



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

Paul R. LePage  
GOVERNOR

David Bernhardt  
COMMISSIONER

March 31, 2011  
Subject: **Eustis, Carrabassett Valley,  
Rangeley, Rangeley Plt., Copley Plt.,  
Sandy River Plt., & Wyman Twp.**  
Federal Project No: IB-1730(700)X,  
STP-1799(000)X & STP-1800(500)X  
State Pin No: 017307.00, 017990.00 &  
018005.00  
**Amendment No. 1**

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (pages 118 and 119) **REMOVE** "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT" for Eustis – Wyman Twp (IB-1730(700)X), 2 pages dated March 10, 2011 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 403, HOT MIX ASPHALT" for Eustis – Wyman Twp (IB-1730(700)X), 2 pages dated March 30, 2011

The following question has been received:

**Question:** Construction Notes - Shim – It specifies 403.212 4.75MM Shim – In the 403 Special Provisions it calls for 403.211 9.5MM shim course. Which is correct?

**Response:** Item 403.212 is correct; please see the attached new Special Provision 403.

Consider this change and information prior to submitting your bid on April 6, 2011.

Sincerely,

Scott Bickford  
Contracts & Specifications Engineer



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**SPECIAL PROVISION**

**SECTION 403**

**HOT MIX ASPHALT**

<b>Desc. Of Course</b>	<b>Grad Design.</b>	<b>Item Number</b>	<b>Bit Cont. % of Mix</b>	<b>Total Thick</b>	<b>No. Of Layers</b>	<b>Comp. Notes</b>
<b><u>1 1/4" HMA Overlay Areas</u></b>						
<b><u>Mainline Travelways, Shoulders, Sideroads</u></b>						
Wearing	9.5 mm	403.210	N/A	1 1/4"	1	1,5,7,20
Shim	4.75 mm	403.212	N/A	Variable	1/more	1,2,5,8,20
<b><u>Shoulder Rehabilitation Areas</u></b>						
Base	12.5 mm	403.213	N/A	1 1/2"	1	1,5,8,10
<b><u>Drives, Misc.</u></b>						
Wearing	9.5 mm	403.209	N/A	2"	1/more	2,3,10,11,14

**COMPLEMENTARY NOTES**

1. The required PGAB for this mixture will meet a **PG 58-28** to **PG 64-28** grading. The Contractor must stipulate the which PGAB grading will be used to construct the entire HMA pavement structure prior to starting work
2. The density requirements are waived.
3. The design traffic level for mix placed shall be <0.3 million ESALS.
5. The design traffic level for mix placed shall be 3 to 10 million ESALS. 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.
8. Section 106.6 Acceptance, (2) Method B.
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. 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 1 1/2" inch (45mm) 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 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 pavement at a rate of approximately 0.025 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 the surface course, at a rate not to exceed 0.025 gal/yd<sup>2</sup>.

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