



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

July 16, 2025
Subject: 1 ¼" Overlay
WIN: 026630.02
Location: **Calais**
Amendment No. 1

Dear Sir/Ms.:

In the contract bid book:

INSERT the attached SPECIAL PROVISION SECTION 403 HOT MIX ASPHALT (2 pages)
dated July 15, 2025, after page 139.

Please consider these changes and the information provided before submitting your bid on
August 6, 2025.

Sincerely,

A handwritten signature in blue ink, reading '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>Variable Depth Mill (2") & 1 ½" HMA Overlay w/ Variable Depth Shim</u>					
<u>Variable Depth Mill (3") & 1 ½" HMA Overlay w/ Variable Depth Shim</u>					
<u>Travel Lane, Shoulders & Side Roads (As Indicated)</u>					
Wearing	12.5 mm	403.2081	1 ½"	1	2,4,7,24
Shim	9.5 mm	403.211	variable	1/more	4,7,20,30
<u>Variable Depth Mill (4") & 1 ½" HMA Overlay w/ Variable Depth Shim & Base</u>					
<u>Travel Lane & Shoulders (As Indicated)</u>					
Wearing	12.5 mm	403.2081	1 ½"	1	2,4,7,24
Shim	9.5 mm	403.211	variable	1/more	4,7,20,30
Base	12.5 mm	403.213	2"	1	4,7,24
<u>Shoulder Rehabilitation Areas</u>					
<u>Base Paving (As Indicated)</u>					
Base	12.5 mm	403.213	2"	1	4,7,24,30,32,33,52
<u>Bridge Decks - 1 ½" Mill & 1 ½" HMA Overlay</u>					
<u>Travel Lane & Shoulders (As Indicated)</u>					
Wearing	12.5 mm	403.2081	1 ½"	1	2,4,7,24,43
<u>Curb Install/Reset, Catch Basins & Manholes Alter/Adjust</u>					
<u>(As Indicated or Directed)</u>					
Wearing	12.5 mm	403.2081	1 ½"	1	2,4,7,24,53
Shim	9.5 mm	403.211	variable	1/more	4,7,20,30,53
Base	12.5 mm	403.213	4" or Match	2/more	4,7,30,32,53
<u>Spot Shim (As Directed)</u>					
Shim	9.5 mm	403.211	variable	1/more	4,7,20,30
<u>Drives, Sidewalks, ADA Ramps, Misc. (As Directed)</u>					
Wearing	9.5 mm	403.209	2"-3"	1/more	3,20,30,32

COMPLEMENTARY NOTES

- 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.
- 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**.
- 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**.

7. Section 106.6 Acceptance, (1) **Method A** as specified Section 401.20 - Quality Assurance Methods A and C.
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.
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. In areas inaccessible to a **10 ton** roller, compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **3-5 ton** vibratory roller. Areas less than 2 feet wide shall be compacted with a minimum of a **150 pound** plate compactor. An approved release agent is required to ensure the mixture does not adhere to hand tools, rollers, pavers, and truck bodies. The use of petroleum based fuel oils, or asphalt stripping solvents will not be permitted.
33. Roadway HMA mixtures may be placed with a track or rubber tire mounted highway class paver with a minimum tractor weight of 28,000 pounds, equipped with a minimum main screed width of eight feet.
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.
52. A tack coat of a RS-1, Item #409.15 shall be applied along the longitudinal centerline construction joint, on the horizontal surface immediately adjacent to the construction joint, and in a minimum width of one foot. The rate of application shall be approximately 0.050 to 0.075 G/SY. This application shall be in addition to the normal application of tack coats to the construction joint face and horizontal surfaces prior to placing a new lift.
53. At the discretion of the Contractor, the use of concrete fill will be allowed in lieu of pavement and gravel to back fill around granite curbing (Type 1 & 5). When utilized, at least 3" of HMA shall be placed on top of the concrete fill for cover on the mainline edge of curb (face of curb). At minimum, the Concrete shall be a 3000 psi Class S or Class Fill Concrete. **Flowable fill shall not be permitted.** Unless otherwise specified, there will not be additional compensation for the Concrete Fill but shall be considered incidental to the 609 items.

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.