



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

PAUL R. LePAGE
GOVERNOR

January 25, 2011
Subject: **Camden Rockport**
Federal Project No: STP-177(900)X
State Pin No: 017779.00
Amendment No. 1

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book (page 37), "GENERAL NOTES", note #10, **DELETE** the words "**All pavement**". Make this change in pen and ink.

In the Bid Book (pages 43 thru 45), **REMOVE** "SPECIAL PROVISIONS, SECTION 104, Utilities", 3 pages dated December 21, 2010 and **REPLACE** with the attached new "SPECIAL PROVISIONS, SECTION 104, Utilities", 3 pages dated January 24, 2011.

In the Bid Book (pages 56 and 57), **REMOVE** "SPECIAL PROVISION, SECTION 108, PAYMENT, (Asphalt Escalator)", 2 pages dated May 17, 2010 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 108, PAYMENT, (Asphalt Escalator)", 2 pages dated January 24, 2011.

In the Bid Book, after page 80, **ADD** the attached "SPECIAL PROVISION, DIVISION 400, PAVEMENTS" 1 page dated January 24, 2011.

In the Bid Book (pages 81, 82 and 83), **REMOVE** "SPECIAL PROVISION, SECTION 401, HOT MIX ASPHALT PAVEMENTS" 3 pages dated December 30, 2010 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 401, HOT MIX ASPHALT PAVEMENTS" 3 pages dated January 19, 2011.

The following questions have been received:

Question: Is water injection process allowed for the Warm Mix HMA?

Response: Please see the attached new Special Provision 401.

Question: Is there an Asphalt Escalator associated with the Warm Mix HMA?



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Response: Please see the attached new Special Provision 108.

Question: The utility notes in Section 104 call for 17 adjust to finish grade sewer manholes, the alternate bid item quantity shows 1 adjust and 17 rebuild, please clarify.

Response: Please see the attached new Special Provision, Section 104.

Question: With proper Traffic Control Items in place, can a 3" drop in the full construction shoulder area 12+50 to 17+00 rt, be left over night (time between grading and paving)?

Response: No, due to the concern of the volume of traffic turning in this location a 3" drop off will not be allowed.

Question: Can pavement millings be used for aggregate sub base in shoulder reconstruction area (12+50 – 17+00- rt.)?

Response: Only the top 3" of aggregate sub base can be millings.

Question: General note #10 calls for All Pavement to be incidental to the 603 items. Please clarify if this is base pavement, surface pavement, or both. For all 403 items, please clarify the distance back from the curb line that milling and pavement is required at all driveways, intersecting streets, and sidewalks.

Response: Please see the above pen and ink change.

Question: Is there a requirement for running traffic on milled surfaces?

Response: There are no additional requirements for running traffic on milled surfaces other than what is stated in this contract.

Question: In the event of rain, can TOMs be used in lieu of temporary lines on the milled surface until weather permits painting?

Response: Yes, however if the TOMs need to be nailed down to adhere to the milled surface, the Contractor will remove all TOMs and nails as soon as the milled surface is dry enough for a paint application.

Question: Can the Department add item 403.2123 - 4.76 MM Warm Mix Asphalt – Shim to SP Section 108, Payment (asphalt escalator)?

Response: Please see the attached new Special Provision 108.

Question: Research shows the daytime temperatures in Camden in the mid forties in May and early June, night time temperatures low forties. The 403 Special Provision provides for temperature restrictions consistent with Hot Mix Asphalt. Will the Department adjust the temperature restrictions for WMA to accomplish this work as scheduled?

Response: See 400 Special Provision – HMA and WMA Seasonal Limitations; Night Operations added in this amendment for details.

Question: Will the Department consider waiving the control strip requirement if the Contractor can demonstrate WMA experience?

Response: The control strip for the surface course is intended to allow the Department to compare and evaluate the quality of conventional HMA pavements to WMA pavements in a similar environment. The control strip was specified at 100 ton per lane, but the Contractor may propose a greater tonnage for the control strip if increased efficiency is desired.

Question: Item 627.76, Temp Pavement Marking Line – Will the Department require crosswalks, parking stalls, stop lines, arrows etc. to be incidental to this item? Please clarify.

Response: These items will not be required under temporary striping

Consider these changes and information prior to submitting your bid on January 26, 2011.

