



Paul R. LePage
GOVERNOR

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

David Bernhardt
COMMISSIONER

June 8, 2012
Subject: **Garland**
State PIN: 019334.00
Amendment No. 1

Dear Sir/Ms:

Make the following change to the Bid Documents:

In the Plans **REMOVE** "SHEET NUMBER 2 OF 11" and "SHEET NUMBER 3 OF 11" (Typical Sections) and **REPLACE** with the attached new "SHEET NUMBER 2 OF 11" and "SHEET NUMBER 3 OF 11".

NOTE: Plans will be FedEx/mailed to individuals who purchased plans in the size and quantity ordered.

The following questions have been received:

Question: Do you want 7' posts on this project?

Response: 7' posts will be required on this project.

Question: Do you want just 2 panels each side doubled or all complete guardrail doubled?

Response: All 606.23 Guardrail Type 3C Single Rail shall be double nested. No separate payment shall be made for the doubled rail. Please consider this prior to submitting your bid.

Consider these changes and information prior to submitting your bid on June 20, 2012.

Sincerely,

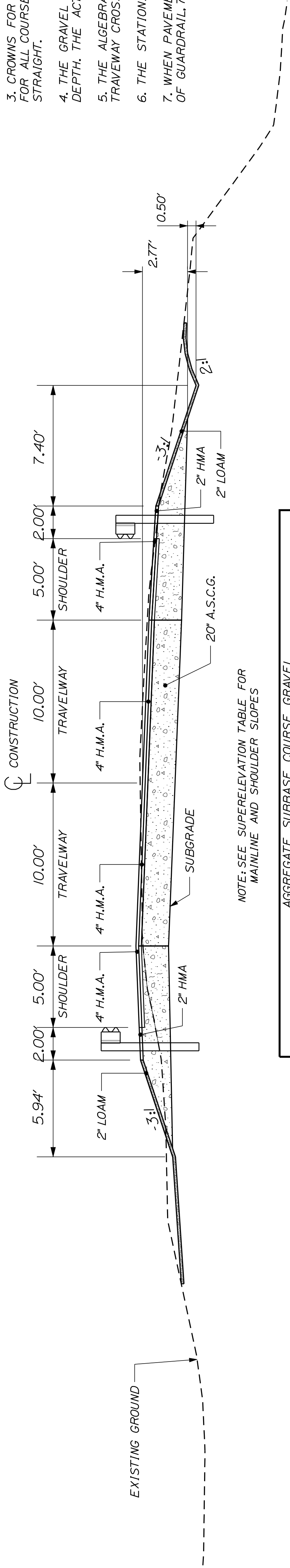
George M. A. Macdougall P.E.
Contracts & Specifications Engineer



PRINTED ON RECYCLED PAPER

NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. WHEN PAVEMENT EXTENDS LESS THAN 3 FT. FROM THE FACE OF GUARDRAIL, 7 FT. MINIMUM GUARDRAIL POSTS ARE REQUIRED.

