



Paul R. LePage  
GOVERNOR

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

David Bernhardt  
COMMISSIONER

March 10, 2016  
Subject: Milling/Overlay with  
Drainage & Safety Improvements  
State WIN: 022575.00  
Location: **Cherryfield, Milbridge &  
Harrington**  
**Amendment No. 1**

Dear Sir/Ms:

Make the following change to the Bid Documents

**REMOVE**, page 60 thru 61, "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT", dated 02/10/2016 and **REPLACE** with attached revised "SPECIAL PROVISION 403, HOT MIX ASPHALT", 2 pages, dated 03/09/2016.

Consider this change and information prior to submitting your bid on **March 23, 2016**

Sincerely,

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



PRINTED ON RECYCLED PAPER

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

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<b><u>1 ¼” HMA Overlay with Shim</u></b>					
<b><u>Mainline Travelway, Shoulders, &amp; Approach Roads</u></b>					
Wearing	9.5 mm	403.210	1 ¼”	1	4,7,20
Shim	9.5 mm	403.211	variable	1/more	2,4,7,11,14,20
<b><u>1 ½” Mill &amp; 1 ½” HMA Overlay</u></b>					
<b><u>Shoulder Repair Areas</u></b>					
Base	12.5 mm	403.213	1 ½”	1	2,4,8,17
<b><u>Drives, Misc.</u></b>					
Wearing	9.5 mm	403.209	2”	1/more	2,3,10,11,14

**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**.
7. Section 106.6 Acceptance, (1) Method A.
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.
17. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **10 ton** vibratory, **12 ton** pneumatic, and a **10 ton** finish roller for roadway work. A daily paving report, summarizing the mixture type, mixture temperature, equipment used, environmental conditions, and number of roller passes, shall be recorded and signed by the QCT and presented to the Department’s representative by the end of the working day. 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, or asphalt stripping solvents will not be permitted.

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. Additional centerline delineation such as double RPM application or temporary painted line shall be required for centerline depths exceeding 3/4" inch. Pavement layers 3/4" inch or less shall require a single RPM application placed on the newly placed pavement as a minimum. 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 or RS-1h, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.030 gal/yd<sup>2</sup>, and on milled pavement approximately 0.05 gal/yd<sup>2</sup> prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and surface course as well as to any bridge membrane prior to the placement of HMA layers at a rate not to exceed 0.030 gal/yd<sup>2</sup>. Tack used will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.