



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

April 14, 2008
Subject: **Topsham Ramp**
Project No.015114.10
Amendment No. 1

Dear Sir/Ms:

Please make the following changes to the bid documents:

In the Bid Book:

REMOVE the "SCHEDULE OF ITEMS" pages 3 – 6 in the Bid Book (dated 080408), 4 pages total and **REPLACE** with the attached NEW "SCHEDULE OF ITEMS" 6 pages (dated 0804414).

REMOVE "SPECIAL PROVISION, SECTION 403, HOT ASPHALT OVERLAY", page 56 (dated April 3, 2008) of the Bid Book and **REPLACE** with the attached NEW "SPECIAL PROVISION, SECTION 403, HOT ASPHALT OVERLAY" dated April 14, 2008.

ADD "SPECIAL PROVISION, SECTION 652, MAINTENANCE OF TRAFFIC", (2 pages), to the Bid Book after page 67.

ADD "SPECIAL PROVISION, SECTION 656, Temporary Soil Erosion and Water Pollution Control" (1 page), dated 04-14-08 to the Bid Book after page 71.

In the Plans:

REMOVE Sheet 4 of 11, "CONSTRUCTION NOTES" dated 4/8/2008 and **REPLACE** with the attached NEW "CONSTRUCTION NOTES" dated 4/14/2008.

Consider these changes and information prior to submitting your bid on **April 16, 2008**.

Sincerely,

Scott Bickford
Contracts & Specifications Engineer



PRINTED ON RECYCLED PAPER

MAINE DEPARTMENT OF TRANSPORTATION

BID

DATE OF OPENING :

CALL ORDER :

CONTRACT ID : 015114.10

PROJECTS

015114.10

COUNTY : SAGadahoc

CONTRACT ID : 015114.10

TOPSHAM, ON-RAMP REHABILITATION & CONSTRUCTION. WORK INCLUDES CONSTRUCTING A TEMPORARY ON-RAMP CONNECTING ROUTE 201 AND I-295 IN TOPSHAM, AND OTHER INCIDENTAL WORK.

| SITE | CONTRACT TIME | LIQUIDATED DAMAGES |
|----------|---------------|--------------------|
| CONTRACT | 05/17/08 | \$ 200.00 |

FOLLOWING GROUPS ARE ALTERNATES :

FOLLOWING ITEMS ARE ALTERNATES :

BIDDERS MUST ENTER ALL UNIT PRICES, MAKE ALL EXTENSIONS AND TOTAL THE BID.

SCHEDULE OF ITEMS

CONTRACT ID: 015114.10

PROJECT(S): 015114.10

CONTRACTOR : _____

| LINE NO | ITEM DESCRIPTION | APPROX. QUANTITY AND UNITS | UNIT PRICE | | BID AMOUNT | |
|----------------------------|--|----------------------------|------------|-----|------------|-----|
| | | | DOLLARS | CTS | DOLLARS | CTS |
| SECTION 0001 HIGHWAY ITEMS | | | | | | |
| 0010 | 201.11 CLEARING | 1.250 AC | | | | |
| 0020 | 202.202 REMOVING PAVEMENT SURFACE | 600.000 SY | | | | |
| 0030 | 304.10 AGGREGATE SUBBASE COURSE - GRAVEL | 1000.000 CY | | | | |
| 0040 | 403.208 HOT MIX ASPHALT 12.5 MM HMA SURFACE | 400.000 T | | | | |
| 0050 | 403.211 HOT MIX ASPHALT (SHIMMING) | 200.000 T | | | | |
| 0060 | 403.213 HOT MIX ASPHALT 12.5 MM HMA BASE | 400.000 T | | | | |
| 0070 | 409.15 BITUMINOUS TACK COAT - APPLIED | 150.000 G | | | | |
| 0080 | 603.199 24 INCH CULVERT PIPE OPTION III | 310.000 LF | | | | |
| 0090 | 606.242 GUARDRAIL TYPE 3D - OVER 15 FOOT RADIUS | 137.500 LF | | | | |
| 0100 | 606.247 GUARDRAIL TYPE 3D - SINGLE RAIL - 7' POSTS | 75.000 LF | | | | |

