



Paul R. LePage
GOVERNOR

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

David Bernhardt
COMMISSIONER

March 16, 2012

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

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

Amendment No. 1

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book, after page 46 **ADD** the attached "GUARDRAIL PIN 18293.00 NEWBURGH – PLYMOUTH I-95 SB" 1 page total.

In the Bid Book, after page 61 **ADD** the attached "Construction Notes" for PIN 19199.00, 1 page dated January 19, 2012.

In the Bid Book, after page 68 **ADD** the attached "Construction Notes" for PIN 19200.00, 1 page dated January 25, 2012.

In the Bid Book (pages 147 & 148) **REMOVE** "SPECIAL PROVISION. SECTION 403, HOT MIX ASPHALT" for Bangor to Newburgh (IM-1678(420)E) 2 pages dated February 24, 2012 and **REPLACE** with the attached new "SPECIAL PROVISION. SECTION 403, HOT MIX ASPHALT" for Bangor to Newburgh (IM-1678(420)E) 2 pages dated March 15th, 2012.

In the Bid Book (pages 149 & 150) **REMOVE** "SPECIAL PROVISION. SECTION 403, HOT MIX ASPHALT" for Newburgh to Plymouth (IM-1829(300)E) 2 pages dated February 24, 2012 and **REPLACE** with the attached new "SPECIAL PROVISION. SECTION 403, HOT MIX ASPHALT" for Newburgh to Plymouth (IM-1829(300)E) 2 pages dated March 15th, 2012.

The following questions have been received:

Question: There does not seem to be enough time allowed within the contract for anyone to complete the cable barrier/guardrail especially when verification of field drawings, fabrication and delivery time are taken into consideration and the work must be complete by July 20th.



PRINTED ON RECYCLED PAPER

Response: Please bid all guardrail items considering applicable sections of the contract as written. As a reminder, the high-tension four barrier system doesn't have to be manufactured by Trinity Highway Products and line post foundations may be either steel reinforced concrete or driven posts with steel sockets as written in the contract bid book.

Question: Reference I-95 Bangor, PIN 19199.00. Item #606.2401 Double Base, are 8' posts required along the shoulder or just where guardrail crosses the median?

Response: Eight foot posts shall be required for the entire run as per median guardrail installation typical details and applicable notes.

Question: The Schedule of Items shows 16 each of Item #606.79, note only shows the location of 6. Where are the other 10 going?

Response: Please see the applicable attachment included in this amendment.

Question: Notes have "Install Beam On Backside", will this require offset blocks? How will this be paid for?

Response: Except for the rub rail, an off-set block will be required where applicable notes indicate..." install beam backside of..." and shall be considered incidental to the associated item(s).

Question: Notes don't mention where the "Modify" or "Adjust Items" are used. Please advise.

Response: Please see the applicable attachment included in this amendment.

Question: Is adjust item for single or double rail?

Response: Only single rail south of mile 167 (overlay section) was estimated for adjustment (please see applicable attachment included in this amendment).

Consider these changes and information prior to submitting your bid on March 28, 2012.

Sincerely,



George Macdougall
Acting Contracts & Specifications Engineer

GUARDRAIL PIN 18293.00 NEWBURGH – PLYMOUTH I-95 SB

350 FLARED TERMINAL Station	INSTALL NEW GUARDRAIL TYPE 3D Station to Station I.f.	SHOULDER WIDENING *s.y.	REMARKS
Southbound			
2828+65 – 2828+27.5 Rt			Replace Existing 350
3222+85 – 3222+47.5 Rt			Replace Existing MELT
3224+85 – 3224+47.5 Lt			Replace Existing MELT
3239+20 – 3238+82.5 Lt			Replace Existing MELT
3263+14 – 3262+76.5 Lt			Replace Existing MELT
3263+64 – 3263+26.5 Rt			Replace Existing MELT
3286+44 – 3286+06.5 Rt			Replace Existing MELT
3287+53 – 3287+15.5 Lt			Replace Existing MELT
3312+35 – 3311+97.5 Lt			Replace Existing MELT
3341+87.5 – 3341+50 Lt			Replace Existing MELT

Note: Existing BCT's and MELT's to be replaced with FT 350's

Construction Notes

Item 606.3581 Guardrail Modify to Type 3D

This item is intended to be used in conjunction with CAT end treatments and /or W-beam crossovers. This item will consist of placing new offset blocks, GR beam and all related hardware required for installation on the backside (Northbound/Southbound passing lane side) of existing guardrail within the median.

