



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

May 13, 2025

Subject: Highway Rehabilitation
WIN: 027500.00 & 027502.00
Location: **Brunswick**
Amendment No. 3

Dear Sir/Ms.:

Please make the following changes to the Bid Book:

REMOVE, page 43 thru 46, "Construction Notes", dated 03/20/2025, 4 pages and **REPLACE** with attached revised, "Construction Notes", dated 05/13/2025. 4 pages.

REMOVE, page 56 thru 59, "Construction Notes", dated 03/20/2025, 4 pages and **REPLACE** with attached revised, "Construction Notes", dated 05/13/2025. 4 pages.

The following questions have been received:

Question: Will the department waive the curing requirements for the Class LP concrete?

Answer: If LP is used, no we will not waive the curing requirements. As per the 518 Special, if there is a rapid set product used curing will follow manufacturers recommendations.

Question: Will the department allow the use of a product from the Maine DOT QPL for Rapid Setting Concrete Patching Materials for the concrete repairs items instead of using Class LP concrete?

Answer: Yes the Department will allow the use of products listed in the QPL Rapid Set Concrete Patching.

Question: Will the department allow the use of a Polymeric Concrete Patching Material, Polyester Polymer Concrete, or Elastomeric Concrete for the concrete repairs instead of using Class LP concrete?

Answer: The Department will allow, upon a submittal and review the used of a Polymeric Concrete Patching Material, Polyester Polymer Concrete in lieu of LP.

Question: If the department will not allow an alternative concrete repair material other than Class LP concrete, how does the department intend the contractor to water cure the concrete per the standard specification?

Answer: Please see previous answers.

Consider these changes and information prior to submitting your bid on **May 14, 2025**.

Sincerely,



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

Construction Notes

202.2023 Removing Pavement Surface – Medium Cut Drum

The Department has identified the existing concrete slab to begin at approximately station 736+50 +/-, exact location will be determined in the field prior to milling operations. The Contractor shall remove all pavement to the top of the concrete to complete concrete repairs prior to the SAMI layer. The Department has estimated the average depth of existing HMA over the concrete to be 4”.

Mainline				
<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Depth</u>	<u>Remarks</u>
673+65	-	692+44	4”	26.0’ +/- full width 12.0’ +/- travel & 1.0’ shoulder 12.0’ +/- passing & 2’ shoulder
692+41	-	694+35	4”	26.0’ +/- full width 12’.0 +/- travel & 1.0’ shoulder 12.0’ +/- passing & 1.0’ shoulder
694+35	-	711+25	4”	28.0’ +/- full width 12’.0 +/- travel lane 12.0’ +/- passing & 4.0’ shoulder
711+25	-	723+70	4”	30.0’ +/- full width 12’.0 +/- travel lane 12.0’ +/- passing & 6.0’ shoulder
723+70	-	730+00	4”	28.0’ +/- full width 12’.0 +/- travel lane 12.0’ +/- passing & 4.0’ shoulder
735+95.5	-	827+50	4”	28.0’ +/- full width 12’.0 +/- travel lane 12.0’ +/- passing & 4.0’ shoulder

Shoulders				
<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Depth</u>	<u>Remarks</u>
708+50	-	728+60	1 ½”	Remove 1 ½” from travel lane shoulder 10.0’ +/-
742+30	-	818+10	1 ½”	Remove 1 ½” from travel lane shoulder 10.0’ +/-
826+00	-	827+50	1 ½”	Remove 1 ½” from travel lane shoulder 10.0’ +/-

From station 736+00 +/- to 839+20 the 10’ shoulder milling depths are to be considered approximate and will vary depending on the concrete slab elevation. Exact depths and slopes will be as directed by the Department.

