



Paul R. LePage
GOVERNOR

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

David Bernhardt
COMMISSIONER

August 24, 2011
Subject: **Highway Reconstruction**
Location: **Saco-Buxton**
Federal Project No: STP-9493(100)X
State Pin No: **009493.10**
Amendment No. 1

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (pages 102 & 103), **REMOVE** "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT" (Pavement Repair Section, Mill and Overlay), 2 pages dated August 8, 2011, and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT" (Pavement Repair Section, Mill and Overlay) 2 pages dated August 22, 2011.

The following questions have been received:

Question: Reference "Special Provision Section 105, General Scope of Work (Milling and Paving Operations)", paragraphs numbered 1 & 2. Due to the unknown conditions to be determined in the field, could the 7 day window be waived?

Response: No

Question: Special Provision Section 403 for the Mill and Overlay refers to item 403.208, 403.213, and 409.15, however there are no items in the Schedule of Items, could the Department clarify?

Response: Please see Section 2 and 3 of the Schedule of Items.

Question: Could the Department clarify the mix type that will be used for the 50mm of HMA to be placed in the 50mm milled partial sections and full width sections?

Response: Please see the attached new Special Provision Section 403 as addressed in this amendment.



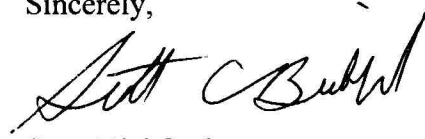
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Question: Is the testing method for the 19.0mm overlay correct by referring to the Method A, or should this be a Method C?

Response: Quantity requires Method A testing.

Consider this change and information prior to submitting your bid on August 31, 2011.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford". The signature is written in a cursive, flowing style with a prominent initial "S".

Scott Bickford
Contracts & Specifications Engineer

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Bit Cont. % of Mix	Total Thick	No. Of Layers	Comp. Notes
<u>Option 3 – Mainline Overlay Areas</u>						
<u>19mm HMA Overlay - Mainline Travelways & Shoulders</u>						
Wearing	9.5 mm	403.210	N/A	19 mm	1	5,7,20
Shim	9.5 mm	403.211	N/A	variable	1	2,5,7,20
<u>Option 3 – Partial Full Construction Areas</u>						
<u>100mm HMA Overlay – Mainline Travelways & Shoulders</u>						
Wearing	12.5 mm	403.208	N/A	50 mm	1	5,7,20
Base	12.5 mm	403.213	N/A	50 mm	1	5,7
<u>Paved Island Areas</u>						
Wearing	9.5 mm	403.209	N/A	50-75mm	1/more	2,3,10,11,14
<u>Drives, Misc.</u>						
Wearing	9.5 mm	403.209	N/A	50-75mm	1/more	2,3,10,11,14

COMPLEMENTARY NOTES

2. The density requirements are waived.
3. The design traffic level for mix placed shall be <0.3 million ESALS.
4. The design traffic level for the initial base layer played over gravel 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.**
7. Section 106.6 Acceptance, (1) Method A.
10. Section 106.6 Acceptance, (2) Method D.
11. A **“FINE”** 9.5 mm mix with a gradation above or through the restricted zone shall be used for this item.
12. A mixture meeting the gradation of 19.0 mm hot mix asphalt may be used at the option of the contractor.
14. A mixture meeting the requirements of section 703.09 Grading ‘D’, with a minimum PGAB content of 6%, and the limits of Special Provision 401, Table 9 (Drives and Sidewalks) for PGAB content and gradation may be substituted for this item. A job mix formula shall be submitted to the Department for approval.
20. The Contractor may place the specified HMA pavement course, not to exceed 2” inch (50mm) 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

**Pavement Repair Section
Mill and Overlay
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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, Item #409.15 shall be applied to any existing or new pavement at a rate of approximately 0.08 L/m², and on milled pavement approximately 0.2 L/m², prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim / intermediate course and the surface course, at a rate not to exceed 0.08 L/m².

Tack used between new layers of pavement will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.