Sincerely,



FCR

Scott Bickford
Contracts & Specifications Engineer

Town: Rockport / Camden
Project: PIN 17779.00
Date: January 24, 2011

SPECIAL PROVISIONS
SECTION 104
Utilities

MEETING

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications is required.

GENERAL INFORMATION

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

Overview:

Utility			Aerial	Underground
Central Maine Power Company	Dan Brady	791-1041	x	
Lincolntonville Communications	Nuel Crawford	563-9940	x	
Tidewater Telecom	Nuel Crawford	563-9940	x	
Northern New England Telephone Operations LLC	Brent Jordan	626-2025	x	x
Time Warner Cable	Matt Elliot	458-8103	x	
Aqua Maine	Dave Beaulieu	236-8428		x
Town of Camden Camden Wastewater Department	Ross Parker	236-7955		x

Temporary utility adjustments are **not** anticipated.

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. Underground facilities indicated on the 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.

Any times and dates mentioned are estimates only and are dependant upon favorable weather, working conditions, and freedom from emergencies. The Contractor shall have no claim against the Department if there are exceeded.

Utility working days are Monday through Friday, conditions permitting. Times are estimated on the basis of a single crew for each utility.

Utility Specific Issues:

AERIAL

No aerial utility facility adjustments or relocations are anticipated within the limits of the proposed project.

SUBSURFACE

Summary:

Utility	Summary of Work	Estimated Working Days
Town of Camden Wastewater Department	See Below	20
Aqua Maine	Lower for Milling	15
Aqua Maine	Adjust to Grade	-
Northern New England Telephone Operations LLC	Lower for Milling	5
Northern New England Telephone Operations LLC	Adjust to Grade	5

Town Of Camden Wastewater Department

The Town of Camden has approximately 18 sewer manholes to adjust to finish grade. The Town of Camden has entered into an Agreement with the Maine Department of Transportation to include the item for manhole adjustments in the project contract.

The work shall be completed in accordance with Special Provisions for Section 812 – Sewer Manhole and Section 604 – Manholes, Inlets, and Catch Basins. The Town of Camden has reserved the option to accept or reject the bid price for the work. If the Town of Camden accepts the bid prices, the Contractor shall adjust the wastewater manholes as part of the bid document and shall include the manhole adjustments in the schedule for construction. If the Town of Camden rejects the bid prices for the Adjust Sewer Manholes to Grade Item, it shall be omitted from the contract in its entirety. If the Town of Camden rejects the bid price for the above-mentioned work, the Town of Camden will remain responsible for the manhole adjustments located within the Project limits in such a manner as to not cause delay to the Project Contractor. Should the Town of Camden elect to perform the adjustments, they will lower the manholes for the milling operation and estimate 10 working days to complete the work. The Town of Camden estimates 10 working days to adjust the manholes to finish grade. This work will be done in conjunction with the contractor and will be done in such a manner as not to hold up the contractor from completing his work. The Town of Camden requires a minimum of 10 working days notice before they have to adjust their facilities.

If the manholes remain in the contract and the adjustments are completed by the Department’s contractor, the Town of Camden requests a ten (10) working day notification prior to work taking place on the sewer manholes.

Aqua Maine

Town: Rockport / Camden

Project: PIN 17779.00

Date: January 24, 2011

Aqua Maine has approximately 21 water gate valves within the project limits. Aqua Maine intends to lower the water valves for the milling operation milling operation and estimates this work will require approximately 15 working days to complete. Aqua Maine will adjust existing water gate valves to finish grade. This work will be done in conjunction with the contractor and will be done in such a manner as not to hold up the contractor from completing his work. Aqua Maine requires a minimum of 10 working days notice before they have to adjust their facilities.

Northern New England Telephone Operations LLC (FairPoint)

FairPoint has approximately 8 manholes within the project limits. FairPoint intends to lower the manholes for the milling operation estimates this work will require approximately 5 working days to complete

FairPoint will adjust existing manholes to finish grade. This work will be done in conjunction with the contractor and will be done in such a manner as not to hold up the contractor from completing his work. FairPoint estimates it will require approximately 5 working days to adjust the manholes to finish grade. The FairPoint requires a minimum of 10 working days notice before they have to adjust their facilities.

