



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

Paul R. LePage  
GOVERNOR

David Bernhardt  
COMMISSIONER

January 11, 2018  
Subject: Highway Rehabilitation  
State WIN: 012773.00  
Location: **Belgrade**  
**Amendment No. 1**

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

**REMOVE** pages 79 - 80, SPECIAL PROVISION – SECTION 403 – HOT MIX ASPHALT - Alternate II, 2 pages, dated December 6, 2017, and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 403 – HOT MIX ASPHALT - Alternate II, 2 pages, dated January 3, 2018.

The following questions have been received:

**Question:** There are 18 inch, 30 inch, and 36 inch diameters of RCP class III pipe sole specified on the plans as cross culvert. Would Sanitite HP be allowed as an alternate for any of these culverts? 18 inch Sanitite is available in dual wall and the 30 inch and 36 inch would be triple wall.

**Response:** Yes, with the exception of the cross pipes at Station 32+50 and 162+00.

**Question:** Is the wage rates correct for the paver operator and asphalt roller operator? The earth roller operator's rate is substantially lower than these operator rates.

**Response:** The Contractor's bids need to be based on the wage rate decision in the Contract Bid Book. The new wage rate determination was the result of a survey conducted by the USDOL Regional Office. The survey results can be appealed to the North East Regional Office, please contact Mr. William Scheizer (207-687-4031).

**Question:** Is the pavement removal part of Item 310.23 or is it paid under Item 203.20 under Alternate 1?

**Response:** Pavement removal is paid under item 310.23 under Alternate 1.



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**Question:** Could the department clarify the depths of common excavation for two different Alternates?

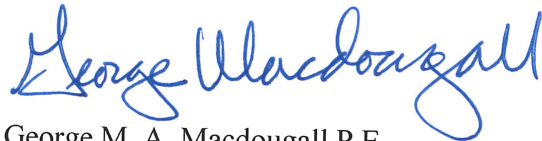
**Response:** PMRAP Alternate 1 includes pavement removal under the 310.23 PMRAP item, with removal of gravel below existing pavement paid under 203.20 Common Excavation. Item 203.20 Common Excavation for Alternate 2 includes pavement removal.

**Question:** Could the Department clarify page 56 of the bid book, is this stating that the Contractor for Alternate 1 has the option of FDR with 4 inches of emulsified asphalt stabilizer or the option of a PM-Rap base? If so, is this being paid under item 310.23?

**Response:** Correct. Yes.

Consider these changes and information prior to submitting your bid on **January 17, 2018**.

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
<b><u>5 ½" HMA Overlay – Route 8 &amp; Route 135 Intersection</u></b>					
<b><u>Mainline Travelway &amp; Shoulders (As Indicated on Typical)</u></b>					
Wearing	12.5 mm	403.208	1 ½"	1	1,4,7,19,20,26,30
Intermediate	12.5 mm	403.213	1 ½"	1	1,4,7,20,26,30
Base	12.5 mm	403.213	2 ½"	1	1,4,7,15
<b><u>1½" Mill &amp; Fill</u></b>					
<b><u>Mainline Travelway &amp; Shoulders (As Indicated on Typical)</u></b>					
Wearing	12.5 mm	403.208	1 ½"	1	1,4,7,19,20,26,30
<b><u>Drives, Islands, Misc.</u></b>					
Wearing	9.5 mm	403.209	2" – 3"	1/more	1,2,3,10,11,14

**COMPLEMENTARY NOTES**

1. The required PGAB for this mixture will meet a **PG 64-28** grading.
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.
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.
15. The entire HMA base pavement section (consisting of all base layers) shall be completed before winter suspension. Any surface or base HMA placed after the seasonal limitations shall be considered temporary and removed and replaced the following construction season. The Department will not be responsible for costs or time related to the placement, removal or replacement of temporary pavement.
19. The Contractor may, at their option, use a Material Transfer Vehicle (MTV) for **all mainline travelway and adjacent shoulders surface course** if paved in the same operation. See Special Provision 401 – Material Transfer Vehicle for specifics.

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. Unless otherwise addressed in the contract, the Contractor shall install additional centerline delineation such as a double RPM application, or temporary painted line for centerline depths exceeding ¾" inch, and provide a single RPM application placed on the newly placed pavement for ¾" inch or less layers. 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.
26. Centerline joint density testing shall be applied to the specified HMA layer. See Special Provision 401 – Hot Mix Asphalt Longitudinal Joint Density for project specifics.
30. The required PGAB shall be a storage-stable, homogeneous, polymer modified asphalt binder that meets PG 64-28 grading requirements in AASHTO M 332. All asphalt grades utilized on the Project shall be treated with an approved liquid anti-strip. PG binders shall be treated with a minimum 0.50 percent anti-strip by weight of asphalt binder used unless otherwise recommended by the anti-strip manufacturer. The PGAB and anti-strip blend shall meet the PG 64-28 requirements. The Contractor shall provide supporting test data showing the PGAB and anti-strip blend meet the required criteria.

#### 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.