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GOVERNOR

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

David Bernhardt
COMMISSIONER

March 14, 2011
Subject: **Brunswick**
Federal Project No: NH-1705(400)X
State Pin No: 017054.00
Amendment No. 3

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (pages 71 and 72) **REMOVE** "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT OVERLAY" 2 pages dated February 17, 2011 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT OVERLAY" 2 pages dated March 14, 2011.

The following questions have been received:

Question: Special Provision Section 105 – Can you clarify who is responsible for delamination after or during milling that occurs on the milled surface. Is it the Contractors responsibility to repair delamination or is it a pay item under the bid? Special Provision 202 reads that from the first 7 days after milling any delamination or potholes are MDOT's responsibility and beyond day 7 is the Contractors?

Response: During milling and up to seven days after the milling operation on that portion of roadway areas of concern such as de-lamination or pot-holing will be the responsibility of MaineDOT under appropriate contract pay items. After seven days it is the Contractor's sole responsibility to make repairs at the Contractor's expense to the satisfaction of the Resident.

Question: Special Provision Section 105 – Traffic will be allowed to travel on the milled surfaces on the mainline. Does this mean the Contractor is allowed to mill the entire project before starting paving operations?

Response: Yes

Question: Special Provision Section 105 – Does this mean that the Contractor is to pave after the first night of milling and continue that process until the project is completely



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paved? Note #5 reads “upon completion or any suspension of milling the Contractor shall begin paving operations no later than the following work day”. This would contradict note #1.

Response: Paving must begin the working day following suspension for convenience or completion of milling. If the Contractor elects to mill the entire project paving would commence the next working day.

Question: Special Provision, Section 403 – Note 20 – The Contractor may place the specified HMA pavement course, not to exceed 1 ½” inch compacted depth, over the full single travel lane width, for each production day. If this option is utilized the Contractor will be required to place a matching course of HMA over the adjacent section of travel lane before the end of the following calendar day. Could you clarify this please.

Response: Open joints between any travel lanes shall be closed before the end of the next calendar day.

Question: Special Provision, Section 403, Note #20 states that “The Contractor may place the specified HMA pavement course, not to exceed 1 ½” (45mm) compacted depth, over the full single travel lane width, for each production day”. Is this note relevant to item 403.2081 12.5mm as indicated where it is a 2” mill and fill put in as a single lift?

Response: Please see the attached Special Provision, Section 403.

Consider this change and information prior to submitting your bid on March 16, 2011.

Sincerely,



For Scott Bickford
Contracts & Specifications Engineer

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>2" HMA Mill with 2" Overlay</u>						
<u>Mainline Travelway, Turnlanes, Shoulders</u>						
Wearing	12.5mm	403.2081	N/A	2"	1	1,4,7,20
<u>Spot Shims - Delaminated Areas as Directed</u>						
Shim	9.5 mm	403.211	N/A	variable	1	2,4,10,11
<u>Drives, Sidewalks, Islands, Misc.</u>						
Wearing	9.5mm	403.209	N/A	1" - 2"	1/more	2,3,10,11,14

COMPLEMENTARY NOTES

- The required PGAB for this mixture will meet a **PG 70-28** to **PG 76-28** grading. The use of Recycled Asphalt Pavement (RAP) will not be permitted in mixtures utilizing modified PGAB's.
- The density requirements are waived.
- The design traffic level for mix placed shall be <0.3 million ESALS.
- 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 **75 gyrations**.
- Section 106.6 Acceptance, (1) Method A.
- Section 106.6 Acceptance, (2) Method D.
- The combined aggregate gradation required for this item shall be classified as a 9.5mm "**fine graded**" mixture, (using the Primary Control Sieve control point) as defined in 703.09.
- A mixture meeting the requirements of section 703.09 Grading 'D', with a minimum PGAB content of 6%, and the limits of Special Provision 401, Table 9 (Drives and Sidewalks) for PGAB content and gradation may be substituted for this item. A job mix formula shall be submitted to the Department for approval.
- The Contractor may place the specified HMA pavement course, not to exceed 2" inch (50mm) compacted depth, over the full single travel lane width, for each production day. If this option is utilized the Contractor will be required to place a matching course of HMA over the adjacent section of travel lane before the end of the following calendar day. The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard, as well as additional centerline delineation such as double RPM application, or temporary painted line. The Traffic Control Plan shall be amended to include this option and the additional requirements. All signs and traffic control devices will conform to Section 719.01, and Section 652, and will be installed prior to the work, at a maximum spacing of 0.50 mile [0.80 km] for the entire length of the effected roadway section. On roadways with two-way traffic, the Contractor will be required to place the specified course over the full width of the mainline traveled way being paved prior to opening the sections to weekend or holiday traffic. If this option is utilized, all additional signing, labor, traffic control devices, or incidentals will not be paid for directly, but will be considered incidental to the appropriate 652 items.

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.

Tack used between layers of pavement will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.