



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

December 17, 2024
Subject: Intersection Safety Improvements
State WIN: 026284.00
Location: Chelsea
Amendment No. 1

Dear Sir/Ms.:

Due to a discrepancy in the digital and physical version of the book the following changes are being made:

Remove pages forty-three through forty six titled SPECIAL PROVISION SECTION 104 Utilities and **Replace** with the attached SPECIAL PROVISION SECTION 104 Utilities dated November 20, 2024

Remove pages forty five through fifty one titled General Decision Number: ME20240037 dated 02/02/2024 and **Replace** with the attached General Decision Number: ME20240037 dated 04/05/2024 totaling five pages

Remove page forty-eight SPECIAL PROVISION SECTION 105 General Scope of Work (Environmental Requirements) dated October 7, 2024, and **Replace** with the attached SPECIAL PROVISION SECTION 105 General September 18, 2024

Remove page eighty-nine through ninety titled SPECIAL PROVISION SECTION 403 HOT MIX ASPHALT, and **Replace** with the attached SPECIAL PROVISION SECTION 403 December 3, 2024

Remove page ninety-one titled SPECIAL PROVISION SECTION 502 STRUCTURAL CONCRETE (Combined Aggregate Grading for Concrete) dated December 3, 2024, and **Replace** with the attached SPECIAL PROVISION SECTION 502 STRUCTURAL CONCRETE dated December 17, 2024

Remove page one hundred and three SPECIAL PROVISION SECTION 703 AGGREGATES (Combined Aggregate Grading for Concrete) dated December 3, 2024 and **Replace** with the attached SPECIAL PROVISION SECTION 703 AGGREGATES (Combined Aggregate Grading for Concrete) dated December 17, 2024

Consider these changes and information prior to submitting your bid on **January 8, 2025**.

Sincerely,

A handwritten signature in blue ink, reading "George Macdougall". The signature is written in a cursive style with a large initial "G".

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

SPECIAL PROVISIONS
SECTION 104
Utilities

UTILITY COORDINATION

The contractor has primary responsibility for coordinating their work with utilities after contract award. The contractor shall communicate directly with the utilities regarding any utility work necessary to maintain the contractor's schedule and prevent project construction delays. The contractor shall notify the Resident of any issues.

THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.

MEETING

As defined in Subsection 104.4.6 of the Standard Specifications, a Preconstruction Utility Conference **IS** required.

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utilities have been notified and will be furnished with a project specification.

The Contractor shall give all Utilities **fifteen (15) working days' notice** prior to beginning **ANY** work on this project.

OVERVIEW

| Utility | Aerial | Subsurface | Contact Person | Contact Phone |
|---|--------|------------|---------------------------|----------------------------------|
| Central Maine Power Company | X | X | Josh Stanholtzer | (207) 593-6168 |
| Charter Communications, Inc. | X | | Josh Mooers | (207) 446-8553 |
| Consolidated Communications of Northern New England Company LLC | X | | Eric Nored Marty Pease | (207) 577-1819 (207) 272-7993 |
| Maine Natural Gas | | X | Roger Lockhart | (207) 841-7391 |

Temporary utility adjustments are **NOT** anticipated. If any unexpected utility relocations become necessary, they shall be scheduled in accordance with Section 104 of the Standard Specifications and shall be performed by the appropriate utility company in conjunction with the work by the Contractor. Should the Contractor choose to have any poles temporarily relocated, all work shall be done at the Contractor's request and expense, with no additional cost or schedule impacts to the Department.

Unless otherwise specified, any underground utility facilities shown on the project plans represent approximate locations gathered from available information. The Department cannot certify the level of accuracy of this data. Underground facilities indicated on the topographic sheets (plan views) have been collected from historical records and/or on-site designations provided by the respective utility companies.

Town: **Chelsea, Route 17**
Project: **026284.00**
Date: **November 20, 2024**

Underground facilities indicated on any cross-sections have been carried over from the plan view data and may also include further approximations of the elevations (depths) based upon straight-line interpolation from the nearest manholes, gate valves, or test pits.

All adjustments are to be made by the respective utility unless otherwise specified herein.

Fire hydrants shall not be disturbed until all necessary work has been accomplished to provide proper fire protection.

All clearing and tree removal in areas where utilities are involved must be completed before the utilities are able to relocate their facilities.

It is the responsibility of the Contractor with the Utility Pole owner, to layout all of the proposed pole locations in the field prior to the start of utility relocations. Should any adjustments be needed, the Utility will document adjustments and inform the Department prior to utility relocations.

