



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

April 15, 2021
Subject: Pavement Milling & HMA Overlay
With Drainage Improvements
State WIN: 023667.00
Location: **Lewiston**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE pages 46 - 50, CONSTRUCTION NOTES, 5 pages, dated March 18, 2021, and **REPLACE** with the attached, revised CONSTRUCTION NOTES, 5 pages, dated April 13, 2021.

REMOVE pages 51 - 56, MILLING CROSS SLOPE SHEET, 6 pages, and **REPLACE** with the attached, revised MILLING CROSS SLOPE SHEET, 5 pages, dated April 8, 2021.

The following question has been received:

Question: Item 202.202. Who will take ownership of the millings?

Response: See changes to revised CONSTRUCTION NOTES.

Consider these changes and information prior to submitting your bid on **April 21, 2021**.

Sincerely,

A handwritten signature in blue ink that reads "George Macdougall".

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

CONSTRUCTION NOTES

202.202 REMOVING PAVEMENT SURFACE

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Comments</u>
10+00		120+47	Full Width

While milling to the proposed cross slopes the contractor shall notify the Department of any areas that do not meet tolerances, and in-field corrections will be made. In areas to be milled along the curb line the milling control point will be on the centerline. The pavement will be removed from centerline to the shoulder break as per the slope sheet with the specified depth on centerline. The intent will be to maintain the gutter line profile with negative slope to the gutter, without creating a “V” at the shoulder break. If there are areas of “V’s” the contractor shall notify the Department and in-field corrections will be made.

Millings/grindings will become property of the State of Maine and will be delivered and stockpiled at the vacant lot located at 73 Fern Street, Turner Maine (44.19255, -70.24445). Payment for delivery and stockpiling will be incidental to Item 202.202. Stockpiling shall include all equipment, personnel, and all other necessary incidentals required to construct stockpiles as per normal construction practices.

202.203 PAVEMENT BUTT JOINTS

<u>Description</u>	<u>Qty</u>
Paved Drives	86
Commercial Drives	74
Sideroads	47
Catch Basins	33

204.50 ROAD BASE REPAIR AREAS

403.102 HOT MIX ASPHALT PAVEMENT – SPECIAL AREAS

Used as directed if gravel is exposed during milling. Undetermined Locations.

**403.209 HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE
(INCIDENTALS)**

<u>Description</u>	<u>Qty</u>
Paved Drives	86
Commercial Drives	74

CONSTRUCTION NOTES

604.167 ALTER CATCH BASIN GRATE TO CASCADE GRATE

<u>Station</u>	<u>Side</u>	<u>Qty</u>
20+23	RT	1

604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE

Drain Manholes

<u>Station</u>	<u>Side</u>	<u>Station</u>	<u>Side</u>
14+60	Ctr	80+29	RT

604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE

Drain Manholes

<u>Station</u>	<u>Side</u>	<u>Station</u>	<u>Side</u>
17+10	LT	81+00	LT
17+55	LT	81+60	RT
17+80	Ctr	84+11	LT
21+20	LT	86+29	LT
23+00	LT	88+00	LT
24+75	LT	94+51	LT
34+12	LT	97+40	LT
58+00	LT	99+94	LT
66+79	RT	102+81	LT
67+00	RT	105+29	LT
68+29	RT	111+96	LT
68+79	RT	112+83	RT
77+85	RT	113+29	LT
78+00	LT	117+29	LT
78+29	RT	118+79	RT
79+00	LT	119+70	LT
		119+79	RT
18+07	LT	100+00	Slip Lane
28+70	LT	18+00	RT
33-88	LT	33+10	RT
34+96	LT	35+20	RT
42+90	LT	42+62	RT
43+57	LT	49+50	RT
45+75	LT	53+80	RT
46+60	LT	56+80	RT

CONSTRUCTION NOTES

604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE (Continued)

Catch Basins

<u>Station</u>	<u>Side</u>	<u>Station</u>	<u>Side</u>
51+70	LT	58+70	RT
52+81	LT	60+98	RT
53+74	LT	67+29	RT
57+90	LT	69+29	RT
97+29	LT	96+60	RT
106+07	LT	113+30	RT
113+29	LT	116+79	RT

609.38 RESET CURB TYPE 1

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Side</u>
11+00		11+20	LT
46+60		47+20	LT
22+00		22+30	RT
39+40		39+60	RT

615.07 LOAM

618.13 SEEDING METHOD NUMBER 1

619.12 MULCH

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Side</u>
39+40		39+60	RT
46+60		47+20	LT

Additional locations to be determined by Resident.