SAFE PRACTICES AROUND UTILITY FACILITIES

The Contractor shall be responsible for complying with M.R.S.A. Title 35-A, Chapter 7-A Sections 751 - 761 Overhead High-Voltage Line Safety Act. Prior to commencing any work that may come within ten (10) feet of any aerial electrical line; the Contractor shall notify the aerial utilities as per Section 757 of the above act.

Any tree removal or tree trimming required within ten feet of the Central Maine Power Company conductors must be completed by a contractor qualified to work within ten feet of the Central Maine Power Company conductors. The Contractor may obtain a list of tree removal contractors qualified to remove trees or limbs from Central Maine Power Company.

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.

DIG SAFE

The Contractor shall be responsible for determining the presence of underground utility facilities prior to commencing any excavation work and shall notify utilities of proposed excavation in accordance with M.R.S.A. Title 23 §3360-A, Maine "Dig Safe" System.

THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK ACCORDINGLY.

SPECIAL PROVISION
SECTION 108
PAYMENT
(Asphalt Escalator)

108.4.1 Price Adjustment for Hot Mix Asphalt: For all contracts with hot mix asphalt in excess of 500 tons total, a price adjustment for performance graded binder will be made for the following pay items:

- Item 403.206 Hot Mix Asphalt - 25 mm
- Item 403.207 Hot Mix Asphalt - 19 mm
- Item 403.2071 Hot Mix Asphalt - 19 mm (Polymer Modified)
- Item 403.2072 Hot Mix Asphalt - 19 mm (Asphalt Rich Base)
- Item 403.2073 Warm Mix Asphalt - 19 mm
- Item 403.208 Hot Mix Asphalt - 12.5 mm
- Item 403.2081 Hot Mix Asphalt - 12.5 mm (Polymer Modified)
- Item 403.2083 Warm Mix Asphalt - 12.5 mm
- Item 403.209 Hot Mix Asphalt - 9.5 mm (sidewalks, drives, & incidentals)
- Item 403.210 Hot Mix Asphalt - 9.5 mm
- Item 403.2101 Hot Mix Asphalt - 9.5 mm (Polymer Modified)
- Item 403.2102 Hot Mix Asphalt - 9.5 mm (Asphalt Rich Base)
- Item 403.2103 Warm Mix Asphalt - 9.5 mm
- Item 403.211 Hot Mix Asphalt – Shim
- Item 403.2111 Hot Mix Asphalt – Shim (Polymer Modified)
- Item 403.2113 Warm Mix Asphalt - Shim
- Item 403.212 Hot Mix Asphalt - 4.75 mm (Shim)
- Item 403.2123 Warm Mix Asphalt - 4.75 mm (Shim)
- Item 403.213 Hot Mix Asphalt - 12.5 mm (base and intermediate course)
- Item 403.2131 Hot Mix Asphalt - 12.5 mm (base and intermediate course Polymer Modified)
- Item 403.2132 Hot Mix Asphalt - 12.5 mm (Asphalt Rich Base and intermediate course)
- Item 403.2133 Warm Mix Asphalt - 12.5 mm (base and intermediate course)
- Item 403.214 Hot Mix Asphalt - 4.75 mm (Surface)
- Item 403.2143 Warm Mix Asphalt - 4.75 mm (Surface)
- Item 461.13 Maintenance Surface Treatment

Price adjustments will be based on the variance in costs for the performance graded binder component of hot mix asphalt. They will be determined as follows:

The quantity of hot mix asphalt for each pay item will be multiplied by the performance graded binder percentages given in the table below times the difference in price between the base price and the period price of asphalt cement. Adjustments will be made upward or downward, as prices increase or decrease.

Item 403.206: 4.8%

Item 403.207–5.2%	Item 403.2071–5.2%	Item 403.2072–5.8%	Item 403.2073–5.2%
Item 403.208–5.6%	Item 403.2081–5.6%		Item 403.2083–5.6%
Item 403.209–6.2%			
Item 403.210–6.2%	Item 403.2101–6.2%	Item 403.2102–6.8%	Item 403.2103–6.2%
Item 403.211–6.2%	Item 403.2111–6.2%		Item 403.2113–6.2%

Item 403.212-6.8%			Item 403.2123-6.8%
Item 403.213-5.6%	Item 403.2131-5.6%	Item 403.2132-6.2%	Item 403.2133-5.6%
Item 403.214-6.8%			Item 403.2143-6.8%
Item 461.13-6.4%			

Hot Mix Asphalt: The quantity of hot mix asphalt will be determined from the quantity shown on the progress estimate for each pay period.

Base Price: The base price of performance graded binder to be used is the price per standard ton current with the bid opening date. This price is determined by using the average New England Selling Price, as listed in the Asphalt Weekly Monitor.

Period Price: The period price of performance graded binder will be determined by the Department by using the average New England Selling Price, listed in the Asphalt Weekly Monitor current with the paving date. The maximum Period Price for paving after the adjusted Contract Completion Date will be the Period Price on the adjusted Contract Completion Date.

SPECIAL PROVISION
DIVISION 400
PAVEMENTS

SECTION 401 - HOT MIX ASPHALT PAVEMENT

(Night work - applicable to Hot Mix Asphalt and Warm Mix Asphalt technologies)

The Special Provision 400. Section 401 – Hot Mix Asphalt Pavement, subsection 401.06 – Weather and Seasonal Limitations, has been modified with the following revisions. All sections not revised by this Special Provision shall be as outlined in the Special Provision 400 Pavements, Section 401 – Hot Mix Asphalt Pavement. References to Standard Specifications, Special Provisions, or other documents, shall be determined as the most current version available at the time of bid, or as amended.

401.06 Weather and Seasonal Limitations The following section has been added as follows:

When work is to be performed, either by contract requirement or Contractor option, during conditions defined as “night work”, the Contractor may place Hot Mix Asphalt Pavements (HMA) or Warm Mix Asphalt (WMA) greater than one inch in depth as traveled way wearing course in Zone 1 between the dates of May 30th and the Saturday following September 1st, and in Zone 2 between the dates of May 15th and the Saturday following September 15th. The wearing course placement may commence provided that the air temperature as determined by an approved thermometer (placed at the paving location) is 10°C [50.0°F] or higher. Once started, the wearing course placement may continue provided that the air temperature as determined by an approved thermometer (placed at the paving location) is at or above 7°C [45.0°F] minimum temperature.

SPECIAL PROVISION
SECTION 401
HOT MIX ASPHALT PAVEMENTS
(Warm Mix Asphalt Pavements)

The Special Provision 401 – Hot Mix Asphalt Pavement, has been modified with the following revisions. All sections not revised by this Special Provision shall be as outlined in the Special Provision 400 Pavements, section 401 – Hot Mix Asphalt Pavement. References to Standard Specifications, Special Provisions, or other documents, shall be determined as the most current version available at the time of bid. All references or conditions applied to Hot Mix Asphalt (HMA) pavements shall be replaced with Warm Mix Asphalt (WMA) unless otherwise amended or revised within this specification.

401.01 Description The Contractor shall furnish and place one or more courses of Warm Mix Asphalt Pavement (WMA) on an approved base in accordance with the contract documents and in reasonably close conformity with the lines, grades, thickness, and typical cross sections shown on the plans or established by the Resident. The Department will accept this work under Quality Assurance provisions, in accordance with these specifications and the requirements of Section 106 – Quality, the provisions of AASHTO M 323 except where otherwise noted in sections 401 and 703 of these specifications, and the Maine DOT Policies and Procedures for HMA Sampling and Testing.

MATERIALS

401.03 Composition of Mixtures This section has been amended as follows:

For the purposes of comparative testing, a HMA JMF shall be submitted for the establishment of a control strip. The control strip section shall be constructed with an approved JMF, submitted without WMA technology or additives. The HMA design shall be submitted with the same aggregate, aggregate percentages, asphalt supply, and asphalt target percentages as the WMA JMF.

401.031 Warm Mix Technology

The Contractor shall specify the method or type of WMA technology to be utilized to produce mixtures for use on Department projects. Methods or technologies shall generally be at the Contractors option, but will be limited to proven, Agency and Industry accepted practice. Examples of acceptable methods are listed :

Option A - The use of organic additives such as a paraffin wax and or a low molecular weight esterified wax. Wax derived additives shall be introduced at the rate recommended by the manufacture. Percentages shall be limited at a rate as to not impact on the binder's low temperature properties. Wax derived additives shall be introduced into the hot asphalt binder at the asphalt suppliers facility , or asphalt mixture plant and fully blended using a tank agitator / stirrer. Minimum placement temperatures shall be as per manufactures recommendations.

A Quality Control Plan shall be submitted for approval by the Department.

Option B – The use of a manufactured synthetic zeolite (Sodium Aluminum Silicate). Sodium aluminum silicate additives shall be introduced at a rate recommended by the manufacturer. Sodium aluminum

silicate additives shall be introduced into the hot mix plant mixing chamber by mechanical means that can be controlled and tied directly to the hot mix asphalt plants rate of production. Minimum placement temperatures shall be as per manufactures recommendations. A Quality Control Plan shall be submitted for approval by the Department.

Option C – The use of a chemical additive technology and a "Dispersed Asphalt Technology" delivery system, This process utilizes a dispersed asphalt phase (emulsion) in asphalt mixture plant at a rate recommended by the manufacturer. This additive shall be introduced into the hot mix plant mixing chamber by mechanical means that can be controlled and tied directly to the hot mix asphalt plants rate of production. Minimum placement temperatures shall be as per manufactures recommendations. A Quality Control Plan shall be submitted for approval by the Department.

Option D – The use of a controlled asphalt foaming system. This process utilizes an injection system to introduce water to the asphalt stream and “expand” the asphalt prior to mixing with the aggregate in asphalt mixture plant at a rate recommended by the manufacturer. This shall be introduced into the plant mixing chamber by mechanical means that can be controlled and tied directly to the asphalt plants rate of production. Minimum placement temperatures shall be as per manufactures recommendations. A Quality Control Plan shall be submitted for approval by the Department.

401.04 Temperature Requirements After the JMF is established, the temperatures of the WMA mixture shall conform to the following tolerances:

In the truck at the mixing plant	– allowable range determined by manufacturer
At the Paver	– allowable range determined by manufacturer

Mixture, placement and volumetric testing details, including temperatures, shall be included in the project specific QCP, and submitted to the Department prior to any work.

401.18 Quality Control Method A, B & C – This section has been amended as follows:

Establishment of Control Strip - The Contractor shall place a control strip for the surface mixture consisting of Hot Mix Asphalt Pavement produced without warm mix technology. Prior to the placement of the control strip a passing verification test is required. The control test strip shall be placed over the full width of the traveled way section, not to exceed 100 ton production per lane unless otherwise approved by the Department. The control strip will not be excluded from QA analysis, but will be evaluated in accordance with Section 401.03. The Contractor shall notify the Department at least 48 hours in advance of placing the control strip.

Control strips shall be required for all mixtures to be utilized in the contract. Wearing, shim, or lower lift base mixtures shall be placed as required within the control strip limits. A minimum of three mixture samples shall be randomly selected from the control strips and evaluated under Method B criteria. When density payfactors apply, a minimum of three core samples shall be randomly selected from wearing or lower lift base course control strips and evaluated under Method B criteria. After completion of the control strip, the Contractor shall make any final adjustments to the job mix formula in accordance to Standard

Specifications, Section 401, subsection 401.03 - Composition of Mixtures, or compaction method. Any changes to the HMA JMF shall result in a change in the WMA JMF to identical target values. Paving operations shall not resume until the Contractor and the Department determines that material meeting the Contract requirements can be produced, and any changes to the Job Mix Formula have been approved by the Department.

The Department shall pay for an accepted control strip as determined Section 401.222 – Pay Factor A and B, for this item. A new control strip shall be required if a current JMF is terminated, and a new JMF is started.

Once established, all production methods, equipment, and JMF's will become part of the QCP. The control strip will allow for any necessary adjustments to the mix design and or plant mixing procedures, as well as for the Department to evaluate the quality of the pavement.

Payments will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
403.2073 19.0 mm Warm Mix Asphalt Base	Ton
403.2083 12.5 mm Warm Mix Asphalt Surface	Ton
403.2103 9.5 mm Warm Mix Asphalt	Ton
403.2113 9.5 mm Warm Mix Asphalt Shim	Ton
403.2123 4.75 mm Warm Mix Asphalt Shim	Ton
403.2133 12.5 mm Warm Mix Asphalt Base	Ton