The Contractor shall provide the utilities access to the new pole locations. Construction of any spot cuts or fills in excess of 2 feet must be completed prior to utility relocations. The Contractor shall prepare a plan for how access and the spot cuts and fills will be accomplished and what the schedule will be for performing the work. This plan will be discussed at the pre-construction utility meeting.

***** Specific information regarding the line voltage can be requested from Central Maine Power Co. *****

Utility working days are Monday through Friday. Times are estimated on the basis of a single crew for each utility. Any times and dates mentioned are **estimates only** and are dependent upon favorable weather, working conditions, and freedom from emergencies.

AERIAL

Aerial Utility adjustments **are** anticipated at this time for the project. Though unexpected, if utility relocations become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities after the Contractor has finished their work.

Aerial utilities require **ten (10) working days' notice** prior to any operations involving work around their lines.

| Utility | Summary of Work | Estimated Working Days |
|---|---|------------------------|
| Central Maine Power Company | Transfer power lines | 4 |
| Charter Communications, Inc. | Transfer communication lines | 5 |
| Consolidated Communications of Northern New England Company LLC | Install 8 poles, transfer lines, remove old poles | 8 |
| Total: | | 17 |

Summary:

| Utility | Pole Set | New Wires/ Cables | Trans. Wires/ Cables | Remove Poles | Estimated Working Days |
|---|----------|----------------------|-------------------------|--------------|------------------------|
| Central Maine Power Company | | | X | | 4 |
| Charter Communications, Inc. | | | X | | 5 |
| Consolidated Communications of Northern New England Company LLC (owner) | X | | X | X | 8 |
| Total: | | | | | 17 |

Utility Specific Issues:

Central Maine Power Company (CMP)

Central Maine Power Company (CMP) has facilities on the project. Following CCI's installation of the new poles, CMP intends to relocate their existing lines to the new poles and estimates **4-working days** to complete relocation of their lines to the new poles. CMP requires **10-working days** advance notice prior to any operations involving the relocation of their lines.

Charter Communications, Inc. (Charter)

Charter Communications, Inc. (Charter) has facilities on the project. Following CMP's completion of transferring their facilities, Charter intends to relocate their existing lines to the new poles. Charter estimates **5-working days** to complete the relocation to the new poles. Charter requires **10-working days** advance notice prior to any operations involving the relocation of their lines.

Consolidated Communications of Northern New England Company LLC (CCI)

Consolidated Communications of Northern New England Company LLC (CCI) will be installing **8 poles** as part of this project. Once the Contractor has placed and maintained grade stakes at the new pole locations as indicated in the pole list and on the construction plans, CCI estimates **2-working days** to complete installation of the new poles. CCI estimates **5-working days** to transfer lines to the new poles after CMP and Charter have completed their transfers. CCI will remove the old poles once all transfers have been completed and estimates **1-working day** to complete removal. CCI requires **15-working days** advance notice prior to any operations involving the relocation of their lines.

**** POLE LIST ****

| Existing Pole # | Existing Station | Left/Right | | Existing Offset | Proposed Station | Left/Right | | Proposed Offset | Comments |
|----------------------------|-----------------------|------------|----|-----------------|------------------|------------|----|-----------------|----------------------------|
| | | LT | RT | | | LT | RT | | |
| 27\191 | 11+71 | X | | 34' L | N/A | | | | OK |
| 28\192 | 13+43 | X | | 34' L | 13+40 | X | | 38' L | New |
| 93\29 | 15+29 | X | | 34' L | 15+25 | X | | 43' L | New, 1FT cut |
| 943→\Bell Atlantic 272\194 | 16+91 | X | | 35' L | 16+90 | X | | 46' L | New, 3FT cut (CCI Pole 30) |
| 272\195\31 | 18+59 | X | | 36' L | 18+60 | X | | 44' L | New, 2FT cut |
| 32\196 | 20+31 | X | | 35' L | 20+40 | X | | 41' L | New, 1FT cut |
| 196S | 20+14 | | X | 28' R | 20+23 | | X | 29' R | New |
| 197\33 | 21+63 | X | | 36' L | 21+50 | X | | 39' L | New |
| 34\198 | 22+88 | X | | 35' L | | | | | OK |
| 34S | 22+92 | | X | 31' R | | | | | OK |
| 943\FP1 | 204+82 (16+00± Rte17) | | X | 20' R (80.83) | 203+80 | | X | 21' R | New (CCI Pole 1\1) |

SUBSURFACE

There **ARE** subsurface utilities within this road project segment, however, utility adjustments are not anticipated in order to complete the scope of this project.

