107.78	40 of 92
	Abut No. 2			106.37	106.63	106.73	106.67	28 of 92
6000 (NB)	Abut No. 1			117.30	117.49	117.49	117.30	26 of 92
	Pier No. 1		112.10	112.17	112.38	112.38	112.17	29 of 92
	Pier No. 2		109.78	110.45	110.65	110.65	110.45	30 of 92
	Pier No. 3		108.05	108.72	108.92	108.92	108.72	31 of 92
	Pier No. 4		106.32	106.99	107.19	107.19	106.99	32 of 92
	Pier No. 5	Span 5	109.11	109.78	109.98	109.98	109.78	33 of 92
	Pier No. 5	Span 6		109.81	110.03	110.07	109.89	33 of 92
	Pier No. 6	Span 6	107.82	108.55	108.86	109.01	108.92	34 of 92
	Pier No. 6	Span 7		108.49	108.76	108.86	108.79	34 of 92
	Abut No. 2			107.38	107.64	107.74	107.68	28 of 92

Note: These elevations reflect existing plan elevations converted to NAVD 1988 and are not necessarily actual field elevations.