Construction Notes

202.2023 Removing Pavement Surface – Medium Cut Drum (Continued)

Ramps

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Depth</u>	<u>Remarks</u>
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Exit Off to Maine Street

1+00	-	8+24+/-	1 ½”	full width
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On Ramp from Maine Street to Route 196 West

1+00	-	8+60+/-	1 ½”	18.0’ +/- full width
8+60+/-	-	23+10+/-	1 ½”	28.0’ +/- mainline & shoulder
23+10+/-	-	26+75+/-	1 ½”	15.0’ +/- mainline only
26+75+/-	-	30+95+/-	1 ½”	26.0’ +/- full width Bridge #6373
30+95+/-	-	34+86+/-	1 ½”	16.0’ +/- mainline only

On Ramp from Route 196 East to US Route 1 North

1+00	-	3+48+/-	1 ½”	12.0’ +/- mainline only
3+48+/-	-	5+60+/-	1 ½”	14.0’ +/- mainline & left shoulder
5+60+/-	-	8+90+/-	1 ½”	26.0’ +/- full width Bridge #6372
8+90+/-	-	24+50+/-	1 ½”	26.0’ +/- full width Bridge #6373
24+50+/-	-	26+73+/-	1 ½”	20-10’ +/- straight grade full width

Exit Off to Cooks Corner

1+00	-	13+84+/-	1 ½”	17.0’ +/- mainline only
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Exit On from Cooks Corner

1+25	-	2+75+/-	1 ½”	10-20’ +/- straight grade full width
2+75+/-	-	13+00+/-	1 ½”	28.0’ +/- mainline only
13+00+/-	-	17+08+/-	1 ½”	15.0’ +/- full width

**Above locations are estimates only and may be changed by the Resident.
Shoulder areas shall be milled as directed.
Gores shall be milled as directed.**

Construction Notes

202.2023 Removing Pavement Surface – Medium Cut Drum (Continued)

Contractor will remove pavement to the cross slopes provided by the Department at the Preconstruction Meeting. Bridges will be profiled for milling and paving operations. Mark downs shall be in place on Mainline prior to commencing milling operations. The edgeline between the travel lane and the 10' shoulder will be considered the control point for milling operations. Contractor will establish control points prior to removal of existing centerline. **Contractor is advised that the crack near centerline may not represent true centerline.** The centerline may require adjustment to maintain the twelve-foot travel lanes, and a four-foot passing lane shoulder widths.

403.2111 9.5mm Polymer Modified HMA Shim

This item shall be used after application of item 410.25.

410.151 Emulsified Asphalt Sealcoat Applied

To be applied to the ramp and mainline shoulders that are not overlaid, and as directed. Item shall be used to seal rumble strips on the passing and travel lanes.

410.25 Asphalt Rubber Surface Treatment with Aggregate Cover

Item used on travel lane and passing lane and shoulder.

424.22 Asphalt Rubber Crack Sealer Type 2, Applied

Item will be used to treat centerline, longitudinal cracks on mainline & shoulders and as directed by the Resident.

424.3333 Low Modulus Joint Sealer, Applied

Item used as depicted in Typical 3 and 4. Item shall be applied to bridge centerline longitudinal joint, and gutter lines.

424.38 Crack Repair- Hot Pour Mastic

Item will be used to treat centerline, longitudinal cracks on mainline & shoulders and directed by the Resident.

424.385 Mastic for Asphaltic Plug Joint Replacement, 0.75-1.25 Inch

Item will be used to address asphaltic plug joints and concrete joints at bridges.

Construction Notes

627.30 Grooving for Pavement Marking

Item shall include yellow edge line, white edge line, and white skips. Skip lines shall be ground 15 feet in length.

627.78 Temporary 4" Painted Pavement Marking Line, White or Yellow

All areas that have received the surface course shall be painted prior to being opened to traffic or immediately after the lane closure is removed. Any striping procedure besides paint, including white and yellow temporary approved raised pavement markers, shall be considered incidental.

627.781 Temporary 6" Painted Pavement Marking Line, White or Yellow

Item is to be used once lanes have been milled, prior to being opened to traffic or immediately after the lane closure is removed. Any striping procedure besides paint, including white and yellow temporary approved raised pavement markers, shall be considered incidental.

629 & 631 Items

These Items to be used for plumbing existing delineator posts, cleaning culverts, cleaning winter sand from inslopes, guardrail areas, and paved areas under overpasses, and removing excess material from in-slopes, in-slopes behind guardrail areas, ditching, and other work as directed. All equipment used for certain tasks and operations will be as directed by the Resident.