Utility Specific Issues:

Maine Natural Gas (MNG)

Maine Natural Gas (MNG) has a 12-inch gas main line that extends through the project under and along the westbound shoulder of the roadway. MNG requires **2-weeks prior notice** to work being done on the project and **48-hour notice prior to ANY digging around their gas main to have a person onsite**. If any work is to be done around their lines, MNG **MANDATES an inspection and recorded pictures by MNG personnel** of any exposed gas main **prior to** any backfill placement.

Located near the cross pipe at **Station 17+10± Left**, the current gas main has been measured to be approximately located 22-feet on the skewed culvert pipe from the northerly end of the existing culvert pipe, and to be located under the existing cross culvert pipe near the paved edge of the westbound shoulder of the roadway. There are no anticipated conflicts at this time; however, should there be any questions or concerns, contact MNG ASAP for more information.

MAINTAINING UTILITY LOCATION MARKINGS

The Contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

UTILITY SIGNING

Any utility working within the construction limits of this project shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.

Superseded General Decision Number: ME20230037

State: Maine

Construction Type: Highway

County: Kennebec County in Maine.

HIGHWAY CONSTRUCTION PROJECTS

Note: Contracts subject to the Davis-Bacon Act are generally required to pay at least the applicable minimum wage rate required under Executive Order 14026 or Executive Order 13658. Please note that these Executive Orders apply to covered contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but do not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(1).

| | |
|---|--|
| If the contract is entered into on or after January 30, 2022, or the contract is renewed or extended (e.g., an option is exercised) on or after January 30, 2022: | <ul style="list-style-type: none">. Executive Order 14026 generally applies to the contract.. The contractor must pay all covered workers at least \$17.20 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in 2024. |
| If the contract was awarded on or between January 1, 2015 and January 29, 2022, and the contract is not renewed or extended on or after January 30, 2022: | <ul style="list-style-type: none">. Executive Order 13658 generally applies to the contract.. The contractor must pay all covered workers at least \$12.90 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on that contract in 2024. |

The applicable Executive Order minimum wage rate will be adjusted annually. If this contract is covered by one of the Executive Orders and a classification considered necessary for performance of work on the contract does not appear on this wage determination, the contractor must still submit a conformance request.

Additional information on contractor requirements and worker protections under the Executive Orders is available at <http://www.dol.gov/whd/govcontracts>.

| Modification Number | Publication Date |
|---------------------|------------------|
| 0 | 01/05/2024 |
| 1 | 02/02/2024 |
| 2 | 04/05/2024 |

* ENGI0004-005 04/01/2024

| | Rates | Fringes |
|--|----------|---------|
| POWER EQUIPMENT OPERATOR: Grader/Blade, Milling Machine, Paver (Asphalt, Aggregate, and Concrete), Roller Asphalt..... | \$ 28.60 | 13.80 |

* SUNE2014-032 06/23/2017

| | Rates | Fringes |
|---|-------------|---------|
| CARPENTER, Includes Form Work.... | \$ 18.34 | 2.84 |
| HIGHWAY/PARKING LOT STRIPING: Laborer..... | \$ 14.80 ** | 1.27 |
| IRONWORKER, REINFORCING..... | \$ 16.27 ** | 0.00 |
| LABORER: Asphalt, Includes Raker, Shoveler, Spreader and Distributor..... | \$ 15.06 ** | 2.72 |
| LABORER: Common or General..... | \$ 14.02 ** | 2.16 |
| LABORER: Landscape..... | \$ 18.69 | 2.70 |
| LABORER: Wheelman..... | \$ 15.64 ** | 4.29 |
| OPERATOR: Backhoe/Excavator/Trackhoe..... | \$ 19.52 | 5.15 |
| OPERATOR: Bobcat/Skid Steer/Skid Loader..... | \$ 21.98 | 4.85 |
| OPERATOR: Broom/Sweeper..... | \$ 19.09 | 5.20 |
| OPERATOR: Bulldozer..... | \$ 17.30 | 3.50 |
| OPERATOR: Loader..... | \$ 18.59 | 5.53 |
| OPERATOR: Mechanic..... | \$ 21.91 | 8.55 |
| OPERATOR: Screed..... | \$ 19.43 | 4.90 |
| OPERATOR: Roller (Earth)..... | \$ 16.43 ** | 3.40 |
| TRAFFIC CONTROL: Flagger..... | \$ 9.38 ** | 0.00 |
| TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper..... | \$ 17.47 | 4.80 |
| TRUCK DRIVER: Dump Truck..... | \$ 14.32 ** | 5.81 |
| TRUCK DRIVER: TackTruck..... | \$ 20.18 | 7.75 |

WELDERS - Receive rate prescribed for craft performing
operation to which welding is incidental.