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|---------|---|----------------------------|------------|-----|------------|-----|
| | | | DOLLARS | CTS | DOLLARS | CTS |
| 0110 | 606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL | 3.000 EA | | | | |
| 0120 | 606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER | 2.000 EA | | | | |
| 0130 | 606.3651 GUARDRAIL-REMOVE, MODIFY, AND RESET EXISTING TO 3D | 237.500 LF | | | | |
| 0140 | 610.08 PLAIN RIPRAP | 20.000 CY | | | | |
| 0150 | 613.319 EROSION CONTROL BLANKET | 250.000 SY | | | | |
| 0160 | 618.1401 SEEDING METHOD NUMBER 2 - PLAN QUANTITY | 50.000 UN | | | | |
| 0170 | 619.1201 MULCH - PLAN QUANTITY | 50.000 UN | | | | |
| 0180 | 627.72 6 INCH WHITE PAVEMENT MARKING LINE | 1600.000 LF | | | | |
| 0190 | 627.74 6 INCH YELLOW PAVEMENT MARKING LINE | 1500.000 LF | | | | |
| 0200 | 627.75 WHITE OR YELLOW PAVEMENT AND CURB MARKING | 55.000 SF | | | | |
| 0210 | 629.05 HAND LABOR, STRAIGHT TIME | 25.000 HR | | | | |

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|---------|--|----------------------------|------------|-----|------------|-----|
| | | | DOLLARS | CTS | DOLLARS | CTS |
| 0220 | 631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR) | 100.000 HR | | | | |
| 0230 | 631.13 BULLDOZER (INCLUDING OPERATOR) | 100.000 HR | | | | |
| 0240 | 631.14 GRADER (INCLUDING OPERATOR) | 20.000 HR | | | | |
| 0250 | 631.15 ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR) | 20.000 HR | | | | |
| 0260 | 631.172 TRUCK - LARGE (INCLUDING OPERATOR) | 150.000 HR | | | | |
| 0270 | 631.18 CHAIN SAW RENTAL (INCLUDING OPERATOR) | 10.000 HR | | | | |
| 0280 | 631.21 ROAD BROOM (INCLUDING OPERATORS AND HAULER) | 20.000 HR | | | | |
| 0290 | 645.306 FLEXIBLE REFLECTORIZED DELINEATOR | 20.000 EA | | | | |
| 0300 | 652.30 FLASHING ARROW BOARD | 2.000 EA | | | | |
| 0310 | 652.312 TYPE III BARRICADE | 4.000 EA | | | | |
| 0320 | 652.33 DRUM | 25.000 EA | | | | |

SCHEDULE OF ITEMS

REVISED:

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PROJECT(S): 015114.10

CONTRACTOR : _____

| LINE NO | ITEM DESCRIPTION | APPROX. QUANTITY AND UNITS | UNIT PRICE | | BID AMOUNT | |
|---------|---|----------------------------|------------|-----|------------|-----|
| | | | DOLLARS | CTS | DOLLARS | CTS |
| 0330 | 652.34 CONE | 75.000 EA | | | | |
| 0340 | 652.35 CONSTRUCTION SIGNS | 400.000 SF | | | | |
| 0350 | 652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES | 21.000 CD | | | | |
| 0360 | 652.38 FLAGGER | 200.000 HR | | | | |
| 0370 | 656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL | LUMP | LUMP | | | |
| 0380 | 659.10 MOBILIZATION | LUMP | LUMP | | | |
| | TOTAL BID | | | | | |

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT OVERLAY

| Desc. of Course | Grad. Design | Item # | Bit Cont. % of Mix | Total Thick | No. of Layers | Comp. Notes |
|--|--------------|---------|--------------------|-------------|---------------|-------------|
| <u>4" HMA Overlay Areas</u> | | | | | | |
| <u>Mainline Travelway and Shoulders</u> | | | | | | |
| Wearing | 12.5 mm | 403.208 | N/A | 2" | 1 | 4,10 |
| Base | 12.5 mm | 403.213 | N/A | 2" | 1 | 4,10 |

COMPLEMENTARY NOTES

4. The design traffic level for mix placed shall be 0.3 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations.**
10. Section 106.6 Acceptance, (2) Method D.

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 gal/yd², and on milled pavement approximately 0.05 gal/yd² prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and the surface course, at a rate not to exceed 0.025 gal/yd² unless otherwise directed by the Department.

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 652
MAINTENANCE OF TRAFFIC

Work Areas Interstate. At the work sites, signs, flashing arrow boards and channeling devices as shown on the Work Zone Signing details shall be used as directed by the Resident.

Signs Include:

Right Lane Closed 2 Miles

Lane Ends 1 mile Merge Left Now

Right Lane Closed 1/2 Mile

Speed Limit 55*¹ (Existing speed limit signs will be covered when in use)

Fines Doubled*¹

Work Zone¹

Do Not Pass*

Right/Left Merge Symbol (W 4-2)

End Work Zone

Resume Speed

* White with black legend and border

¹ In addition to work zone package these signs will also be required at the end of any on ramps that are within the lane closure

The above lists of Approach signs and Work Area signs are representative of the contract requirements. Other sign legends may be required.

