



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

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

April 15, 2022  
Subject: Pavement Milling & Ultra-Thin  
Bonded Wearing Course with Drainage &  
Safety Improvements  
State WINs: 024905.00 & 025771.00  
Location: **Bingham, Caratunk, Moscow &  
West Forks Plantation**  
**Amendment No. 1**

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

**REMOVE** pages 120 – 121, SPECIAL PROVISION – SECTION 403 - HOT MIX ASPHALT, 2 pages, dated March 30, 2022 and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 403 - HOT MIX ASPHALT, 2 pages, dated April 14, 2022.

The following questions have been received:

**Question:** In the 403, item # 461.216, note #7 has method A. Should that be method C?

**Response:** The 6.3mm mixture will be tested in accordance with the 6.3mm Special Provision, which can be found on pages 140 – 141 of the bid book. Testing will be Method C unless otherwise noted.

**Question:** And note #20 calls out 9.5mm. Does the Department want 6.3mm or 9.5mm shim?

**Response:** The call out for 9.5mm shim is an error. The use of a 6.3mm shim mix is the intention. Please see the attached, revised SPECIAL PROVISION – SECTION 403 - HOT MIX ASPHALT, dated April 14, 2022.

**Question:** Where the spray paver can't reach at guardrail 350's will the Department allow regular 9.5 mix, if so does the Department want to quantify and add an item?

**Response:** The Department has estimated the use of UTBWC by the square yard for the widenings. The Department would allow the use of a 9.5mm Thin Lift Mixture for the widenings if requested by the Contractor. The mix would be paid under the square yard item, and no price credit would be required unless a non-polymer mix is proposed and approved.

Consider these changes and information prior to submitting your bid on **April 27, 2022**.

Sincerely,



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

**SPECIAL PROVISION****SECTION 403****HOT MIX ASPHALT**

<b>Desc. Of Course</b>	<b>Grad Design.</b>	<b>Item Number</b>	<b>Total Thick</b>	<b>No. Of Layers</b>	<b>Comp. Notes</b>
<b><u>¾" UTBWC Overlay with Variable Depth Shim</u></b>					
<b><u>Travelway &amp; Shoulders (As Indicated)</u></b>					
Wearing Shim	Type C	462.301	¾"	1	2,9,24,25
	6.3 mm	461.216	variable	1/more	4,26,30
<b><u>2" Mill &amp; UTBWC with Variable Depth Shim</u></b>					
<b><u>Bridge Decks &amp; Approaches (As Indicated or Directed)</u></b>					
Wearing Shim	Type C	462.301	¾"	1	2,9,24,25,43
	6.3 mm	461.216	variable	1/more	4,26,30,43
<b><u>Shoulder Rehab Areas (As Indicated)</u></b>					
Wearing Shim Base	Type C	462.301	¾"	1	2,9,24,25,30
	6.3 mm	461.216	variable	1/more	4,26,30
	12.5 mm	403.213	2"	1	3,8,30
<b><u>Spot Shims (As Indicated or Directed)</u></b>					
Wearing	6.3 mm	461.216	variable	1/more	4,26,30,54
<b><u>Drives, Misc. (As Directed)</u></b>					
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**.
8. Section 106.6 Acceptance, (2) **Method B** as specified Section 401.21 - Quality Assurance Methods B and D.
9. Material will be tested in accordance with Special Provision 462 - Gap-Graded HMA - Ultra-Thin Bonded Wearing Course.
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.

24. See Special Provision 462 – Ultra Thin Bonded Wearing Course for project specifics.
25. See Special Provision 401 - HMA with Fine Micro-Deval Requirement for project specifics.
26. See Special Provision 461 - Cyclical Pavement Resurfacing (6.3 mm NMAS Mixture) for specifics.
30. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of the 400 special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on bridge decks.
43. The Contractor must profile the bridge and approaches every 10 ft. along the roadway center line and edge of travel-way, out to a match point at a minimum 100 ft from the bridge joints, to incorporate the removal of 0.75 inches of pavement thickness at the bridge, to determine the approach pavement taper. Pavement taper profile and length must be approved by the Resident.
54. Spot shims greater than 1” in depth shall be shimmed with a **9.5mm or 12.5mm HMA mix design** approved by the Department. Compaction of the new HMA Pavement will be obtained using a minimal roller train consisting of a **10 ton** vibratory, **12 ton** pneumatic, and a **3-5 ton** finish roller for roadway work. Material will be paid under 461.216, testing will be completed as 403.211 or 403.213 under Section 106.6 Acceptance, (2) Method B.

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/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 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/yd<sup>2</sup>. Tack used will be **paid for at the contract unit price** for Item 409.15 Bituminous Tack Coat.