** Workers in this classification may be entitled to a higher minimum wage under Executive Order 14026 (\$17.20) or 13658 (\$12.90). Please see the Note at the top of the wage determination for more information. Please also note that the minimum wage requirements of Executive Order 14026 are not currently being enforced as to any contract or subcontract to which the states of Texas, Louisiana, or Mississippi, including their agencies, are a party.

Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at <https://www.dol.gov/agencies/whd/government-contracts>.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (iii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of ""identifiers"" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than ""SU"" or ""UAVG"" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate

changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the ""SU"" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour National Office because National Office has responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

=====

END OF GENERAL DECISION"

SPECIAL PROVISION
SECTION 105
General Scope of Work
(Environmental Requirements)

- I. Wetlands are defined as: Areas inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation adapted for life in saturated soil conditions. Wetlands generally include swamps, marshes, bogs and similar areas. The following special conditions shall apply to this project:
 - A. To minimize the spread of invasive species, straw mulch shall be utilized in disturbed wetland areas for soil stabilization (hay mulch may be utilized in other areas) (see permit documents in the contract).
- II. To protect migratory birds pursuant to the Migratory Bird Treaty Act of 1918:
 - A. If the Contractor observes an active bird nest within the project limits, any activities that may disturb the nest or injure birds (i.e., nesting adults, chicks, eggs) must cease immediately, and the Contractor shall contact the ENV Office for further coordination.
- III. Special Conditions:
 - A. Conditions of the Maine Army Corps of Engineers General Permit shall apply to this project (see permit and conditions in the contract document).
- IV. Approvals:
 - A. Army Corps of Engineers Self-Verification Notification General Permit: NAE-2024-00370
 1. Authorized wetland fill:
 - a) Permanent: 695 SF
 - b) Temporary: 545 SF
 - B. Soil Erosion and Water Pollution Control Plan (SEWPCP)

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

| Desc. Of Course | Grad Design. | Item Number | Total Thick | No. Of Layers | Comp. Notes |
|---|---------------------|--------------------|--------------------|----------------------|--------------------|
| <u>5" HMA - Reconstruction, Mill & Fill Areas</u> | | | | | |
| <u>Travelway & Shoulders (As Indicated)</u> | | | | | |
| Wearing | 12.5 mm | 403.2081 | 1 ½" | 1 | 2,4,8,24,42,43 |
| Shim | 9.5 mm | 403.2111 | variable | 1/more | 2,4,8,20,30,42 |
| Base | 12.5 mm | 403.2131 | 3" | 1 | 2,4,8,24,41,43,55 |
| <u>2" HMA - Mill & Fill Areas</u> | | | | | |
| <u>Travelway, Median/Left Turn Lane & Shoulders (As Indicated)</u> | | | | | |
| Wearing | 12.5 mm | 403.2081 | 1 ½" | 1 | 2,4,8,24,42 |
| Shim | 9.5 mm | 403.2111 | variable | 1/more | 2,4,8,20,30,42 |
| <u>4" HMA - Windsor Road Mill & Fill</u> | | | | | |
| <u>Travelway & Shoulders (As Indicated)</u> | | | | | |
| Wearing | 12.5 mm | 403.2081 | 1 ½" | 1 | 2,4,8,24,42,43 |
| Shim | 9.5 mm | 403.2111 | variable | 1/more | 2,4,8,20,30,42 |
| Base | 12.5 mm | 403.2131 | 2" | 1 | 2,4,8,24,41,43 |
| <u>Drives, Islands, Misc. (As Directed)</u> | | | | | |
| Wearing | 9.5 mm | 403.209 | 2"-3" | 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 aggregate qualities shall meet the design traffic level of <3 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**.
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**.
8. Section 106.6 Acceptance, (2) **Method B** as specified Section 401.21 - Quality Assurance Methods B and D.
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.