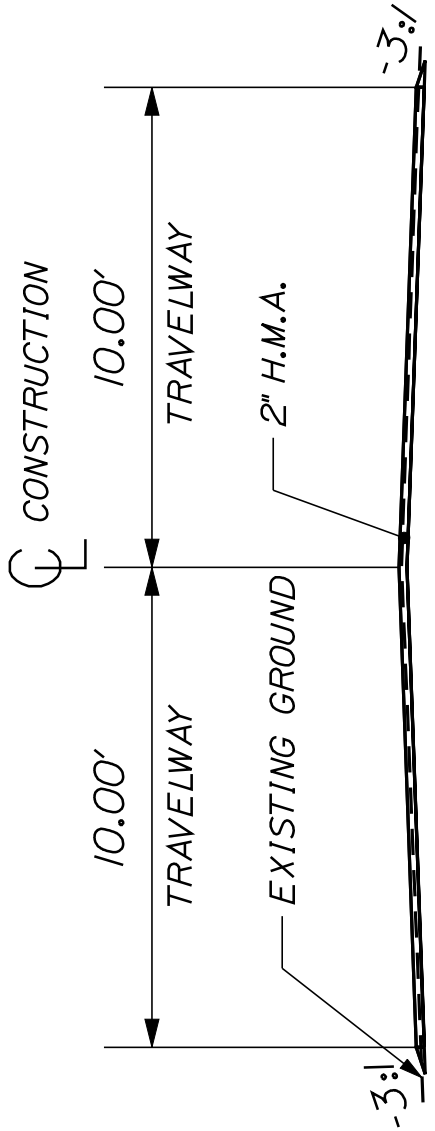


AGGREGATE SUBBASE COURSE GRAVEL			
LEFT SHOULDER	10 FT. TRAVEL LANES	RIGHT SHOULDER	
55.2 CY/100 LF	123.4 CY/100 LF	53.4 CY/100 LF	
STATION TO STATION	STATION TO STATION	STATION TO STATION	
13+52 to 14+69 LT.	13+52 to 14+69	13+52 to 14+69 RT.	

FULL CONSTRUCTION

STA. 13+52 TO 14+69, RT. & LT.

NORMAL

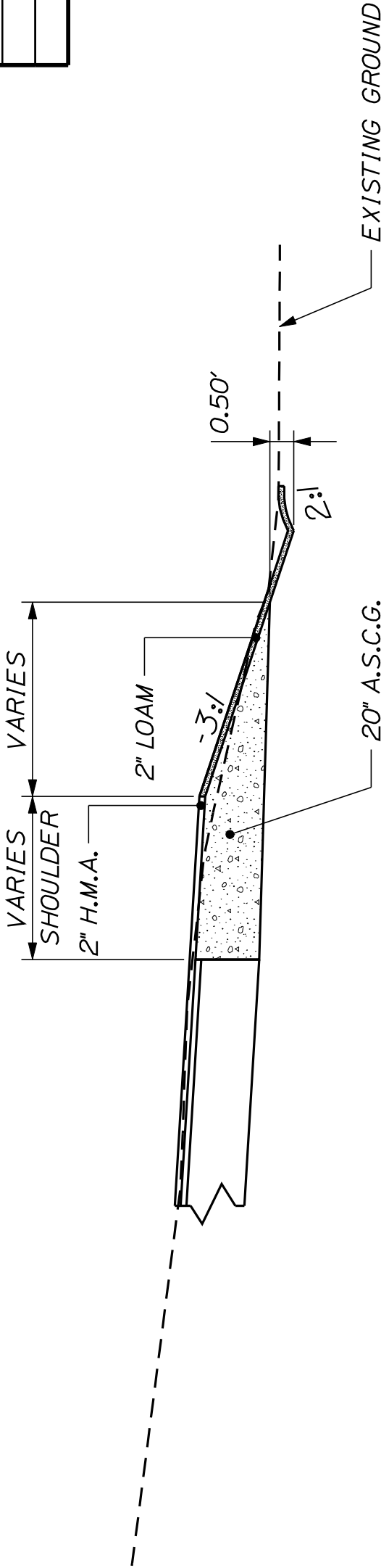


2" MILL AND FILL

STA. 11+25 TO 13+52 RT. & LT.

STA. 14+69 TO 17+00, RT. & LT.

NORMAL



AGGREGATE SUBBASE COURSE GRAVEL			
LEFT SHOULDER	RIGHT SHOULDER		
45.0 CY/100 LF	44.7 CY/100 LF		
STATION TO STATION	STATION TO STATION		
13+19 to 16+00 LT.	12+27 to 15+74 RT.		

SHOULDER WIDENINGS RT & LT

STA. 12+27 RT. TO 15+74 RT.

STA. 13+19 LT. TO 16+00 LT.

NORMAL

LT SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT SHOULDER
	-4.8%	11+00	-4.7%	
	-3.6%	11+50	-3.6%	
	-2.0%	12+00	-3.0%	
	0.0%	12+50	-3.0%	-6.0%
	2.0%	13+00	-3.0%	-6.0%
-4.0%	4.0%	13+50	-4.0%	-6.0%
-2.0%	6.0%	14+00	-6.0%	-6.0%
-2.0%	6.0%	14+50	-6.0%	-6.0%
-2.0%	6.0%	15+00	-6.0%	-6.0%
-2.0%	6.0%	15+50	-6.0%	-6.0%
	5.0%	16+00	-7.8%	
	4.0%	16+50	-9.6%	
	3.1%	17+00	-11.1%	

