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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

August 1, 2007
Subject: **Lambert Lake**
Project No. 12975.00
Pin No. 012975.00
Amendment No. 1

Dear Sir/Ms:

Please make the following changes to the Bid Documents:

1.) Please add the attached Special Provision Section 304 "Aggregate Base And Subbase Course (Dense Graded Crushed Aggregate Subbase with Salvaged Bituminous Pavement)", 2 pages dated June 18, 2002.

2.) The following are responses to questions received

Question: What is the proposed completion date for the culvert installation?

Response: The instream work window is 7/15 to 10/1. Therefore the culvert installation must be complete by 10/1 at midnight.

Question: Is there any special traffic plan or restrictions for one lane road @ the box culvert location?

Response: The Contractor may use flaggers or temporary traffic lights to maintain one way traffic or the contractor may widen the road to maintain two way traffic. (Their Choice) But no separate payment will be made. This work is incidental to the traffic control.

Consider these changes prior to submitting your bid on August 08, 2007.

Sincerely,

Scott Bickford
Contracts & Specifications Engineer

June 18, 2002

SPECIAL PROVISION
SECTION 304
AGGREGATE BASE AND SUBBASE COURSE
(Dense Graded Crushed Aggregate Subbase with Salvaged Bituminous Pavement)

Description This work shall consist of the salvage and reuse of all existing pavement within the existing mainline traveled way. The salvaged bituminous pavement shall be used as the final layer of dense graded crushed aggregate subbase within the traveled way widths plus 150 mm [6 in]. Any excess salvaged bituminous pavement beyond that designated above shall be used as the top layer of the dense graded crushed aggregate subbase in the shoulders or as designated by the Resident.

MATERIALS

Aggregates for dense graded crushed aggregate subbase shall be as specified in Section 703.06.

The maximum size of any particle shall be 75 mm [3 in] in any dimension with no two dimensions totaling more than 125 mm [5 in].

CONSTRUCTION REQUIREMENTS

The existing traveled way pavement shall be removed, by grinding, to a depth leaving a minimum thickness that will minimize dust problems and rutting of existing subbase material. (This is approximately 12.5 mm [½ in]). The salvaged pavement shall be stockpiled at an approved site for later reuse as the final layer of dense graded crushed aggregate subbase. The depth of the layer will be determined by the Resident after the salvaging is complete, not to exceed 150 mm [6 in].

Traffic will not be allowed on the dense graded crushed aggregate subbase (natural aggregate or ledge options) within the traveled way width until the salvaged bituminous pavement has been placed.

The dense graded crushed aggregate subbase in the shoulders may be left low to provide sufficient width to carry a single lane of traffic on each side of the traveled way. Any degraded or otherwise contaminated material shall be removed from the project prior to placing the remaining dense graded crushed aggregate subbase. Access across the traveled way aggregate to private property shall be provided with any degraded material removed. As a minimum the salvaged pavement shall be placed on a weekly basis to minimize diverting traffic to the shoulders.

A surcharge shall be constructed on shoulders at public entrances or side roads according to Special Provisions. If available, salvaged pavement shall be used at these locations.

The surface of the dense graded crushed aggregate subbase shall be fine graded to provide for a uniform thickness of the layer of salvaged pavement. Density of the dense graded crushed aggregate subbase shall be as required by the Standard Specifications. Placing, shaping,

compacting and surface tolerance for the salvaged bituminous pavement shall be in accordance with the applicable provisions of the Section 304, except that compaction will be determined as follows. A control section shall be used to determine roller effectiveness determined by use of a nuclear density gauge, with passes made until a maximum density is achieved. The remaining areas shall be compacted to 98% of the maximum density determined in the control section.

A pod roller and a vibratory soil roller with a minimum roll width of 1.67 meters [66 in] shall be used to compact both the salvaged bituminous pavement and the dense graded crushed aggregate subbase.

In the event the produced aggregate gradation does not allow the development of an acceptable proctor then density will be achieved following the procedure noted above for salvaged pavement.

Method of Measurement Salvaging, stockpiling by means of dozer or loader, placing, shaping and compacting of existing bituminous pavement will not be measured separately, but will be considered part of items 203 and 304.

Dense graded crushed aggregate subbase will be measured as provided in Section 304.06.

Basis of Payment Section 304.07 is amended by addition of the following: The cost of salvaging existing bituminous pavement will be included for payment under the applicable pay item, with no additional allowances made, which will be full compensation for removing, temporarily stockpiling and rehandling, if necessary.

The reuse of salvage bituminous pavement will be measured and paid for under the applicable item for which it is reused.

The accepted quantity of dense graded crushed aggregate subbase will be paid for at the contract unit price per cubic yard complete in place.

Payment will be made under:

Pay Item	Pay Unit
304.13 Dense Graded Crushed Aggregate Subbase	Cubic Meter [Cubic Yard]