



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

March 24, 2022
Subject: Pavement Milling & HMA Overlay
With Safety Improvements
State WIN: 023555.00
Location: **Dover Foxcroft**
Amendment No. 1

Dear Sir/Ms.:

Make the following changes to the Bid Documents:

In the Bid Book:

REMOVE page 97, SPECIAL PROVISION – SECTION 403 – HOT MIX ASPHALT, 1 page, dated February 7, 2022 and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 403 – HOT MIX ASPHALT, 1 page, dated March 23, 2022.

Consider these changes and information prior to submitting your bid on **April 6, 2022**.

Sincerely,

A handwritten signature in blue ink that reads "George Macdougall".

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

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>2" Mill with 1 ½" HMA Overlay with Variable Depth Shim</u>					
<u>Travelway & Shoulders (As Indicated)</u>					
Wearing	9.5 mm	403.2101	1 ½"	1	2,4,10
Shim	9.5 mm	403.211	variable	1/more	3,10,20,30
<u>Spot Shim Areas (As Directed)</u>					
Shim	9.5 mm	403.211	variable	1/more	3,10,20,30
<u>ADA Improvements, 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 <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.
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.
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**.

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.