



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

PAUL R. LePAGE
GOVERNOR

February 18, 2011
Subject: **Pittsfield**
Federal Project No: IB-1731(300)E
State PIN: 017313.00
Amendment No. 1

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (pages 77 and 78) **REMOVE** "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT OVERLAY" 2 pages dated January 25, 2011 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT OVERLAY" 2 pages dated February 18, 2011.

The following questions have been received:

Question: Typical Sections – Mill & Fill bad shoulder areas prior to placing CIPR – lists shoulders as variable 6' to 8'. Due to the high snow fall and snow banks I can only locate the 6' shoulders which appear to be the whole job. Could you please list the sections where the 8' shoulders are located?

Response: The 8' shoulder area that is bad and is to be milled and filled is located from Sta 202+00 to 207+00 Left.

Question: Typical Sections – Mill & Fill bad shoulder areas prior to placing CIPR – lists as a 2" mill and fill however nowhere can I find the type of mix to be placed, testing requirements, etc. Where will I find this information?

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

Consider this change and information prior to submitting your bid on February 23, 2011.

Sincerely,

Scott Bickford
Contracts & Specifications Engineer



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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>1 1/2" HMA Overlay Areas</u>						
<u>Mainline Travelways, Shoulders, Sideroads</u>						
Wearing	9.5mm	403.210	N/A	1 1/2"	1	1,5,9,20
Shim	9.5mm	403.211	N/A	variable	1/more	1,2,5,9,11,20
<u>Travelway/Shoulder Repair Areas</u>						
Base	9.5mm	403.210	N/A	2"	1/more	1,5,9
<u>Drives, Misc.</u>						
Wearing	9.5mm	403.209	N/A	2"	1/more	2,3,10,11,14

COMPLEMENTARY NOTES

- The required PGAB for this mixture will meet a **PG 64-28** grading.
- The density requirements are waived. The use of an oscillating steel roller shall be required to compact all HMA pavements placed on bridge decks in addition to the normal roller train.
- The design traffic level for mix placed shall be <0.3 million ESALS.
- The design traffic level for mix placed shall be 3 to 10 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations**.
- Section 106.6 Acceptance, (2) Method C. The Contractor may request a contract modification to change to testing method "A" prior to work starting on this item.
- 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 1 1/2" inch (45mm) 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.