



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

JOHN ELIAS BALDACCI  
GOVERNOR

DAVID A. COLE  
COMMISSIONER

April 11, 2007  
Subject: **Bar Harbor-Mount Desert**  
Project No. 14417.00  
Pin No. 14417.00  
**Amendment No. 1**

Dear Sir/Ms:

Please make the following changes to the Bid Documents:

In the Bid Book, REMOVE the existing: "Special Provision, Section 107, Time, (Scheduling of Work-Projected Payment Schedule)" one page total, dated March 8, 2007 and REPLACE with the attached updated: "Special Provision, Section 107, Time, (Scheduling of Work-Projected Payment Schedule)" one page total, dated April 5, 2007.

REMOVE the existing: "Special Provision, Section 403, Hot Mix Asphalt" two pages total, dated April 2, 2007 and REPLACE with the attached updated: "Special Provision, Section 403, Hot Mix Asphalt" two pages total, dated April 10, 2007.

Consider these changes prior to submitting your bid on April 18, 2007.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford".

Scott Bickford  
Contracts & Specifications Engineer



PRINTED ON RECYCLED PAPER

**SPECIAL PROVISION**

**SECTION 107**

**TIME**

(Scheduling of Work – Projected Payment Schedule)

Description The Contractor shall also provide the Department with a Quarterly Projected Payment Schedule that estimates the value of the Work as scheduled, including requests for payment of Delivered Materials. The Projected Payment Schedule must be in accordance with the Contractor's Schedule of Work and prices submitted by the Contractor's Bid. The Contractor shall submit the Projected Payment Schedule as a condition of Award.

**SPECIAL PROVISION**  
**SECTION 403**  
**HOT MIX ASPHALT**

<b>Desc. of Course</b>	<b>Grad. Design</b>	<b>Item Number</b>	<b>Bit Cont. % of Mix</b>	<b>Total Thick</b>	<b>No. Of Layers</b>	<b>Comp. Notes</b>
Wearing	9.5 mm	403.210	N/A	¾"	1	1,4,10,17,20
Base	4.75mm	403.212	N/A	variable	1	1,4,10,17,20

**COMPLEMENTARY NOTES**

1. All work under this contract shall conform to the Special Provision 400 – Section 401-Hot Mix Asphalt Pavement; with the following revisions.
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 - For hot mix asphalt items designated as Method D in Special Provision Section 403 --Hot Mix Asphalt, one sample will be taken from the paver hopper or the truck body per **500** ton, per pay item. The mix will be tested for gradation and PGAB content. Disputes will not be allowed. If the mix is within the tolerances listed in Table 9, below the Department will pay the contract unit price.

Table 9

Property	USL and LSL
	Method D
Percent Passing 4.75 mm [No. 4] and larger sieves	Target ± 7
Percent Passing 2.36 mm [No. 8] to 1.18 mm [No. 16] sieves	Target ± 5
Percent Passing 0.60 mm [No. 30]	Target ± 4
Percent Passing 0.30 mm [No. 50] to 0.075 mm [No. 200] sieve	Target ± 3
PGAB Content	Target ± 0.5

If the test results for each **500** ton increment are outside these limits the following deductions (Table 9b) shall apply to the HMA quantity represented by the test. A second consecutive failing test shall result in cessation of production

TABLE 9b

PGAB Content	-5%
2.36 mm sieve [No. 8]	-2%
0.30 mm sieve [No. 50]	-1%
0.075 mm sieve [No. 200]	-2%

17. Compaction of the new Hot Mix Asphalt Pavement on the Project will be obtained using a minimal roller train consisting of a 10 ton, dual drum vibratory roller, 12-16 ton rubber tired roller equipped with heat retentive skirting, and 10 ton, dual drum finish roller. Cores may be taken by the Department for informational purposes. An approved release agent is required to ensure the mixture does not adhere to hand tools, rollers, pavers, and truck bodies. The use of petroleum based fuel oils will not be permitted.

20. The Contractor may place the specified HMA pavement course, not to exceed  $\frac{3}{4}$  inch (20mm) 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 or HFMS-1, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.025 gal/yd<sup>2</sup>, and on milled pavement approximately 0.05 gal/yd<sup>2</sup>, prior to placing a new course. All joints between existing and new pavement will be tacked. Cleaning objectionable material from the pavement and furnishing and applying Item 409.15 bituminous material to joints and contact surfaces is incidental.