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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

April 16, 2024
Subject: Pavement Milling & Hot Mix Asphalt Overlay
State WIN: 025117.10
Location: **Standish**
Amendment No. 3

Dear Sir/Ms.:

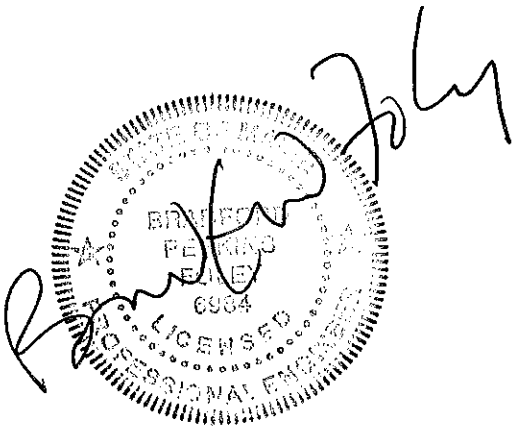
In the Bid Book:

Remove pages one hundred and eight trhough one hundred and nine titled SPECIAL PROVSIONS SECTION 403 HOT MIX ASPHALT dated Match 29, 2024 and **Replace** with the attached SPECIAL PROVSIONS SECTION 403 HOT MIX ASPHALT dated April 16, 2024

Consider these changes and information prior to submitting your bid on **April 17, 2024**.

Sincerely,

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
1" HMA Overlay w/ Variable Depth Shim					
Travelway, Shoulders & Side Roads (As Indicated)					
Wearing	9.5 mm	403.21041	1"	1	2,4,10,20,24,25,26,30,43
Shim	9.5 mm	403.211	variable	1/more	4,10,20,30,43
1 ½" Mill & 1 ½" HMA Overlay					
Roundabout - Travelway & Shoulders (As Indicated)					
Wearing	12.5 mm	403.2081	1 ½"	1	2,4,10,24
Shoulder Reconstruction (As Indicated)					
Wearing	9.5 mm	403.21041	1"	1	2,4,10,20,24,30
Shim	9.5 mm	403.211	variable	1/more	4,10,20,30
Base	12.5 mm	403.213	4"	2/more	4,10,30
Spot Shims & Structure Adjustments (As Directed)					
Shim	9.5 mm	403.211	variable	1/more	4,10,20,30
Drives, Misc. (As Directed)					
Wearing	9.5 mm	403.209	1-2"	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.
24. See Special Provision 401 - HMA with Fine Micro-Deval Requirement for project specifics.
25. See Special Provision 401 - Thin Lift Surface Treatment for project specifics.
26. The final pavement surface shall be evaluated for smoothness in accordance with the most current 400 Special Provision section 402 – Pavement Smoothness. Acceptance limits shall be as outlined under the **Level II** classification.

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.
32. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **3-5 ton** vibratory and a **3-5 ton** finish roller for roadway work. A daily paving report, summarizing the mixture type, mixture temperature, equipment used, environmental conditions, and number of roller passes, shall be recorded and signed by a **NETTCP Certified Paving Inspector acting as the Contractor's representative** and presented to the Department's representative by the **end of the working day.**
43. The Department shall profile railroad and bridge approaches every 10 feet along the roadway center line and edge of travelways, out to a match point at a minimum of 75 feet from the structure, to determine the approach pavement taper, elevations, and pavement removal or shim requirements. This work shall be accomplished in cooperation with the Contractor by means of conventional surveying equipment or blocking and string lines as cooperatively determined by the Contractor and Department. At minimum, the survey work will be completed 10 days prior to milling and/or paving operations.

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.