



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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

March 22, 2018
Subject: Pavement Milling, Cold
In-Place Recycling, HMA Overlay
Safety & Drainage Improvements
State WINS: 020382.10 & 022855.00
Location: **Fairfield & Waterville**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE pages 57 - 60, Federal Wage Rates for Kennebec county, 4 pages, dated 01/05/2018, and **REPLACE** with the attached, revised Federal Wage Rates for Kennebec county, 6 pages, dated 03/16/2018.

REMOVE pages 61 – 64, Federal Wage Rates for Somerset county, 4 pages, dated 01/05/2018, and **REPLACE** with the attached, revised Federal Wage Rates for Somerset county, 6 pages, dated 03/16/2018.

The following questions have been received:

Question: How long are the posts on the mid-way splice guardrail?

Response: The posts shall be 7 feet.

Question: How long are the posts on thrie beam double rail?

Response: The posts shall be 7 feet.

Question: Please clarify the limit of work for the CIP process including stations & width.

Response: Stations for the CIP Process are 1221+00+/- TO 1084+44 +/- . The width has been estimated at 12.5 feet per lane.



PRINTED ON RECYCLED PAPER

Question: Please clarify the location of Item 403.213 within the CIP process.

Response: Item 403.213 is being used on the shoulder areas and the widen shoulder areas. Item 403.2131 will be used on mainline sections for base and intermediate lifts. See 403 Bituminous Box for more information.

Question: Is the existing HMA being removed in the cross overs or will they be overlaid?

Response: The pavement will not be removed in the crossovers, they will be re-surfaced.

Question: Is the 5 inch depth of pavement removal being done on the 10 foot shoulder? The typical shows 3 inches of HMA being installed. What happens if gravel is encountered?

Response: The 5 inch depth is for 12.5 feet each lane. If gravel is encountered additional work may be accomplished with existing contract items. Shoulder areas are to receive (2)- 1½ inch lifts of 12.5mm HMA.

Question: Could you tell us what the existing pavement and subbase structure consist of and depth of each?

Response: The pavement layers are approximately: 3 inches of 12.5mm upper layers; 5 inches of 19.0mm mixes, and 2 inches max aggregate macadam below that.

Question: Will the 5 inches of Cold In-Place Recycling (CIPR) be performed in Hot Mix or will it be in Macadam? If it is macadam what is the largest aggregate size? Does the macadam have coal tar in it?

Response: The CIPR will be performed in the lower hot mix layers consisting of ¾ inch stone, and a portion of the macadam layer. The maximum aggregate size for the macadam layer was 2 inches as found in the as-built plan set. The asphalt liquid used for the macadam was a AC 20 grade. There were no coal tars used according to the as-built plan set, or the specifications in use at the time of construction.

Question: How many inches of structural hot mix will be under the CIPR?

Will the subbase that is under the CIPR be able to support the CIPR under traffic load or will the CIPR have to have the 2 inches of base hot mix applied prior to opening to traffic?

Response: The CIPR will be performed in the lower hot mix layers consisting of ¾ inch stone, and a portion of the macadam layer. It is anticipated there will be a portion of the 5 inch layer of macadam left unprocessed after the CIPR is complete. The existing subbase gravel below that macadam consists, as a minimum, of a 9 inch upper layer of crushed gravel, and a 18 inch lower crushed gravel layer over the subgrade. It is anticipated that the 2 inch pavement layer may need to be placed before opening the section to traffic.

Question: If add aggregate is required in the mix design for the CIPR material to meet gradation or air void requirement, how will the elevation change created by the added volume be handled?

Response: Elevation changes will have to be made during the initial pavement removal operation, or excess hauled off during the CIPR process if it is determined by the contractor that additional material is required to be blended with the layers to be processed during the CIPR process.

Question: Can the in-stream pipe be completed off the surface pavement?

Response: Yes as long as the pavement is protected, the Contractor will assume the cost for any pavement repair needed from the pipe work.

Question: Can standard detail on Page 37 be clarified as it shows binder only going out 1 foot on the shoulders?

Response: The detail shown is "NOT TO SCALE". The treatment is estimated at 12.5' each lane.

Question: How does the Department plan on handling the water run off at the Route 201 Bridge as you are removing 5 inches of HMA with the mill?

Response: That would be up to the Contractor and addressed in the Temporary Soil Erosion and Water Pollution Control Plan.

Question: What other projects will be going on at the same time which could conflict with this project? Could a timeframe and general scope be provided?

Response: There are no other contracts going on in the same time frame that we are aware of.

Question: How is the Department planning to allow the CIP to cure at all ramp locations? Will the ramps be allowed to be closed for a duration or period of time?

Response: Protection of the CIP during curing is the obligation of the Contractor, ramp closures will only be allowed at night per the Special Provisions 107 (Contract Time).

Question: Will the guardrail be allowed to be placed through the intermediate pavement layer?

Response: Guardrail will be placed through the surface layer.

