



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

May 3, 2022

Subject: Pavement Milling, Hot-In-Place
Recycling & HMA Overlay with Drainage
& Safety Improvements

State WINs: 024121.00, 025119.00 &
025527.00

Location: **Eliot, Kittery, North Berwick,
South Berwick & Sanford
Amendment No. 1**

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE page 101, SPECIAL PROVISION - SECTION 107 - PROSECUTION AND PROGRESS - (Contract Time – Working Days), 1 page, dated March 23, 2022 and **REPLACE** with the attached, revised SPECIAL PROVISION - SECTION 107 - PROSECUTION AND PROGRESS - (Contract Time – Working Days), 1 page, dated May 3, 2022.

REMOVE pages 148 - 149, SPECIAL PROVISION - SECTION 403 – HOT MIX ASPHALT, 2 pages, dated April 1, 2022 and **REPLACE** with the attached, revised SPECIAL PROVISION - SECTION 403 – HOT MIX ASPHALT, 2 pages, dated May 3, 2022.

The following questions have been received:

Question: Is the Department flexible, with the June 1st start date, but still working within the 201 calendar days & 135 working days?

Response: See the attached SPECIAL PROVISION - SECTION 107 - PROSECUTION AND PROGRESS - (Contract Time – Working Days), dated May 3, 2022.

Question: Will there be any fuel, propane surcharge?

Response: There is not a diesel escalator or propane escalator associated with this contract.

Consider these changes and information prior to submitting your bid on **May 4, 2022**.

Sincerely,



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

SPECIAL PROVISION
SECTION 107
PROSECUTION AND PROGRESS
(Contract Time – Working Days)

This Contract shall be completed within **135** working days. The Contractor may begin work anytime in accordance with Standard Specification 104.4.2 and upon approval of all required submittals. Time charge will commence on the start date or no later than **July 11, 2022**, whichever occurs first.

At least 21 calendar days prior to the desired Begin Construction Date (**and no later than June 15th**), the Contractor shall submit an **electronic copy of their signed request to begin work and the Begin Construction Date**. This signed request shall be sent read receipt through **email** with their **Schedule of Work**, in accordance with Standard Specification 107.4.2, to **Shawn.Smith@Maine.gov**, **Scott.Bickford@Maine.gov** and **Ryan.Hodgman@Maine.gov**. The Contractor shall notify all utility contacts listed in the 104 Special Provision and provide the utility contacts the submitted schedule of work within 2 calendar days of the schedule of work submittal. **A penalty in the amount of \$500/day will be assessed for each calendar day or partial calendar day beyond June 15th that the schedule of work is not received.** Upon receipt of the schedule of work, a pre-construction meeting will be scheduled.

The Contractor may request to adjust the submitted schedule of work and Begin Construction Date once after the initial submittal. The Department will allow adjustments in the Begin Construction Date of up to **seven calendar days** if the request is made at least **21 calendar days** prior to the updated Begin Construction Date. This signed request shall be sent read receipt through **email** with their **Schedule of Work**, in accordance with Standard Specification 107.4.2, to **Shawn.Smith@Maine.gov** and **Scott.Bickford@Maine.gov**. The Contractor shall notify all utility contacts listed in the 104 Special Provision and provide the utility contacts the updated schedule of work within 2 calendar days of the request to adjust the Begin Construction Date.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>1 ½” HIPR & 1” HMA Overlay</u>					
<u>Travelway, Turn Lanes, & Slip Lanes (As Indicated in Typical)</u>					
Wearing	9.5 mm	403.21041	1”	1	2,4,10,20,24,25,27,30,41
<u>1 ½” HIPR & 1” HMA Overlay with Variable Depth Shim</u>					
<u>Travelway, Turn Lanes, & Slip Lanes (As Indicated in Typical)</u>					
Wearing	9.5 mm	403.21041	1”	1	2,4,10,20,24,25,27,30,41
Shim	9.5 mm	403.211	variable	1/more	4,10,20,30
<u>025119.00 - Shoulder Repair Areas</u>					
<u>(As Indicated in Typical, Construction Notes, or As Directed)</u>					
Wearing	9.5 mm	403.21041	1”	1	2,4,10,20,24,25,30,41
Base	12.5 mm	403.213	2”	1	4,10,30,32
<u>025527.00 - Weigh Areas</u>					
<u>Shoulder (As Indicated)</u>					
Wearing	12.5 mm	403.208	1 ½”	1	4,10,30,31
Base	12.5 mm	403.213	2 ½”	1	4,10,30,31
<u>Spot Shims (As Directed)</u>					
Shim	9.5 mm	403.211	variable	1/more	4,10,20,30
<u>Sidewalks, Drives, Misc. (As Directed)</u>					
Wearing	9.5 mm	403.209	2”	1/more	3,20,30

COMPLEMENTARY NOTES

2. The required PGAB shall be a storage-stable, homogeneous, polymer modified asphalt binder that meets **PG 64E-28** grading requirements in AASHTO M 332. All polymer modified asphalt grades utilized on the Project shall be treated with an approved liquid anti-strip. PG binders shall be treated either at the asphalt source terminal with the required dose rate on the delivery documentation, or at the hot mix asphalt plant utilizing a system integrated with the plants controls that will introduce a minimum 0.50 percent anti-strip by weight of asphalt binder used unless a rate is otherwise recommended by the anti-strip manufacturer. The PGAB and anti-strip blend shall meet the **PG 64E-28** requirements. The Contractor shall provide supporting test data showing the PGAB and anti-strip blend meet the required criteria.
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 **65 gyrations**.
4. 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 **65 gyrations**.
10. Section 106.6 Acceptance, (2) **Method D** as specified Section 401.21 - Quality Assurance Methods B and D. The Contractor may request a contract modification to change to testing method “C” prior to work starting on this item.

Eliot - South Berwick, North Berwick – Sanford, Eliot
024121.00, 025119.00, 025527.00
HIPR & Safety Improvements
Route 236, Route 4
May 3, 2022

20. 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.
24. See Special Provision 401 - HMA with Fine Micro-Deval Requirement for project specifics.
25. See Special Provision 401 - Thin Lift Surface Treatment for project specifics.
27. 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.
30. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of the referenced notes or special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on bridge decks.
31. 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 **3-5 Ton** finish roller for roadway work. A **Quality Control Technician (QCT)** shall be required for all roadway mixtures placed under this contract. 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**.
32. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **3-5 ton** vibratory roller. Areas less than 2 feet wide shall be compacted with a minimum of a **150 pound** plate compactor. 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.
41. The HMA surface pavement (consisting of surface and any required shim layers) shall be placed over HIPR treated areas before winter suspension in order to consider HIPR sections as acceptable for winter suspension. Any HMA surface 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 mixes considered as temporary pavement.
The Department may allow the placement of a protective HMA shim layer placed over the HIPR treated areas in preparation for winter suspension but will not consider final acceptance of the shimmed HIPR treated areas until a review after winter suspension has occurred and any possible damaged areas are remediated.
Any protective HMA shim placed over HIPR treated areas will not be paid for directly but will be considered as an elective activity by the Contractor and included in appropriate contract items.

Tack Coat

A tack coat of emulsified asphalt, RS-1, RS-1h, CRS-1 or CRS-1h, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.030 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 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/yd². Tack used will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.