627.733 4 INCH WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE

Center lines and edge lines shall be painted on all matched pavement within one week. Center line TOMs may be utilized until final striping and will be considered incidental to the contract.

Multilane sections and truck lanes must be striped daily on all matched pavement layers.

CONSTRUCTION NOTES

627.75 WHITE OR YELLOW PAVEMENT AND CURB MARKINGS

Stopbar

<u>Station</u>	<u>Side</u>	<u>Station</u>	<u>Side</u>
10+23	LT	79+19	RT
16+82	RT	80+37	LT
18+00	LT	80+48	LT
33+41	RT	83+86	RT
35+83	LT	84+84	LT
57+46	RT	90+18	RT
58+59	LT	90+60	LT
66+07	RT	105+63	RT
66+09	RT	106+71	LT
66+21	RT	111+48	RT
67+54	LT	112+75	RT
67+70	LT	113+51	LT
67+79	LT	118+68	RT
		120+47	LT

Crosswalk

<u>Station</u>	<u>Side</u>	<u>Station</u>	<u>Side</u>
10+10	LT	57+50	LT to RT
10+10	RT	66+29	LT to RT
10+22	RT	67+29	LT to RT
14+08	LT to RT	79+29	LT to RT
17+00	LT to RT	80+29	LT to RT
17+87	LT to RT	90+29	LT to RT
20+54	LT to RT	106+42	LT to RT
33+57	LT to RT	112+79	LT to RT
35+75	LT to RT	119+18	LT to RT
		120+22	LT to RT

Hash Marks

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Side</u>
87+95		87+49	LT to RT

Arrows

<u>Description</u>	<u>Qty</u>
Turn	26
Straight	22
Combination	54
Any Direction Arrow	3
Merge Arrow	3

CONSTRUCTION NOTES

627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW

Temporary center lines and edge lines shall be painted on all matched pavement within one week.

Multilane sections, truck lanes, and milled surfaces must be striped daily on all matched pavement layers.

Temporary lines will require one coat on the milled surface and one coat on the shim layer.

652.41 PORTABLE CHANGEABLE MESSAGE SIGN

Route 126 East
Route 126 West

MILLING CROSS SLOPE SHEET

STA	CUT DEPTH @ CROWN Inch	PROJECT LEFT			CENTER LANE %	PROJECT RIGHT		
		LANE 3 %	LANE 2 %	LANE 1 %		LANE 1 %	LANE 2 %	LANE 3 %
		32+00	-2.5			-2.0	-1.0	
31+50						-2.0	-2.0	
31+00						-1.5		
30+50							-2.0	
30+00				-1.0			-1.5	
29+50				-2.0				
21+00		-2.0						
20+50		-3.0				-1.5	-1.5	
20+00		-4.0				-2.0	-2.0	
19+50							-3.0	
19+00		-4.0					-4.0	
18+50	-2.5			-6.0				
18+00	-1.75			-6.0				
17+50	-1			-3.5				
16+50	-1							
16+00	-1.75		-3.5					
15+50	-2.5		-5.5					
14+50	-2.5		-5.5				-4.0	
14+00	-3		-4.0				-6.0	
13+50			-2.0				-5.0	
13+00			-2.0	-2.0				
12+50			-1.5	-1.5			-5.0	
12+25	N/A		END TL				END TL	SLIP LANE
12+00	-3						-3.0	END
11+50	-3.5		-1.5	-1.5				-3.0
11+00	-4		-1.0	-1.0			-3.0	-2.0
10+50	-4		0.0	0.0		-2.0	RAISED	BEGIN
10+00	-2		MATCH	MATCH		MATCH	ISLAND	SLIP LANE

TL: Indicates the Change from a Parking/Shoulder to a Traveled Lane (Locations are Approx.)

