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GOVERNOR

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

David Bernhardt
COMMISSIONER

January 22, 2013
Subject: **Augusta**
Federal Project No: IM-1631(310)E
State WIN: 016313.10
Amendment No. 1

Dear Sir/Ms.:

Make the following changes to the Bid Documents:

In the Bid Book, after page 110, **ADD** the attached "SPECIAL PROVISION, SECTION 400, HOT MIX ASPHALT PAVEMENTS, (Polymer Modified PGAB for HMA), 1 PAGE DATED March 21, 2011.

In the Bid Book, before page 111, **ADD** the attached "SPECIAL PROVISION, SECTION 401, HOT MIX ASPHALT PAVEMENTS, (Asphalt Rich Base Mixture)" 2 pages dated April 17, 2009.

In the Plans, Sheet Number I-173 of 184 "PAVEMENT MARKING" under "MATERIAL" CHANGE the work "EPOXY" to read "**PAINT**". Make this change in pen and ink.

Note: The link for the Augusta CADD files is below;
<http://www.maine.gov/mdot/filedownloads/16313/index.htm>

The following questions have been received:

Question: Are the plans correct in calling for epoxy markings? If the plans are correct, could you please forward a specification for the epoxy markings and also could you tell me if alternative equals could be approved such as polyurea?

Response: Please see the above pen and ink change.

Question: What is the anticipated opening date of the hospital?

Response: MaineDOT & MGMC have coordinated project dates.



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Question: Reference SP 107, if the date(s) are missed due to weather limitations, will the fine still apply?

Response: Yes

Question: Reference SP 107, if a second staging violation is charged, will the fine escalate as a second traffic control violation?

Response: Yes

Question: Will Sunday work be allowed to meet schedule?

Response: Yes

Question: Will CAD files be available prior to bid?

Response: Yes, the link follows;
<http://www.maine.gov/mdot/filedownloads/16313/index.htm>

Question: Is there a maximum amount of “Supplemental Liquidated Damages” as specified in Item 3 of Special Provision Section 107?

Response: No

Question: Will these liquidated damages stop during a winter suspension of work?

Response: There will not be any winter suspension.

Question: Why can't the completion date be extended to the early summer of 2014 so the surface pavement and final markings can be completed then? There is a significant amount of work to be completed and some of the surface pavement will be pushed to the limits if needed to be completed in 2013. May not be much time for corrective work for the surface work.

Response: There will not be any winter suspension. This project is vital to the opening of the new hospital. The contractor's schedule of work and progress will be closely monitored.

Question: Are we allowed to surface pave after the Saturday after October 15th if we have the appropriate temperatures?

Response: The Department will not entertain extending the surface paving date at this time. It is felt that this date will need to be met in order to meet the November 1st requirements.

Consider this change and information prior to submitting your bid on January 30, 2013.

Sincerely,



GM George M. A. Macdougall P.E.
Contracts & Specifications Engineer

SPECIAL PROVISION
SECTION 400
HOT MIX ASPHALT PAVEMENTS
(Polymer Modified PGAB for HMA)

401.05 Performance Graded Asphalt Binder This section and Special Provision 403 has been amended as follows:

The Contractor shall compose the Hot Mix Asphalt Pavement with aggregate, Performance Graded Asphalt Binder (PGAB), and mineral filler if required. Performance Graded Asphalt Binder shall be polymer modified as detailed below and shall conform to the requirements of AASHTO M 320. The required PGAB shall be a storage-stable, pre-blended, homogeneous, polymer modified asphalt binder that meets a **PG 70-28** to **PG 76-28** grading.

The RTFOT (AASHTO T 240) residue of the polymer modified PGAB shall be tested by the Contractor according to ASTM D 6084 and have a minimum elastic recovery value of 60% at a test temperature of 25 °C. The Contractor shall provide the Department with documentation and test results from the asphalt binder provider showing that the PGAB meets the requirements of this special provision. The Department may take an informational sample of the polymer modified PGAB at any time to evaluate its elastic recovery value.

