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

Janet T. Mills
GOVERNOR

Dale F. Doughty
COMMISSIONER

May 8, 2026
Subject: Ultra-Thin Bonded Wearing Course
WIN:029682.00
Location: Ellsworth
Amendment No. 1

Dear Sir/Ms.:

Make the following changes to the Bid book:

Remove pages one hundred nine through one hundred ten titled "Special Provision 403 Hot Mix Asphalt" dated 4/25/26 and **Replace** with the attached Proposal Schedule of items dated 5/8/26.

The following questions have been received:

Question: On page 109 in the 403 section, the 403.213 base has a 9.5mm. Should this actually be a 12.5mm?

Response: Please see the attached Special Provision 403.

Consider these changes and information prior to submitting your bid on **May 20, 2026**.

Sincerely,

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

Ellsworth
29682.00
Route 1A
Ultra-Thin Bonded Wearing Course
Pavement Preservation
May 8, 2026

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
UTBWC Overlay w/ Variable Depth Shim					
Travel Lanes, Turn Lanes, Painted Island, Shoulders & Side Roads (As Indicated)					
Wearing	Type C	462.301	¾"	1	2,9,24,25,29,42,43
Shim	9.5 mm	403.2111	variable	1/more	2,4,7,20,30,43,44
New Island Installation Areas, Curb Reset/Install, & Structure Adjustment Areas					
Base Paving (As Directed)					
Base	12.5 mm	403.213	4 ½"	2/more	4,8,30,31,32,34,53
Spot Shim (As Directed)					
Shim	9.5 mm	403.2111	variable	1/more	2,4,7,20,30
Drives, Sidewalk, ADA Ramps, Misc. (As Directed)					
Wearing	9.5 mm	403.209	2"	1/more	3,20,30,32

COMPLEMENTARY NOTES

2. 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.
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**.
7. 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.
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 for this specified operation. 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.
34. For the new center island and type 1 or 5 curb reset, the Contractor shall saw cut at a consistent width of **2 feet** from the face of the proposed curb to allow compaction of mix. Payment for additional milling or saw cutting required shall not be considered directly, but instead shall be considered incidental to the paving items.
42. The Contractor shall plan its construction sequencing so that no longitudinal joints fall within the mainline travelway lanes (excluding center turn lanes)
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.
44. Shim will be placed over the full width of the shoulder (edge line to edge of pavement) during shimming operations and prior to placement of the wearing course.
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.