General Requirements-Interstate.

There shall be no diverting of traffic between northbound and southbound lanes.

The Contractor shall provide a minimum traveled way width of 14 Feet through an expressway lane closure.

The maximum length of lane closure shall be 1.00 miles in length.

Lane closures shall not be set up until work in the area is to be performed and must be removed when no work is being performed.

All construction work shall be confined to the lane closed to traffic.

Slow moving construction equipment may travel the closed lane for short distances.

All closures shall be during daylight hours.

No equipment or vehicles of the Contractor, his Subcontractor or employees engaged in work on this contract, shall be parked or stopped on lanes carrying traffic, or on lanes or shoulders adjacent to lanes carrying traffic, at any time.

The Contractor shall keep all paved areas of the roadway as clear as possible at all times. The Contractor's men and equipment shall avoid crossing traffic lanes whenever possible. Interstate crossovers may be used by the contractor at the discretion of the Department only.

The Contractor, his Subcontractor or employees shall conduct all work in a safe and professional manner as it relates to the traveling public (i.e. not adversely disrupting the flow of traffic in an unsafe manner when exiting or entering a lane closure or crossover, negative verbal or physical gestures).

Channelization. Channelization devices shall include the following:

Flashing Arrow Boards

Vertical Panel Markers

Drums (**In lane closures, The contractor shall place 3 drums across a closed lane every 1500'**)

Cones (**During actual work the contractor shall use cones in the work areas in lieu of Drums**)

Temporary Raised Pavement Markers

Channelization devices shall be installed and maintained at the spacing determined by the MUTCD to delineate travel lanes through the project. Vertical Panel markers shall be placed 2 feet from the outside edge of the shoulder on the passing lane at 600 feet intervals when the travel lane is closed in overnight lane closures. The vertical panel marker size shall be 12 inches x 24 inches. When directed by the Engineer, drums or other channelization devices shall be placed in the closed lane at a maximum spacing of 2 x speed limit.

Temporary Centerline or Edge Line. A temporary painted centerline and edge line shall be marked each day on all new pavement to be used by traffic. The temporary line shall conform to the standard marking patterns used for permanent markings and will be paid for under Section 627. Failure to apply a temporary line daily will result in suspension of paving until temporary markings are applied to all previously placed pavement.

Roadside Recovery Area. The Contractor shall not store material nor park equipment within 15 feet of the edge of the established travel lanes.

No long term storage of equipment or material will be allowed within 30 feet of the edge of the established travel lanes. Short term storage of equipment or material less than 30 feet from the edge of the established travel lanes must be approved by the Department and shall be clearly marked by **drums and cones**. Short term storage shall be defined as less than 12 hours. No equipment or material will be allowed within 30 feet of the edge of the established travel lanes at night.

Vehicles shall not be parked in the median, except at crossovers. Crossovers shall not be blocked from the normal use of maintenance or State Police Forces. Equipment parked in crossovers shall be well delineated with **drums**.

Speed Limits in Work Zones. The Contractor shall sign all approved reduced speed limits on construction project according to APM #431 - A Policy on the Establishment of Speed Limits in Work Zones.

**SPECIAL PROVISION
SECTION 656**

Temporary Soil Erosion and Water Pollution Control

The following is added to Section 656 regarding Project Specific Information and Requirements. All references to the Maine Department of Transportation Best Management Practices for Erosion and Sedimentation Control (a.k.a. Best Management Practices manual or BMP Manual) are a reference to the latest revision of said manual. The latest version is dated "February 2008" (available at <http://www.maine.gov/mdot/environmental-office-homepage/surface-water-resources.php> .) **Procedures specified shall be according to the BMP Manual unless stated otherwise.**

Project Specific Information and Requirements

The following information and requirements apply specifically to this Project. The temporary soil erosion and water pollution control measures associated with this work shall be addressed in the SEWPCP.

Newly disturbed earth shall be mulched by the end of each workday. Mulch shall be maintained on a daily basis.

Dust control items other than those under *Standard Specification, Section 637 – Dust Control* , if applicable, shall be included in the plan.

Permanent slope stabilization measures shall be applied within one week of the last soil disturbance.

Permanent seeding shall be done in accordance with *Standard Specification, Section 618 - Seeding* unless the Contract states otherwise.

Culvert inlet and outlet protection shall be installed within 48 hours of culvert installation, or prior to a storm event, whichever is sooner.