<u>Station</u>	-	<u>Station</u>
716+67.5	-	719+30 SB
95+35	-	96+10 NB

Construction Notes

Item 606.3581 Guardrail Modify to Type 3D

This item is intended to be used in conjunction with CAT end treatments and /or W-beam crossovers. This item will consist of placing new offset blocks, GR beam and all related hardware required for installation on the backside (Northbound/Southbound passing lane side) of existing guardrail within the median.

<u>Station</u>	-	<u>Station</u>
194+40 EB	-	195+65 EB
199+47 WB	-	200+42 WB
213+00 EB	-	214+50 WB

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 3/4" HMA Mill and 1 3/4" HMA Overlay Areas</u>						
<u>Mainline Passing Lane and Adjacent Shoulder (LT)</u>						
Wearing	12.5 mm	403.208	N/A	1 3/4"	1	5,7,20,22,24,25,27
<u>1 3/4" HMA Mill and 1 3/4" HMA Overlay Areas</u>						
<u>Mainline Travel Lane and 2 1/2 ft. of Adjacent Shoulder (RT)</u>						
Wearing	12.5 mm	403.2081	N/A	1 3/4"	1	1,5,7,20,22,24,25,27
<u>1 1/2" HMA Overlay Areas</u>						
<u>Exit 180 Off & On Ramp and Shoulders</u>						
<u>Rest Area Off & On Ramp and Shoulders</u>						
Wearing	12.5 mm	403.2081	N/A	1 1/2"	1	1,5,7,20,22,24
Shim	9.5 mm	403.211	N/A	variable	1	2,5,8,11
<u>1 1/2" Mill and 1 1/2" HMA Overlay Areas</u>						
<u>Exit 174 Off Ramp (Mainline Only)</u>						
Wearing	12.5 mm	403.208	N/A	1 1/2"	1	5,7,20,22,24
<u>1" HMA Overlay Areas</u>						
<u>Hampden Rest Area – Parking Areas</u>						
<u>Crossovers</u>						
Wearing	9.5 mm	403.210	N/A	1"	1	1,5,8,20,26
Shim	9.5 mm	403.211	N/A	variable	1	2,5,8,11,26
<u>3" HMA Overlay Areas</u>						
<u>Exit 180 On Ramp – Shoulder Widening Areas</u>						
<u>Rest Area On Ramp – Shoulder Widening Areas</u>						
<u>Rest Area – Shoulder Widening Areas</u>						
Wearing	12.5 mm	403.208	N/A	3"	2/more	5,7
<u>Spot Shims – Delaminated Areas as Directed</u>						
Shim	9.5 mm	403.211	N/A	variable	1	2,5,8,11
<u>Sidewalks, Entryways at Rest Areas</u>						
Wearing	9.5 mm	403.209	N/A	2"	1/more	2,3,10,11,14

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a **PG 70-28** to **PG 76-28** grading. Refer to Special Provision 400 – Polymer Modified PGAB for HMA, for additional testing and documentation requirements.
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.
3. The design traffic level for mix placed shall be <0.3 million ESALS.
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**.

**Bangor to Newburgh, IM-1678(420)E
I-95 Southbound
Mill, Fill, and Overlay
March 15th, 2012**

7. Section 106.6 Acceptance, (1) Method A.
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.
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.
20. The Contractor may place the specified HMA pavement course, not to exceed 2” inch (50mm) 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 to the work, at a maximum spacing of 0.50 mile [0.80 km] for the entire length of effected roadway section. 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.
22. The final pavement surface shall be evaluated for smoothness in accordance with the most current 400 Special Provision section 402 – Pavement Smoothness. Acceptance limits shall be as outlined under the **Level I** classification.
24. A tack coat of a RS-1, Item #409.15 shall be applied along the longitudinal centerline construction joint, on the horizontal surface immediately adjacent to the construction joint, and in a minimum width of one foot. The rate of application shall be approximately 0.050 to 0.075 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.
25. Refer to Special Provision 401 –Hot Mix Asphalt Pavement (Longitudinal joint construction using wedge/taper apparatus) for specifics.
26. Division 400, section 401.10 - Weather and Seasonal Limitations shall be revised as follows for pavements placed in the southbound Hampden Rest Area.
On all sections of overlay within the parking area and adjacent shoulders with pavement courses 25 mm [1 in] thick or less, pavements may be placed between the dates of May 1, and the Saturday following September 1 whether the work is performed during daylight conditions, or conditions defined as “night work”.
27. **The use of Recycled Asphalt Pavement (RAP) will be limited to a maximum of 10 percent in all mixtures placed on the travelway and adjacent shoulders.**