Chelsea
026284.00
Route 17 & Windsor Road
Intersection Safety Improvements
December 3, 2024

24. See Special Provision 401 - HMA with Fine Micro-Deval Requirement for project specifics.
30. 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.
41. The lower lifts of base HMA pavement (consisting of 3 inches in the 5-inch section and 2 inches in the 4-inch section) and the shim layer 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.
42. The Contractor shall plan its construction sequencing so that no longitudinal joints fall within the mainline travelway lanes (excluding center turn lanes).
43. The contractor shall mill a stepped butt joint into the existing pavement at both the beginning and end joints for each pavement layer excluding the bottom base layer. For each layer, the stepped joint shall be cut to the depth and width of the pavement layer being placed and extend 5 feet beyond the immediate underlying layer. The **butt joint** for the overlying layer shall be **completed prior** to placing the adjacent layer. The Resident may extend this length as determined by the condition of the match point. No additional payment will be made for the milling of the butt joints but will instead be considered incidental to associated paving items.
55. The vertical surface of the longitudinal joint between the edge of existing HMA or new concrete island and proposed HMA shall be completely sealed with hot-applied rubberized asphalt material, meeting the requirements of Type 4 or mastic crack seal. Sealant shall be applied to form a complete seal between the existing and proposed HMA and shall extend up the vertical surface to within ½ inch of the top of the HMA base layers (2.5 inches). This work shall be considered incidental to the contract pavement 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 0.050 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.

SPECIAL PROVISION
SECTION 502
STRUCTURAL CONCRETE
(Combined Aggregate Grading for Concrete)

502.03 Materials Add the following:

Combined Aggregate Grading for Concrete

703.03

502.1701 Quality Control, Method A and B Amend the paragraph before Table 4 as follows:

The Contractor shall maintain records of all QC tests and calculations. The gradation test data and results shall be reported to the Department before the placement they represent. The Contractor or supplier shall retain split samples of the most recent QC gradations for possible testing by the Department. In addition, the Department will sample the aggregates at the plant monthly to determine compliance with 703.03 Combined Aggregate Grading for Concrete. The Combined Aggregate Grading will be calculated by mathematically blending the individual aggregate gradations using the batch percentages from the approved mix design. If the Department's gradation tests determine that the aggregate does not meet the specified gradation limits, the current procedure mentioned in MaineDOT PCC Policies and Procedures Manual shall be followed. The compressive strength test results shall be reported to the Department by 10:00 A.M. of the first working day following the test. All QC test data shall be signed by the person who performed the test. The Contractor shall record all onsite QC test data and calculations at the time of the placement and present this information, on a form acceptable to the Department, to the Department by 10:00 A.M. of the first working day following the concrete placement. All Method A and B QC testing shall meet the minimum requirements found in Table 4.

SPECIAL PROVISION
SECTION 703
AGGREGATES
(Combined Aggregate Grading for Concrete)

SECTION 703 – AGGREGATES Add the following:

703.03 Combined Aggregate Grading for Concrete The combined gradation of the fine and coarse aggregates when mathematically blended using the mix design percentages shall conform to the requirements of the following table for the size or sizes designated and shall be well graded between the limits specified.

| Sieve Designation | Percentage by Weight Passing Square Mesh Sieves | | | |
|-------------------|--|--------|--------|--------|
| Grading | S | A | AA | LATEX |
| Aggregate Size | 1½ inch | 1 inch | ¾ inch | ½ inch |
| 2 inch | 100 | | | |
| 1½ inch | 95–100 | 100 | | |
| 1 inch | 80–100 | 95–100 | 100 | |
| ¾ inch | 55–90 | 90–100 | 93–100 | 100 |
| ½ inch | 45–80 | 55–80 | 60–90 | 90–100 |
| ⅜ inch | 40–65 | 40–65 | 50–80 | 55–85 |
| No. 4 | 35–55 | 35–55 | 35–60 | 30–60 |
| No. 8 | 25–53 | 28–50 | 30–55 | 25–55 |
| No. 16 | 15–40 | 18–45 | 19–45 | 18–50 |
| No. 30 | 7–30 | 9–30 | 10–33 | 8–32 |
| No. 50 | 3–14 | 4–14 | 4–16 | 3–16 |
| No. 100 | 0–6 | 0–6 | 0–6 | 0–6 |
| No. 200 | 0–3.5* | 0–3.5* | 0–3.5* | 0–3.5* |

*The percent passing the No. 200 sieve shall not exceed 6.0 percent for any fine aggregate. The percent passing the No. 200 sieve shall not exceed 2.0 percent for any single coarse aggregate. The percent passing the No. 200 sieve shall not exceed 4.0 percent for the combined gradation of self-consolidating concrete (SCC) mix designs.