



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

July 9, 2025
Subject: Bridge Improvements
WIN: 028530.00
Location: **Falmouth, Yarmouth,
Freeport, Brunswick & Topsham**
Amendment No. 1

Dear Sir/Ms.:

Please make the following change to the Contract Bid Book:

REMOVE pages 139 and 140, "SPECIAL PROVISION SECTION 403" dated 1/23/2024 and **REPLACE** with the attached revised "SPECIAL PROVISION SECTION 403", 2 pages, dated 7/9/2025.

The following questions have been received:

Question: Would the Department please provide the 403 Special Provision?

Response: See attached.

Question: Would the Department please consider postponing the bid opening date?

Response: The bid opening will be postponed to July 23, 2025

Consider these changes and information prior to submitting your bid on **July 23, 2025**.

Sincerely,

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

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT PAVEMENT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>Variable Depth – Bridge Decks (As Indicated)</u>					
Wearing	12.5 mm	403.2081	3" max	1/more	2,5,8,24,30,31
<u>8" – I-295 Travel Way & Shoulders – Full Depth Construction</u>					
Wearing	12.5 mm	403.2081	1½"	1	2,5,8,24
Base	12.5 mm	403.2131	1½"	1	2,4,8,31
Base	12.5 mm	403.2131	5"	2	2,4,8,31
<u>5" – I-295 Travel Way & Shoulders – Mill & Overlay</u>					
Wearing	12.5 mm	403.2081	1½"	1	2,5,8,24
Base	12.5 mm	403.2131	1½"	1	2,4,8,31
Base	12.5 mm	403.2131	2"	1	2,4,8,31
<u>Variable – Shim – As Directed</u>					
Shim	9.5 mm	403.211	varies		4,20,30

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.
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**.
5. The design traffic level for mix placed shall be >10 million ESALS. 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 A and B.
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.

31. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **10 ton** oscillatory, **12 ton** pneumatic, and a **10 ton** finish roller for roadway work. A **Quality Control Technician (QCT) equipped with a density meter** shall be required for all roadway mixtures placed under this contract. Density testing of the mixture will be performed by the QCT in accordance with AASHTO T355 or AASHTO T343. The mixture will be rolled until the density readings show less than 1 pcf change for the final roller passes. This density will be used as the target TMD for the mixture. The remaining mixture shall be compacted to a minimum density of 95% of the target density as determined in the control section. The Contractor shall make density test results, including randomly sampled densities, available to the Department's representative onsite. Summaries of each day's results, including 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 the QCT and presented to the Department's representative by the **end of the working day**. The Department may require cores for informational purposes.

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