Question: Will an item be added for attenuator trucks?

Response: No separate payment will be made as per the Special Provision 652.

Question: Will the Department be providing State Troopers for this contract?

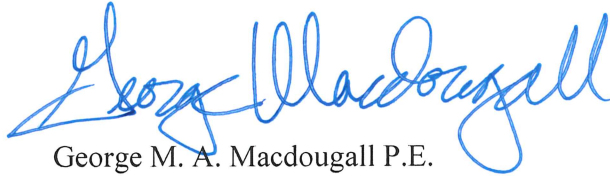
Response: Yes, if requested, available and deemed necessary.

Question: In the Specification it states you will be milling or paving each shift. Does this apply as there could be times that you are waiting for a cure period on the CIP process, test pit data or other work that may require a break in work?

Response: Either milling or paving will occur each shift except for the duration of the CIP curing time.

Consider these changes and information prior to submitting your bid on **March 28, 2018**.

Sincerely,



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

General Decision Number: ME20180113 03/16/2018

Superseded General Decision Number: ME20170113

State: Maine

Construction Type: Highway

County: Kennebec County in Maine.

HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.35 for calendar year 2018 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.35 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2018. The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Modification Number	Publication Date
0	01/05/2018
1	03/16/2018

* ENGI0004-005 04/01/2017

	Rates	Fringes
POWER EQUIPMENT OPERATOR: Grader/Blade, Milling Machine, Paver (Asphalt, Aggregate, and Concrete), Roller Asphalt.....	\$ 21.66	12.50

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 18.34	2.84
HIGHWAY/PARKING LOT STRIPING:		
Laborer.....	\$ 14.80	1.27
IRONWORKER, REINFORCING.....	\$ 16.27	0.00
LABORER: Asphalt, Includes Raker, Shoveler, Spreader and Distributor.....	\$ 15.06	2.72
LABORER: Common or General.....	\$ 14.02	2.16
LABORER: Landscape.....	\$ 18.69	2.70
LABORER: Wheelman.....	\$ 15.64	4.29
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 19.52	5.15
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 21.98	4.85
OPERATOR: Broom/Sweeper.....	\$ 19.09	5.20
OPERATOR: Bulldozer.....	\$ 17.30	3.50
OPERATOR: Loader.....	\$ 18.59	5.53
OPERATOR: Mechanic.....	\$ 21.91	8.55
OPERATOR: Screed.....	\$ 19.43	4.90
OPERATOR: Roller (Earth).....	\$ 16.43	3.40
TRAFFIC CONTROL: Flagger.....	\$ 9.38	0.00
TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 17.47	4.80
TRUCK DRIVER: Dump Truck.....	\$ 14.32	5.81
TRUCK DRIVER: TackTruck.....	\$ 20.18	7.75

WELDERS - Receive rate prescribed for craft performing
operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at www.dol.gov/whd/govcontracts.

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- * an existing published wage determination
- * a survey underlying a wage determination
- * a Wage and Hour Division letter setting forth a position on a wage determination matter
- * a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted

because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations
Wage and Hour Division
U.S. Department of Labor
200 Constitution Avenue, N.W.
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

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U.S. Department of Labor
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Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

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4.) All decisions by the Administrative Review Board are final.

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END OF GENERAL DECISION

General Decision Number: ME20180118 03/16/2018

Superseded General Decision Number: ME20170118

State: Maine

Construction Type: Highway

County: Somerset County in Maine.

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Modification Number	Publication Date
0	01/05/2018
1	03/16/2018

* ENGI0004-022 04/01/2017

	Rates	Fringes
POWER EQUIPMENT OPERATOR:		
Grader/Blade, Milling		
Machine.....	\$ 21.66	12.50

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 18.34	2.84
HIGHWAY/PARKING LOT STRIPING:		
Laborer.....	\$ 14.80	1.27
IRONWORKER, REINFORCING.....	\$ 16.27	0.00
LABORER: Asphalt, Includes Raker, Shoveler, Spreader and Distributor.....	\$ 15.40	2.69
LABORER: Common or General.....	\$ 14.42	2.68
LABORER: Landscape.....	\$ 18.69	2.70
LABORER: Wheelman.....	\$ 15.64	4.29
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 18.80	4.16
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 21.66	4.91
OPERATOR: Broom/Sweeper.....	\$ 19.09	5.20
OPERATOR: Bulldozer.....	\$ 17.30	3.50
OPERATOR: Loader.....	\$ 18.59	5.53
OPERATOR: Mechanic.....	\$ 22.07	8.73
OPERATOR: Paver (Asphalt, Aggregate, and Concrete).....	\$ 20.92	6.19
OPERATOR: Screed.....	\$ 19.02	4.82
OPERATOR: Roller (Earth).....	\$ 16.43	3.40
OPERATOR: Roller Asphalt.....	\$ 21.56	5.42
TRAFFIC CONTROL: Flagger.....	\$ 9.38	0.00
TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 17.47	4.80
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