



Paul R. LePage
GOVERNOR

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

March 5, 2012

Subject: **West Gardiner - Pittsfield**
Federal Project No's: AC-IB-1913(600)E &
AC-STP-1913(700)X
State PIN: 019136.00 & 019137.00
Amendment No. 2

David Bernhardt
COMMISSIONER

Dear Sir/Ms:

The following questions have been received:

Question: What and where is the item 203.216 Exploratory Drilling?

Response: Please see Special Provision Section 606 High – Tension Four Cable Barrier (NCHRP 350, TL-3) Placed on 4:1 Slopes or Flatter, Design Requirements – High Tension Cable Barrier, # 4 & Construction Requirements – Method of Measurement (c).

Question: Where is the item 203.24 Common Borrow item to be used?

Response: Please see West Gardiner I-295 Typical Section Sheet 1 of 2 & 2 of 2, note # 3.

Question: Could you provide a shoulder widening Detail?

Response: No, please see Construction Notes, Item 205.512 Widening of Existing Shoulder and Waterville to Pittsfield, I-95 (NB) Typical Sections, Sheet 3 of 5 & 4 of 5 and applicable notes.

Question: Where is Item 609.40 Reset Curb located?

Response: Item 609.40 will be primarily used on Exit 138 Off ramp, but may be used on other ramps if needed.

Question: Where are the Items 615.07 Loam and 619.1401 Erosion Control Mix to be used?

Response: Item 615.07 to be used to cover Item 203.24. Item 619.1401 will be used behind guardrail slopes where needed to prevent erosion.



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Question: Special Provision Section 652 – Attenuator Vehicles are to be used at all Stationary Operations. Would you please define what a stationary operation would be?

Response: A paving operation would be considered a non-stationary operation. Clearing, culvert work, would be considered stationary. Cutting of joints before the beginning of the shifts paving would be considered a stationary operation. When personnel are exposed to vehicular traffic for any extended period of time (>10 minutes) without equipment protection.

Question: Special Provision 652 – Interstate crossovers shall not be used at any time without approval, Special Provision Section 105 – Note 14 seems to indicate they can be used if both passing lanes are closed simultaneously. Will approval still be required?

Response: If the contractor provides the necessary information and procedures, the Department will consider allowing the use of crossovers. Yes, approval will be required.

Question: Item 639.18 Field Office Type A – Would the Department be willing to eliminate this item and use their facilities on Route 201 in Fairfield as the field office?

Response: The Department will not eliminate the field office from the contract.

Question: Will the Department be willing to request State Police patrols during construction activities?

Response: The Department will request State Police presence on the project when asked, provided the Department is given 72 hour notice and there are State Police personnel available to cover the allotted time slots. The Department will reserve the right to limit the time(s) the troopers are present. The Department will be billed directly for State Police services.

Question: Special Provision Section 105 – Note 3 states ALL WORK on Section 1 to be done during 7:00PM & 7:00AM. Note 9 seems to allow a shoulder closure in the passing lane until 1:00PM if needed. Please clarify?

Response: Note 9 is for finishing the preceding nights rental or culvert work. **“provided there is no infringement upon mainline traffic. This decision will be on a case by case basis for completion of the shift’s pipe and rental work, or removal of equipment.”** It is not meant to begin a task. It is for travel lane only shoulder closures. (10’ shoulders, slow speed lane). Under no circumstances will the contractor be allowed a (4’ shoulder, high speed lane) closure unless the high speed lane is also closed.

Question: Special Provision, Section 520 states in the basis for payment “Removing and replacing structural concrete and steel”. What is the steel repair? The drawing indicates only new elastomeric concrete, no steel work shown.

Response: The Department does not anticipate any steel repair; however, steel repair necessary from incidental damage during the removal of bridge joint header shall be the Contractor’s responsibility.

Question: Can the milling on the 12’ of travel lane and the 2’ shoulder be milled as a straight grade?

Response: No, please see Waterville to Pittsfield, I-95 (NB) Typical Sections, Sheet 1 of 5 and applicable notes.

Question: Amendment #1 added an item for Bridge Joint Modifications. Can the Department provide location and limits of the repairs for the 8 bridge joint modifications?

Response: Addendum #1 includes a sheet with key plan of northbound bridges: I-95 over County Road, I-95 over Messalonskee Stream and I-95 over Main Street. Joint modifications quantities of each bridge are 2, 4 and 2, respectively. The key plan shows locations of expansion joints are at each abutment on I-95 over County Road, at each abutment as well as at piers 3 & 7 on I-95 over Messalonskee Stream, and at each abutment on I-95 over Main Street. The limits of the repair extend from gutter lines to gutter line across the roadway along the skew if applicable. The plan view dimension across the roadway for each of these expansion joints estimated as follows:

I-95 over County Road:	37’ – 8” +/-
I-95 over Messalonskee Stream:	33’ – 0” +/-
I-95 over Main Street:	36” – 0” +/-

The limits of the expansion joint width is depicted in the Cross Section of Expansion Joint Nosing Repair on the Addendum #1 plan sheet. At an abutment the plan view estimated dimension along the roadway is 1’ 4 ½” on one side of the joint & 10” on the opposite side. At a pier this dimension is 10” on each side of the joint. Included on this plan is a note indicating the Contractor shall field verify these topside joint dimensions. The Department anticipates that a 2” depth of existing nosing removal, as indicated on this Addendum Plan, will expose a suitable and sound concrete in order to accommodate a specified new elastomeric concrete nosing placement.

Question: Will there be a schedule adjustment to allow more time for the construction of the Bridge Joint Modifications?

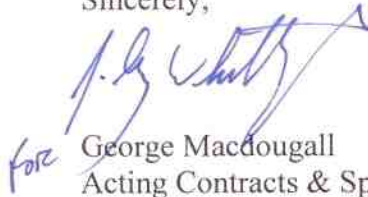
Response: No

Question: The Construction Notes for PIN 19136.00 call for mainline, passing lane and shoulder (LT) 1 ¾" mill & fill, ramp shoulders, and widening of existing shoulders to receive item 403.208 Hot Mix Asphalt 12.5mm. Special Provision 403 item 403.2081 calls for Exit 132 off & on and Exit 138 off and on ramps and shoulders to be paved with PG 70-28 to PG 76-28 (polymer modified). Which mix does the DOT want to use on the ramp shoulders, 64-28 or polymer modified mix?

Response: The Department will allow the use of either 70-28 or 64-28 for use on the ramp shoulders. The PGAB mixture placed during construction will be paid under the appropriate PGAB mixture pay item.

Consider this information prior to submitting your bid on March 7, 2012.

Sincerely,



George Macdougall
Acting Contracts & Specifications Engineer