After November 1 the Contractor shall use winter stabilization methods, such as Erosion Control Mix as specified in *Standard Specification, Section 619 - Mulch*. If required, spring procedures for permanent stabilization shall also be described in the plan. Use of this product for over-winter temporary erosion control will be incidental to the contract and be paid for as part of Pay Item 656.75.

All disturbed ditches shall be stabilized by the end of each workday. Stabilization shall be maintained on a daily basis.

Erosion control blanket shall be installed in the bottoms of all ditches except where a stone lining is planned. Seed shall be applied prior to the placement of the blanket.

Cross culvert replacement shall be done in the dry. If water is present at time of replacement cofferdams shall be installed with an associated sedimentation basin or alternative. Procedures for in water work shall be described in the SEWPCP.

GENERAL NOTES

1. GRAVEL DEPTHS SHOWN ON THE PLANS ARE FOR REFERENCE ONLY. NEW GRAVEL WILL BE PLACED ONLY WHERE IT IS DETERMINED THAT THERE IS NOT SUFFICIENT EXISTING GRAVEL.
2. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT THE RAMP IS BLOCKED OFF SO THAT TRAFFIC MAY NOT USE THE RAMP. PAYMENT WILL BE MADE UNDER THE APPROPRIATE TRAFFIC CONTROL ITEMS
3. WHILE REMOVING MATERIAL FROM THE EXISTING PAVEMENT FROM STA. 10+25 TO 16+50, THE CONTRACTOR SHALL CONDUCT OPERATIONS IN MANNER THAT MINIMIZES DAMAGE TO THE EXISTING PAVEMENT.
4. MATERIAL EXCAVATED FROM THE RAMP MAINLINE SHALL BE USED TO BUILD SLOPES ADJACENT TO THE RAMP. SLOPES SHALL NOT BE BUILT IN SUCH A MANNER THAT DRAINAGE IS RESTRICTED. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT.
5. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.
6. WHEN SUPER ELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE SHOULDER PAVEMENT WILL HAVE SAME SLOPE AS TRAVELED WAY.
7. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEM(S):
 - A. ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS
 - B. ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT
 - C. ALL DITCHING AT PIPE ENDS
 - D. FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND/OR FILL MATERIAL INCLUDING GRANULAR BORROW USED UNDER PIPES AND FOR TEMPORARY DETOURS TO MAINTAIN TRAFFIC DURING PIPE INSTALLATION (EXCAVATION IS ALSO INCIDENTAL).
 - E. GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL
 - F. ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES
 - G. FLOW LINES MAY BE CHANGED BY 1.5 FT
 - H. ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES AT CULVERT ENDS
8. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
9. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
10. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES.
11. HOLES CREATED BY GUARDRAIL REMOVAL WILL BE FILLED AND COMPACTED WITH APPROVED MATERIALS AS DIRECTED BY THE RESIDENT. PAYMENT TO BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
12. ALL EXISTING GUARDRAIL SHALL BE REMOVED AND BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

13. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.
14. DIRTY BORROW SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.
15. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK; IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
16. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
17. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
18. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
19. STATIONS REFERENCED ARE APPROXIMATE.
20. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.
21. MAINEDOT WILL FINAL STRIPE THE PROJECT.

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| STATE OF MAINE DEPARTMENT OF TRANSPORTATION 015114.10 PIN 15114.10 HIGHWAY PLANS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TOPSHAM I-295 SB DETOUR RAMP CONSTRUCTION NOTES | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 15%;">PROJ. MANAGER</td> <td style="width: 15%;">BY</td> <td style="width: 15%;">DATE</td> </tr> <tr> <td>DESIGN-DETAILED</td> <td>J. RODRIGUE</td> <td></td> </tr> <tr> <td>CHECKED-REVIEWED</td> <td>J. RODRIGUE</td> <td></td> </tr> <tr> <td>DESIGN-DETAILED</td> <td></td> <td></td> </tr> <tr> <td>DESIGN-DETAILED</td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 1</td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> <td></td> </tr> <tr> <td colspan="3" style="text-align: center;">FIELD CHANGES</td> </tr> </table> | PROJ. MANAGER | BY | DATE | DESIGN-DETAILED | J. RODRIGUE | | CHECKED-REVIEWED | J. RODRIGUE | | DESIGN-DETAILED | | | DESIGN-DETAILED | | | REVISIONS 1 | | | REVISIONS 2 | | | REVISIONS 3 | | | REVISIONS 4 | | | FIELD CHANGES | | |
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| SHEET NUMBER 4 OF 11 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |