



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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

March 22, 2018
Subject: Ultra-Thin Bonded Wearing
Course with Safety Improvements
State WIN: 023298.00
Location: **Arundel, Kennebunk &
Biddeford**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE pages 63 – 64, SPECIAL PROVISION - SECTION 403 - HOT MIX ASPHALT, 2 pages, dated February 12, 2018, and **REPLACE** with the attached, revised ECIAL PROVISION - SECTION 403 - HOT MIX ASPHALT, 2 pages, dated March 20, 2018.

The following question has been received:

Question: Special Provision 403 requires Note 1 and Note 30. These notes conflict, please clarify.

Response: A polymer modified surface meeting the requirements of note 30 shall be required for the UTBWC surface – item 462.301.

Consider these changes and information prior to submitting your bid on **March 28, 2018**.

Sincerely,

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



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SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>Ultra-Thin Bonded Wearing Course</u>					
<u>Mainline Travelway (As Indicated in Typical)</u>					
Wearing	Type C	462.301	¾"	1	20,27,30
<u>Spot Shims/Delaminated Areas – As Directed by Resident</u>					
Shim	9.5 mm	403.211	variable	1/more	1,2,4,10,11,14
<u>Sidewalk ADA Improvements – As Directed by Resident</u>					
Wearing	9.5 mm	403.209	variable	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**.
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.
20. The Contractor may place the specified HMA pavement course, not to exceed 1 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 weekend suspension. 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 at the end of each production day. 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.
27. See Special Provision 462 – Ultra Thin Bonded Wearing Course for project specifics.

30. 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.

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.