



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

Paul R. LePage
GOVERNOR

October 11, 2013

David Bernhardt
COMMISSIONER

Subject: **Canaan**

Federal Project No: STP-1788(500)

State WIN: 017885.00

Amendment No. 1

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book after page 69, **ADD** the attached "SPECIAL PROVISION, SECTION 108" 1 page dated July 15, 2013.

The following questions have been received:

Question: The FDR Analysis of the road in Section 309 Full Depth Recycled Asphalt Pavement identifies areas that have insufficient material to stabilize, in these areas that have insufficient material to stabilize how does the state intend to stabilize these areas and how will the contractor be paid for this work?

Response: The areas designated as "not enough material to stabilize" in the FDR analysis have been addressed and these areas have been specified in Special Provision 309 – Full Depth Recycled Pavement (with Foamed Asphalt) - Mix Design as areas where the asphalt binder will be increased to 3.25%.

Question: The FDR Analysis of the road in Section 309 Full Depth Recycled Asphalt Pavement identifies areas that need material added, in these areas that need material added where will the material come from and how will this material be paid for?

Response: In accordance with Special Provision 309 - Full Depth Recycled Pavement (with Foamed Asphalt) section 309.021 – recycled material generated and salvaged from the project shall be used within the roadway limits to the extent it is available and is incidental to Item #309.36. If Aggregate for Untreated Surface Course and leveling Course, Type A is used, it will be paid for as Item # 411.10. If Aggregate Sub base Course Gravel, Type D is used, it will be paid for as Item # 304.10. If recycled material from off-site stockpiles is used, it shall be paid for by contract modification.

Question: Will there be an asphalt escalator for the asphalt binder in the Full Depth Recycled Asphalt Pavement?



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Response: There will be an asphalt escalator for the asphalt binder used in the FDR with foamed asphalt process. See attached Spec.

Question: A portion of the quantity for the 304.09 Aggregate Base Course-Crushed was found under the sidewalks, where is the additional quantity for this item?

Response: This item is a summation of three design components; Driveways (2222.2 CY), Sidewalks (679.8 CY), Walkways (2.7 CY)

Consider this change and information prior to submitting your bid on October 16, 2013.

Sincerely,



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

SPECIAL PROVISION
SECTION 108
RECYCLED ASPHALT PAVEMENT WITH BITUMINOUS ADDITIVE
PERFORMANCE GRADED BINDER PRICE ADJUSTMENT

Price adjustments will be based on the variance in costs for the performance graded binder component of recycled asphalt pavement with bituminous additive. They will be determined as follows:

Performance Graded Asphalt Binder The quantity of asphalt cement will be determined by **multiplying the square yard quantity of recycled asphalt pavement with bituminous additive by the 0.0108 ton/square yard factor for Item 309.36, multiplied by the difference in price in excess of 5 percent (5%) between the base price and the period price of asphalt cement.** Adjustments will be made upward or downward, as prices increase or decrease.

Recycled Asphalt Pavement with Bituminous Additive The quantity of recycled asphalt pavement with bituminous additive will be determined from field measurements and shown on the progress estimate for each pay period.

Base Price The base price of performance graded binder to be used is the price per standard ton current with the bid opening date. This price is determined by using the average N.E. Barge Price, FOB, as listed in the Asphalt Weekly Monitor.

Period Price The period price of performance graded binder will be determined by the Department by using the average N.E. Barge Price, FOB, listed in the Asphalt Weekly Monitor current with the pay period ending date that the work is accomplished.

The following table is provided as a reference.

US Customary			
Foamed Asphalt			
<u>Depth(in)</u>	<u>Item #</u>	<u>Threshold(yd²)</u>	<u>Factor(ton/yd²)</u>
6	309.36	30,500	0.0108