| Bold Vertical Line Indicates the Crown Location

MILLING CROSS SLOPE SHEET

STA	CUT DEPTH @ CROWN Inch	PROJECT LEFT			CENTER LANE %	PROJECT RIGHT		
		LANE 3	LANE 2	LANE 1		LANE 1	LANE 2	LANE 3
		%	%	%		%	%	%
49+00			-3.0	-2.5		-2.0	-2.5	
48+50	-1.25		-2.5	-2.5				
48+00	-1.5			-2.0				
47+50	-2							
47+00	-2.5		-2.5					
46+75			BEGIN TL					
46+50	-3		-5.0					
46+00			-5.0					
45+50			-6.0					
45+00	-3							
44+50	-3.5							
44+00								-2.5
43+50								-3.0
43+00								-3.5
42+50	-3.5		-6.0					
42+00	-3		-4.5					
41+50	-2.5							
39+50			-4.5					-3.5
39+00			-4.0					-5.0
38+50			-3.0					
38+00	-2.5		-2.5					
37+75	N/A		END TL					
37+50	-2		-2.0					-5.0
36+75	-2		-2.0	-2.0			-2.0	END TL
36+50	STATION 34+00 TO 36+50							
34+00	RADES AT INTERSECTION TO BE DETERMINED IN FIELD BY MaineDOT RESIDEN							
33+50	-2		-2.0	-2.0		-2.0	-2.0	
33+00	-2.5		-2.0	-2.0				
32+50	-2.5		START TL	-1.5		-2.0	-2.0	

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MILLING CROSS SLOPE SHEET

STA	CUT DEPTH @ CROWN Inch	PROJECT LEFT			CENTER LANE %	PROJECT RIGHT		
		LANE	LANE	LANE		LANE	LANE	LANE
		3 %	2 %	1 %		1 %	2 %	3 %
70+00	-0.5				END TL			
69+50	-1.25			-2.0	-2.0			
69+00	-1.25			-2.5				
68+50	-1.5							
68+00	-2							
64+50					-2.0			
64+00	-2				BEGIN TL	-2.0		
63+50	-2.5					-2.5		
61+00	-2.5							
60+50	-2.75							
60+00	-2.5							
59+00	-2.5							
58+50	-2							
58+00	-1.5						-2.5	
57+75							BEGIN TL	
57+50							-3.0	
56+00								
55+50			-3.0					
			-4.0					
54+50	-1.5					-2.5	-3.0	
54+00	-1.25					-2.0	-2.5	
52+00				-2.5				
51+50				-3.0		-2.0	-2.5	
51+00				-4.0		-1.0	-1.5	
50+00			-4.0	-4.0		-1.0	-1.5	
49+50			-3.5	-3.0		-1.5	-2.0	

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MILLING CROSS SLOPE SHEET

STA	CUT DEPTH @ CROWN Inch	PROJECT LEFT			CENTER LANE %	PROJECT RIGHT		
		LANE 3 %	LANE 2 %	LANE 1 %		LANE 1 %	LANE 2 %	LANE 3 %
		88+00	-2			-2.0	-2.0	
87+00					END TL			
86+50			-2.0		-2.0		-3.5	
86+00			-2.5				-3.0	
85+50				-2.0				
85+00				-2.5				
84+50			-2.5			-2.5		
84+00			-3.0			-3.0		
83+50			-3.0					
83+00			-3.5					
82+50	-2		-3.5					
82+00	-1.5		-4.0	-2.5				
81+50		END TL		-3.0				
81+00		-4.5		-4.0				
80+50		-4.5	-4.0	-4.0				
80+00	-1.5	BEGIN TL	-3.0	-3.0				
79+50	-2			-2.5				
79+00				-2.5	-2.0			
78+50				-2.0	BEGIN TL			
78+00						-3.0	-3.0	
77+50	-2					-2.0	-2.5	
77+00	-2.5							
74+50	-2.5							
74+00	-2							
71+50	-2							
71+00	-1.5							
70+50	-1.25		-3.0	-2.0		-2.0	-2.5	

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MILLING CROSS SLOPE SHEET

STA	CUT DEPTH @ CROWN Inch	PROJECT LEFT			CENTER	PROJECT RIGHT		
		LANE	LANE	LANE		LANE	LANE	LANE
		3	2	1		1	2	3
		%	%	%	%	%	%	
120+47	-2		MATCH	MATCH	MATCH	MATCH	MATCH	
120+00	-2.5		-3.0	-2.0	-1.5	-1.5	-1.5	
119+50	-3							
119+00	-2.5							
118+50	-2.5							
118+00	-2							
117+50					-1.5			
117+00					BEGIN TL			
116+50							-1.5	
116+00				-2.0			-2.5	
115+50				-2.5				
114+00	-2						-2.5	
113+50	-2.5						-3.0	
112+50	-2.5							
112+00	-2							
111+00						-1.5		
110+50						-2.0		
107+50	-2							
107+00	-2.5							
105+00				-2.5				
104+50				-2.0				
100+00			-3.0					
99+50			-2.5					
99+00			-2.0					
98+00							-3.0	
97+50							-3.5	
96+50						-2.0		
96+00						-2.5		
88+50	-2.5		-2.0	-2.0		-2.5	-3.5	

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