Payments will be made under the appropriate mixture type used:

<u>Pay Item</u>	<u>Pay Unit</u>
403.2071 19.0 mm Polymer Mod. Hot Mix Asphalt Base	Ton
403.2081 12.5 mm Polymer Mod. Hot Mix Asphalt Surface	Ton
403.2101 9.5 mm Polymer Mod. Hot Mix Asphalt	Ton
403.2111 9.5 mm Polymer Mod. Hot Mix Asphalt Shim	Ton
403.2121 4.75 mm Polymer Mod. Hot Mix Asphalt Shim	Ton
403.2131 12.5 mm Polymer Mod. Hot Mix Asphalt Base	Ton

SPECIAL PROVISION
DIVISION 401
HOT MIX ASPHALT PAVEMENTS
(Asphalt Rich Base Mixture)

The Special Provision 400 – Pavements; Section 401 – Hot Mix Asphalt Pavements ; the following subsections have been modified with the following :

Description The Contractor shall furnish and place one or more courses of Asphalt Rich Base Hot Mix Asphalt (ARBHMA) on an approved base in accordance with the contract documents and in reasonably close conformity with the lines, grades, thickness, and typical cross sections shown on the plans or established by the Resident. The Department will accept this work under Quality Assurance provisions, in accordance with these specifications and the requirements of Section 106 – Quality, the provisions of AASHTO M 323 except where otherwise noted in sections 401 and 703 of these specifications, and the Maine DOT Policies and Procedures for HMA Sampling and Testing.

MATERIALS

401.02 Materials This section has been modified with the following revision:

The Asphalt Rich Base HMA shall be designed for an Air Void Target of 2.5 % at 50 Gyration.

401.03 Composition of Mixtures This section has been modified with the following revision:

The Asphalt Rich Base HMA shall meet the following design criteria.

DESIGN CRITERIA

Gradation	PGAB Targets
9.5mm mixture	7.0 %
12.5mm mixture	6.5 %
19.0mm mixture	6.0 %

The mixture shall meet the gradation requirements of a current MaineDOT approved 9.5mm, 12.5mm, or 19.0mm 50 Gyration JMF, as required by the contract, and the minimum PGAB content noted above. The Acceptance Limit targets for gradation will be as specified on the JMF.

401.201 Method A Lot Size will be the entire production per JMF for the project, or if so agreed at the Pre-paving Conference, equal lots of up to 4050 Mg [4500 tons], with unanticipated over-runs of up to 1350 Mg [1500 ton] rolled into the last lot. Sublot sizes shall be 675 Mg [750 ton] for mixture properties, 450 Mg [500 ton] for base or binder densities and 225 Mg [250 ton] for surface densities. The minimum number of sublots for mixture properties shall be 4, and the minimum number of sublots for density shall be five.

TABLE 5: METHOD A ACCEPTANCE LIMITS

Property	USL and LSL
Passing 4.75 mm and larger sieves	Target +/-7%
Passing 2.36 mm to 1.18 mm sieves	Target +/-4%
Passing 0.60 mm	Target +/-3%
Passing 0.30 mm to 0.075 mm sieve	Target +/-2%
PGAB Content	Target +/-0.4%
Air Voids	2.5% +/-1.5%
Fines to Effective Binder	0.4 to 1.2
Voids in the Mineral Aggregate	LSL Only from Table 1
Voids Filled with Binder	72 – 87.0 *
% TMD (In place density)	96.0% +/- 2.5%

* A production tolerance of 4.0% will apply for the USL.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
403.2102 – 9.5mm Asphalt Rich Base HMA	Ton
403.2132 – 12.5mm Asphalt Rich Base HMA	Ton
403.2072 – 19.0mm Asphalt Rich Base HMA	Ton