652.35 Construction Signs

Two "Road Work Next 4 Miles" signs are required as part of this project.

Construction Notes

202.2023 Removing Pavement Surface – Medium Cut Drum

The Department has identified the existing concrete slab to end at approximately station 737+50 +/-, exact location will be determined in the field prior to milling operations. The Contractor shall remove all pavement to the top of the concrete to complete concrete repairs prior to the SAMI layer. The Department has estimated the average depth of existing HMA over the concrete to be 5”.

Mainline				
<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Depth</u>	<u>Remarks</u>
828+50	-	735+95.5	5”	28.0’ +/- total width travel lane/passing lane & 4.0’ +/- shoulder
730+00	-	692+41	4”	28.0’ +/- total width travel lane/passing lane & 4.0’ +/- shoulder
692+44	-	690+00	4”	28.0’ +/- total width travel lane/passing lane & 4.0’ +/- shoulder
690+00	-	673+65	4”	14.0’ +/- total width passing lane & 4.0’ +/- shoulder

Shoulders				
<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Depth</u>	<u>Remarks</u>
828+50	-	741+57	1 ½”	Remove 1 ½” from travel lane shoulder 10.0’ +/-
725+85	-	709+00	1 ½”	Remove 1 ½” from travel lane shoulder 10.0’ +/-
697+75	-	692+41	1 ½”	Remove 1 ½” from travel lane shoulder 10.0’ +/-
692+44	-	690+00	1 ½”	Remove 1 ½” from travel lane shoulder 10.0’ +/-

From station 858+50 to 737+00 the 10’ shoulder milling depths are to be considered approximate and will vary depending on the concrete slab elevation. Exact depths and slopes will be as directed by the Department.

Ramps				
<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Depth</u>	<u>Remarks</u>
Exit Off to Cooks Corner				
1+00	-	2+50+/-	1 ½”	10-20’ straight grade
2+50	-	18+05	1 ½”	16.0’ +/- mainline
2+50	-	18+05	1 ½”	8.0’ +/- right shoulder
18+05	-	21+41	1 ½”	Bridge #6032 full width 26.0’ +/-
21+41	-	26+57	1 ½”	18.0-26.0’
26+57	-	28+57	1 ½”	26.0’ +/- two lanes & shoulder

Construction Notes

202.2023 Removing Pavement Surface – Medium Cut Drum (Continued)

Ramps

<u>Station</u>	<u>to</u>	<u>Station</u>	<u>Depth</u>	<u>Remarks</u>
On Ramp from Cooks Corner to US Route 1 South				
1+65	-	6+20+/-	1 ½”	14.0’ +/- mainline & left shoulder
6+20+/-	-	9+56+/-	1 ½”	26.0 full width bridge #6032
9+56+/-	-	18+90+/-	1 ½”	20.0’ +/- full width
18+90+/-	-	28+86+/-	1 ½”	14.0’ +/- mainline only
28+86+/-	-	30+86+/-	1 ½”	20-10’ straight grade
Exit Off to Route 196 West				
1+00	-	2+50+/-	1 ½”	10-20’ straight grade
2+50	-	22+82	1 ½”	14.0 ‘ +/- mainline only
On Ramp from Route 196 East				
1+00	-	20+70+/-	1 ½”	15.0’ +/- mainline only
20+70+/-	-	23+20+/-	1 ½”	20-10’ straight grade
Exit B to US Route 201				
1+00	-	2+50+/-	1 ½”	10-20’ straight grade
2+50+/-	-	6+50+/-	1 ½”	20-30’ +/- full width
6+50+/-	-	9+00+/-	1 ½”	26.0’ +/- travel lane & left shoulder
9+00+/-	-	9+75+/-	1 ½”	20.0’ +/- left spur
9+00+/-	-	9+75+/-	1 ½”	20.0’ +/- right spur
On Ramp from US 201 to US Route 1 South				
1+00	-	1+35+/-	1 ½”	20.0’ +/- left spur
1+00	-	1+75+/-	1 ½”	20.0’ +/- right spur
1+75	-	8+20+/-	1 ½”	20.0’ +/- full width

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