



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

Janet T. Mills
GOVERNOR

Dale F. Doughty
COMMISSIONER

June 16, 2026
Subject: Ultra-thin Bonded Wearing
Course, Pavement Milling
WIN: 028130.00
Location: Brewer & Holden
Amendment No. 3

Dear Sir/Ms.:

Make the following changes to the bid book:

Remove page 44 titled "Typical Sections, Sheet 2 of 4" (1 page), and **Replace** with the attached Typical Sections, sheet number 2 of 4, (1 page).

Remove pages 59 titled "Cross Slope Sheet" (1 page) and **Replace** with the attached Milling Cross Slope Sheet, dated June 9, 2026, (3 pages) and Shimming Cross Slope Sheet, dated June 15, 2026, (3 pages).

Remove page 118-119 titled "Special Provision, Section 403, Hot Mix Asphalt" (2 pages) dated May 20, 2026 and **Replace** with the attached Special Provision, Section 403, Hot Mix Asphalt, (2 pages), dated June 16, 2026.

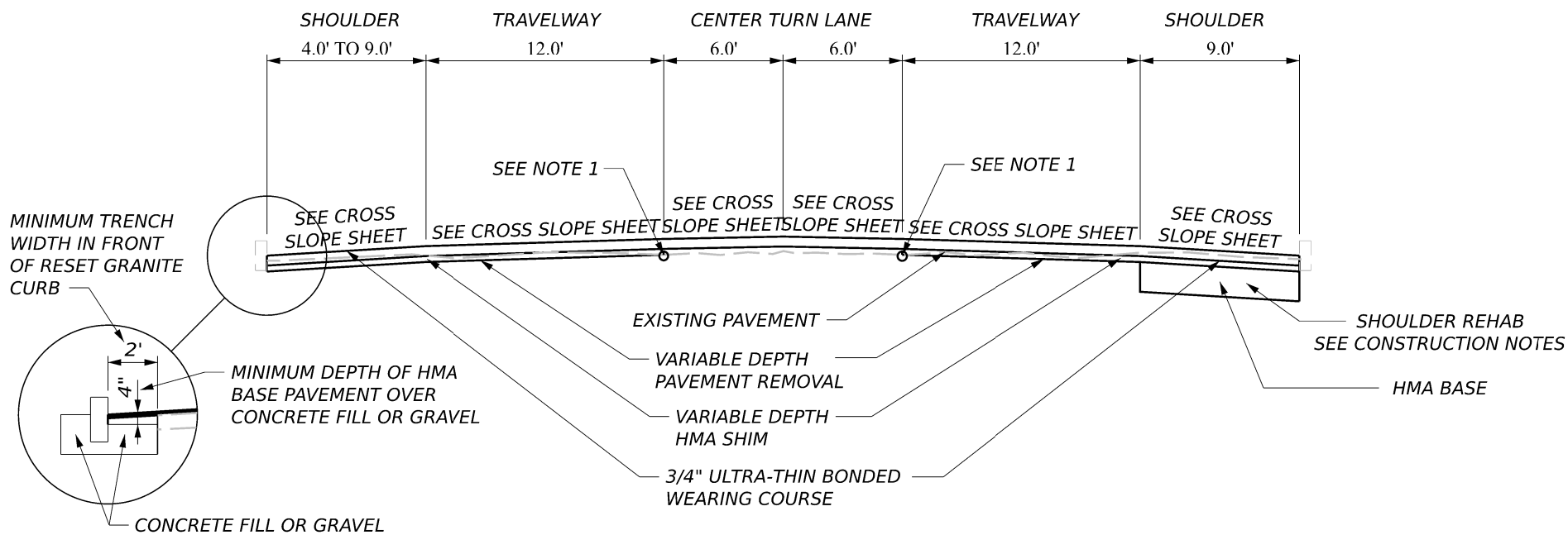
Consider these changes and information prior to submitting your bid on **June 17, 2026**.

Sincerely,

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

**$\frac{3}{4}$ " MILL AND ULTRA-THIN
BONDED WEARING COURSE
WITH VARIABLE DEPTH
PAVEMENT REMOVAL AND SHIM**

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NOTE 1: THE POINTS IDENTIFIED SHALL BE THE MILL AND SHIM CONTROL POINTS. THE MILL DEPTH SHALL BE VARIABLE AND THE TRAVELWAYS SHALL BE MILLED TO SLOPE. SEE CROSS SLOPE SHEETS FOR PROPOSED SLOPES, MILL DEPTH AND SHIM MARKUPS.

NOT TO SCALE

BREWER - HOLDEN US ROUTE 1A		STATE OF MAINE DEPARTMENT OF TRANSPORTATION	SHEET NUMBER
TYPICAL SECTIONS	WIN 028130.00	2813000 HIGHWAY PLANS	2 OF 4

MILLING CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT		STA	LEFT		CL Cut Depth inch	RIGHT	
	Shldr Cut Depth inch	Travel Lane Slope %		Travel Lane Slope %	Shldr Cut Depth inch		Shldr Cut Depth inch	Travel Lane Slope %		Travel Lane Slope %	Shldr Cut Depth inch
37+50					-1.50	66+00	-0.75				-0.75
35+00	-1.50					65+50	-1.50				-1.50
34+50	-0.75					64+50	-1.50				
33+00	-0.75					64+00	-2.00				
32+50	-1.50					63+50	-2.00				
31+00	-1.50					63+00	-1.50				-1.50
30+50	-1.75					62+50	-2.00				-2.00
30+00	-2.00					62+00	-1.50				-2.00
29+50	-1.75					61+50					-1.50
29+00	-1.50					60+00					-1.50
27+50	-1.50					59+50					-2.00
27+00	-0.75					59+00					-2.50
26+00	-0.75					58+50					-2.00
25+50	-1.50					58+00					-2.00
19+50	-1.50					57+50					-2.50
19+00	-0.75					57+00					-2.00
18+00	-0.75					56+50					-1.50
17+50	-1.50				-1.50	54+50					-1.50
17+00					-2.00	54+00					-2.00
16+50					-1.50	51+50					-2.00
16+00					-1.50	51+00					-1.50
15+50					-2.00	48+50					-1.50
15+00					-1.50	48+00					-2.00
14+50					-0.75	47+50					-1.50
14+00					0.00	44+50					-1.50
13+50					0.00	44+00					-2.00
13+00					-0.75	43+50					-1.50
12+50					-1.50	43+00					-1.50
11+00	-1.50					42+50					-2.00
10+50	-2.00	-2.0	0.00	-2.0		42+00					-1.50
09+87	-1.50	Match	-1.50	Match	-1.50	40+50					-1.50
09+41	Bridge					40+00					-2.00
08+95	-1.50	Match	-1.50	Match	-1.50	38+00					-2.00

Notes: 1. The Center Turn Lane (approx. Sta 10+50 to 100+00) will not be milled. Refer to typcials for milling control lines "CL".

2. Shoulders shall not be milled in a way to create a "vee" between the travelway and shoulder or to allow the shoulder slope to exceed -6%.

MILLING CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT		STA	LEFT		CL Cut Depth inch	RIGHT	
	Shldr Cut Depth inch	Travel Lane Slope %		Travel Lane Slope %	Shldr Cut Depth inch		Shldr Cut Depth inch	Travel Lane Slope %		Travel Lane Slope %	Shldr Cut Depth inch
94+50	-0.75				-0.25	120+50					-1.50
94+00	-0.25				-0.75	120+00					-1.50
						119+50	-0.25	-5.0			-1.75
92+50	-0.25					119+00	-1.00	-4.0	-1.50		-2.25
92+00	0.00					118+50	-1.50		-1.00		-2.25
						118+00	-2.00		-0.50		-0.75
89+00	0.00					117+50	-2.00		-0.50		-0.75
88+50	-0.25					117+00	-1.50		-0.75		-1.75
88+00	-0.75					116+50	-1.00				-0.75
						116+00	-0.75				
86+00					-0.75						
85+50	-0.75				-1.50	114+50		-4.0	-0.75	4.0	
85+00	-0.25				-1.50	114+00		-3.5	-0.50	3.0	
84+50	-0.75				-2.00						
84+00					-2.00	113+00	-0.75				
83+50					-1.50	112+50	-1.00		-0.50		
						112+00	-0.75		-0.75		
78+00	-0.75					111+50	-0.75		-1.00		
77+50	-0.25					111+00	-1.50		-0.50		
						110+50	-0.75		-0.75		
76+50	-0.25					110+00	-0.75		-1.00		
76+00	-0.75					109+50	-1.00		-0.50		
						109+00	-0.75		-1.00		
75+00					-1.50	108+50	-0.75				
74+50					-2.00	108+00	-0.25				
74+00					-1.50	107+50	-0.25				
73+50					-1.50	107+00	-0.75		-1.00	3.0	
73+00	-0.75				-2.00	106+50	-1.00	-3.5	-0.50	2.0	
72+50	-1.50				-1.50	106+00	-1.50	-3.0		1.0	
72+00	-1.50					105+50	-1.00	-2.5	-0.50	0.0	
71+50	-0.75				-1.50	105+00	-1.00	-2.0	-0.75	-1.0	-0.75
71+00	-0.75				-2.00	104+50	-0.75			-1.5	-0.25
70+50	-1.50				-2.50	104+00	-0.25			-2.0	
70+00	-2.00				-2.50						
69+50	-2.00				-2.00	100+52			-0.75		
69+00	-2.50					100+00			0.00		
68+50	-2.00										
68+00	-2.00					97+50	-0.25				-0.25
67+50	-1.50					97+00	-0.75				-0.75
67+00					-2.00						
66+50	-1.50				-1.50	95+00					-0.75

Notes: 1. The Center Turn Lane (approx. Sta 10+50 to 100+00) will not be milled. Refer to typcials for milling control lines "CL".

2. Shoulders shall not be milled in a way to create a "vee" between the travelway and shoulder or to allow the shoulder slope to exceed -6%.

MILLING CROSS SLOPE SHEET

STA	LEFT		CL Cut Depth inch	RIGHT	
	Shldr Cut Depth inch	Travel Lane Slope %		Travel Lane Slope %	Shldr Cut Depth inch
146+00			-1.00		-0.75
145+50			-1.50		-0.75
145+00					-1.50
144+50					-0.75
141+50					-0.75
141+00			-1.50		-0.25
140+50			-1.00		
139+00					-0.25
138+50					-0.75
136+50			-1.00	-2.0	-0.75
136+00			-1.50	-1.5	-0.25
135+50				-1.0	
135+00		-2.0		0.0	
134+50	-0.25	-3.0		1.5	
134+00	-0.75	-3.5		2.5	
133+50		-4.0		4.0	
131+50	-0.75				
131+00	-1.00				
130+50	-1.25				
130+00	-1.25				
129+50	-1.00				
129+00	-1.75		-1.50		
128+50	-2.00		-0.75		
128+00	-1.50	-4.0	-0.75		
127+50	-0.75	-4.5	-1.50		
127+00	-0.25	-5.0			
126+50	-0.25				
126+00	-0.50				-0.25
125+50	-1.25				-0.75
125+00	-2.00				-0.25
124+50	-2.25				-0.25
124+00	-1.00				-2.50
123+50	-0.25				-1.75
122+00					-1.75
121+50					-2.50
121+00					-2.00
157+73	Match	Match	Match	Match	Match
157+50	-0.75	3.5	-1.50	-5.0	-1.00
157+00	-0.25				
156+50					-1.00
156+00					-0.25
155+50					-1.00
155+00		3.5			-0.25
154+50		3.0	-1.50	-5.0	
154+00		2.0	-1.00	-4.0	
153+50		1.0		-3.0	
153+00		0.0	-1.00	-2.0	
152+50		-1.0	-0.75		-0.25
152+00		-2.0			-0.75
151+50			-0.75		
151+00			-1.00		-0.75
150+50			-0.75		-1.50
149+50			-0.75		
149+00			-1.00		
146+50					-1.50

Notes: 1. The Center Turn Lane (approx. Sta 10+50 to 100+00) will not be milled. Refer to typcials for milling control lines "CL".

2. Shoulders shall not be milled in a way to create a "vee" between the travelway and shoulder or to allow the shoulder slope to exceed -6%.

SHIM CROSS SLOPE SHEET

STA	LEFT		Control Lines			RIGHT	
	Shldr Shim Depth inch	Travel Lane Slope %	LT Shim Depth inch	CTR Shim Depth inch	RT Shim Depth inch	Travel Lane Slope %	Shldr Shim Depth inch
36+50			1.00				
36+00			1.25		0.75		
35+50					0.50		
35+00			1.25				
34+50			0.75		0.50		
34+00					0.75		
33+50					0.75		
33+00					1.00		
32+50					0.75		
31+50					0.75		
31+00					1.00		
30+50			0.75		1.00		
30+00			1.00		1.25		
29+50			0.75		0.75		
27+00					0.75		
26+50					0.50		
26+00			0.75				
25+50			1.00				
25+00			0.75				
21+00					0.50		
20+50					0.75		
17+50			0.75				
17+00			1.25				
16+00					0.75		
15+50			1.25		1.25		
15+00			1.00				
14+50			0.50				
14+00					1.25		
13+50					0.75		
13+00					1.00		
10+50		-2.0			1.00	-2.0	
09+87		Match		0.50	0.50	Match	
09+41							
08+95	0.50	Match	0.50	0.50	0.50	Match	0.50
57+00			1.50		2.00		
56+50			1.25		1.50		
56+00			1.00		1.00		
55+00			1.00		1.00		
54+50			1.25		1.50		
54+00			1.50				
53+50			1.50		1.50		
53+00			1.75		1.75		
52+00			1.75				
51+50			1.50		1.75		
51+00			1.00		1.50		
50+50			0.50		1.00		
50+00					1.00		
49+50			0.50		1.25		
49+00			0.75		1.00		
48+50			0.75				
48+00			1.00		1.00		
47+50			0.50		0.75		
45+50			0.50				
45+00			0.75				
44+50			0.75		0.75		
44+00			1.25		1.00		
43+50					1.00		
43+00			1.25		1.25		
42+50			1.50		1.50		
42+00			1.25		1.25		
41+50			0.75		0.75		
41+00					0.75		
40+50			0.75		0.50		
40+00			1.00		1.00		
39+50			1.00		1.50		
39+00			1.50		1.25		
38+50			1.00		1.00		
38+00					1.25		
37+50					0.75		

- Notes:**
1. For the center turn lane (approximately 9+87 to 100+50), the Contractor shall "crown" the paver to a -1.5% cross slope measured from the center of the screed on a flat (level) plane. The control lines will be the outside edges of the turn lane. Slope may vary from the -1.5% but shall not exceed the slope of the adjacent travel way or be less than -1.0%, the crown may be adjusted to accomodate.
 2. Control Line Shim depths shall be considered the uncompacted "loose" pavement depths.
 3. Shoulders shall not be shimmed in a way to create a "vee" between the travelway and shoulder or to allow the shoulder slope to exceed -6%.

SHIM CROSS SLOPE SHEET

STA	LEFT		Control Lines			RIGHT	
	Shldr Shim Depth inch	Travel Lane Slope %	LT Shim Depth inch	CTR Shim Depth inch	RT Shim Depth inch	Travel Lane Slope %	Shldr Shim Depth inch
89+00	1.00						
88+50	0.50						
86+50					0.75		
86+00					0.50		
85+50	0.50						
85+00	0.75		0.50		0.50		
84+50	0.50		1.00		1.00		
84+00			1.00		1.00		
83+50			0.50		0.50		
78+00	0.50						
77+50	0.75						
76+50	0.75						
76+00	0.50						
71+50			0.50		0.50		
71+00			0.75		1.00		
70+50			1.00				
67+00			1.00		1.00		
66+50	0.50		0.50		0.50		0.50
66+00	0.75						0.75
65+50	0.50						0.50
64+50			0.50		0.50		
64+00			1.00		1.00		
63+50					1.00		
63+00			1.00		0.75		
62+50			1.25				
62+00			1.00		0.75		
61+50			0.75		0.50		
60+00			0.75		0.50		
59+50			1.50		1.50		
59+00			1.50		2.00		
58+50			1.75				
58+00			1.50				
112+50				1.00			
111+50				1.00			
111+00				1.25			
110+50				1.00			
109+50				1.00			
109+00				0.50			
108+50	0.50						
108+00	1.00						
107+50	2.25						
107+00	0.50						3.0
106+50		-3.5					2.0
106+00		-3.0					1.0
105+50		-2.5					0.0
105+00		-2.0					-1.0
104+50							-1.5
104+00							-2.0
101+00				0.50			0.50
100+52			0.50		0.50		1.50
100+00							2.00
99+50							2.25
99+00	0.50						2.00
98+50	1.75					0.50	2.50
98+00	1.25					0.75	0.50
97+50	0.50					0.75	
97+00						0.50	
95+00			0.50				0.50
94+50			0.75				1.50
94+00			0.75				0.50
93+50			0.50				
93+00	0.50						
92+50	1.00						
92+00	1.75						
91+50	1.50						
91+00	1.00						
90+50	1.75					0.50	
90+00	1.00					0.75	

- Notes:**
1. For the center turn lane (approximately 9+87 to 100+50), the Contractor shall "crown" the paver to a -1.5% cross slope measured from the center of the screed on a flat (level) plane. The control lines will be the outside edges of the turn lane. Slope may vary from the -1.5% but shall not exceed the slope of the adjacent travel way or be less than -1.0%, the crown may be adjusted to accomodate.
 2. Control Line Shim depths shall be considered the uncompacted "loose" pavement depths.
 3. Shoulders shall not be shimmed in a way to create a "vee" between the travelway and shoulder or to allow the shoulder slope to exceed -6%.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>UTBWC Overlay w/ Variable Depth Shim</u>					
<u>Travel Lanes, Turn Lanes, Truck Lane, Shoulders & Side Roads (As Indicated)</u>					
Wearing	Type C	462.301	¾"	1	1,9,24,25,29,42
Shim	9.5 mm	403.2111	variable	1/more	1,4,7,20,30,33,26,42
<u>UTBWC Overlay w/ Variable Depth Shim</u>					
<u>Bridges – 1 ½" Mill & HMA Overlay (As Indicated)</u>					
Wearing	Type C	462.301	¾"	1	1,9,24,25,29,42
Shim	9.5 mm	403.2111	variable	1/more	1,4,7,20,30,33,26,42
<u>Shoulder Repair Areas (As Indicated)</u>					
Wearing	Type C	462.301	¾"	1	1,9,24,25,29,42
Shim	9.5 mm	403.2111	variable	1/more	1,4,7,20,30,26,42
Base	12.5 mm	403.213	2 ½"	1/more	4,8,30,34
<u>6" HMA - Cross Trenches (As Indicated or Directed)</u>					
Wearing	Type C	462.301	¾"	1	1,9,24,25,29,42
Shim	9.5 mm	403.2111	variable	1/more	1,4,7,20,30,33,26,42
Base	12.5 mm	403.213	6"	3/more	4,8,30,34
<u>Catch Basins, Manholes & Guardrail Adjust/Alter</u>					
<u>Base Paving Only (As Indicated or Directed)</u>					
Base	12.5 mm	403.213	5 ¼" or Match	3/more	4,8,30,31,32
<u>Spot Shim (As Directed)</u>					
Shim	9.5 mm	403.2111	variable	1/more	1,4,7,20,30
<u>Drives, 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 or exceeds **PG 70E-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 or exceed the **PG 70E-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**.
- Section 106.6 Acceptance, (1) **Method A** as specified Section 401.20 - Quality Assurance Methods A and C.

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 401 - HMA with Fine Micro-Deval Requirement for project specifics.
25. The use of a Material Transfer Vehicle (MTV) shall be required on this layer. See Special Provision 401 – Material Transfer Vehicle for specifics.
26. The Contractor may, at their option, use a Material Transfer Vehicle (MTV) for **all mainline travelway and adjacent shoulders surface course** if paved in the same operation. See Special Provision 401 – Material Transfer Vehicle for specifics.
29. See Special Provision 462 – Ultra Thin Bonded Wearing Course 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. A dedicated Quality Control Technician (QCT) is **not** required during placement of HMA under this contract. However, 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**. If requested by the Contractor, the Department may allow the use of the **MaineDOT Competent Person Policy** in lieu of a NETTCP Certified Paving Inspector.
32. 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. For the crowned center turn lane, roadway HMA mixtures shall be placed with a track or rubber tire mounted highway class paver equipped with dual automatic dual grade control capable of correcting HMA depth on both sides of the paver simultaneously.
34. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **10 ton** vibratory, and a **3-5 ton** finish roller for roadway work. 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, and a **3-5 ton** finish roller for roadway work. A **Quality Control Technician (QCT)** shall be required for all roadway mixtures placed under this contract. 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**.
42. The Contractor shall plan its construction sequencing so that no longitudinal joints fall within the mainline travelway lanes (excluding center turn lanes)

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.