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 G/SY, and on milled pavement approximately 0.05 G/SY, 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 G/SY. 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 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Bit Cont. % of Mix	Total Thick	No. Of Layers	Comp. Notes
<u>1 1/2" HMA Overlay Areas</u>						
<u>Mainline Passing Lane, 4 foot Shoulder (LT), and 10 foot Shoulder (RT)</u>						
Wearing	12.5 mm	403.208	N/A	1 1/2"	1	5,7,20,22,24,25,27
<u>1 3/4" Mill and 3 1/4" HMA Overlay Areas</u>						
<u>12 foot Mainline Travel Lane (RT)</u>						
Wearing	12.5 mm	403.2081	N/A	1 1/2"	1	1,5,7,20,22,24,25,27
Base	12.5 mm	403.208	N/A	1 3/4"	1	5,7,24
<u>1 3/4" Mill and 1 3/4" HMA Overlay Areas</u>						
<u>Mainline Travel Lane and 2 1/2 ft. of Adjacent Shoulder (RT)</u>						
Wearing	12.5 mm	403.2081	N/A	1 3/4"	1	1,5,7,20,22,24,25,27
<u>1 3/4" Mill and 1 3/4" HMA Overlay Areas</u>						
<u>Mainline Passing Lane and 4 foot Shoulder (LT)</u>						
Wearing	12.5 mm	403.208	N/A	1 3/4"	1	5,7,20,22,24,27
<u>1 1/2" Mill and 1 1/2" HMA Overlay Areas</u>						
<u>Route 143/69 Overpass Bridge Passing Lane (Mainline only)</u>						
Wearing	12.5 mm	403.208	N/A	1 1/2"	1	5,7,20,24,25,27
<u>1 1/2" Mill and 1 1/2" HMA Overlay Areas</u>						
<u>Route 143/69 Overpass Bridge Travel Lane (Mainline only)</u>						
Wearing	12.5 mm	403.2081	N/A	1 1/2"	1	1,5,7,20,24,25,27
<u>1 1/2" Mill and 1 1/2" HMA Overlay Areas</u>						
<u>Exit 174 Off Ramp (Mainline only)</u>						
Wearing	12.5 mm	403.208	N/A	1 1/2"	1	5,7,20,22,24
<u>1 1/2" HMA Overlay Areas</u>						
<u>Exit 174 On Ramp and Shoulders</u>						
<u>Exit 167 On Ramp and Shoulders</u>						
Wearing	12.5 mm	403.208	N/A	1 1/2"	1	5,7,20,22,24
Shim	9.5 mm	403.211	N/A	variable	1	2,5,8,11
<u>Spot Shims – Delaminated Areas as Directed</u>						
Shim	9.5 mm	403.211	N/A	variable	1	2,5,8,11

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a **PG 70-28** to **PG 76-28** grading. Refer to Special Provision 400 – Polymer Modified PGAB for HMA, for additional testing and documentation requirements.
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.

**Newburgh to Plymouth
IM-1829(300)E
I-95 Southbound
Mill, Fill, and Overlay
March 15th, 2012**

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**.
7. Section 106.6 Acceptance, (1) Method A.
8. Section 106.6 Acceptance, (2) Method B.
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.
20. The Contractor may place the specified HMA pavement course, not to exceed 2” inch (50mm) 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 to the work, at a maximum spacing of 0.50 mile [0.80 km] 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.
22. The final pavement surface shall be evaluated for smoothness in accordance with the most current 400 Special Provision section 402 – Pavement Smoothness. Acceptance limits shall be as outlined under the **Level I** classification.
24. A tack coat of a RS-1, Item #409.15 shall be applied along the longitudinal centerline construction joint, on the horizontal surface immediately adjacent to the construction joint, and in a minimum width of one foot. The rate of application shall be approximately 0.050 to 0.075 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.
25. Refer to Special Provision 401 –Hot Mix Asphalt Pavement (Longitudinal joint construction using wedge/taper apparatus) for specifics.
27. **The use of Recycled Asphalt Pavement (RAP) will be limited to a maximum of 10 percent in all mixtures placed on the travelway and adjacent shoulders.**

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 G/SY, and on milled pavement approximately 0.05 G/SY, 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 G/SY. Tack used between layers of pavement will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.