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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

May 23, 2014
Subject: **Calais**
Federal Project No: STP-2040(700)
State WIN: 020407.00
Amendment No. 1

Dear Sir/Ms:

Make the following change to the Bid document:

In the Bid Book (pages 87 & 88) **REMOVE** "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT" 2 pages dated April 25, 2014 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT" 2 pages dated May 23, 2014.

The following questions have been received:

Question: Please verify that the contractor takes possession of all millings generated by item 202.202, Remove Pavement Surface.

Response: All millings shall become the property of the contractor.

Question: Who is responsible for the parking stall striping?

Response: Striping of the parking stalls will be the responsibility of the City of Calais.

Question: Will the Department allow the use of 58-28 in all HMA mixes for this project?

Response: Yes, the Department will allow the use of PG 58-28 binder for use in all HMA for this project. See the attached, revised copy of the 403 Special Provision.

Consider this change and information prior to submitting your bid on May 28, 2014.

Sincerely,

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

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
1 ½" Mill & 1 ½" HMA Overlay Areas					
Mainline Travelway & Shoulders					
Wearing	9.5 mm	403.210	1 ½"	1	5,8,20
Spot Shims – Delaminated Areas as Directed					
Shim	9.5 mm	403.211	variable	1/more	2,4,10,11,14
Drives, Misc.					
Wearing	9.5 mm	403.209	3"	2/more	2,3,11,14,18

COMPLEMENTARY NOTES

2. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of this special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on bridge decks.
3. The design traffic level for mix placed shall be <0.3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations**.
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**.
5. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **75 gyrations**.
8. Section 106.6 Acceptance, (2) Method B. The Contractor may request a contract modification to change to testing method "A" prior to work starting on this item.
10. Section 106.6 Acceptance, (2) Method D.
11. 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.
14. The combined aggregate gradation required for this item shall be classified as a 9.5mm Thin Lift Mixture (TLM) mixture, using the Aggregate Gradation Control Points as defined in 703.09.
18. The Agency administering the contract will provide a NETTCP certified inspector qualified to accept or reject any HMA based on a visual basis, either prior to its use, during placement, or in its final disposition. Mixtures exceeding the minimum 275 degree (F) lower limit or the 325 degree (F) upper limit will be rejected from the project. Informational mix samples may be obtained by the Agency at any time for verification of material properties. All HMA mixtures shall be sourced from one approved JMF, per type of mix. The Agency administering the contract shall submit a letter of acceptance at the completion of the contract certifying that all work and materials were inspected and found to be acceptable to the Agency.

20. The Contractor may place the specified HMA pavement course, not to exceed 2" 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. 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 for the entire length of 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, 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.