



Janet T. Mills
GOVERNOR

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

Bruce A. Van Note
COMMISSIONER

February 27, 2020
Subject: Pavement Milling, HMA
Overlay with Drainage & Safety
Improvements
State WIN: 020408.00
Location: **Manchester**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE pages 17 – 20, Proposal Schedule of Items, 4 pages, dated 2/4/2020, and **REPLACE** with the attached, revised Proposal Schedule of Items, 4 pages, dated 2/27/2020.

REMOVE pages 39 - 41, CONSTRUCTION NOTES, 3 pages, dated January 21, 2020, and **REPLACE** with the attached, revised CONSTRUCTION NOTES, 3 pages, dated February 24, 2020.

REMOVE pages 99 - 100, SPECIAL PROVISION – SECTION 403 – HOT MIX ASPHALT, 2 pages, dated February 4, 2020, and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 403 – HOT MIX ASPHALT, 2 pages, dated February 27, 2020.

REMOVE pages 111 - 116, SPECIAL PROVISION - SECTION 608 – RECONSTRUCT EXISTING PEDESTRIAN RAMP, 6 pages, dated January 31, 2019, and **REPLACE** with the attached, revised SPECIAL PROVISION - SECTION 608 – RECONSTRUCT EXISTING PEDESTRIAN RAMP, 2 pages, dated February 18, 2020.

The following questions have been received:

Question: On the typical they show existing concrete in the center-lane. Is it the department's intention to mill and expose the concrete and then pave over?

Response: It is the Departments intention to mill down to the concrete surface to remove any existing pavement. The depths may vary and be up to 2" in depth, but not less than 1 ½", so milling depth would be adjusted accordingly.

Question: If yes, does the department anticipate milling into the concrete if the 2" depth is not met?

Response: No. It is the Departments intention to mill down to the concrete surface to remove any existing pavement.

Question: Is the contractor required to repair any damage to the concrete caused by milling?

Response: It is the Departments intention to mill down to the concrete surface to remove any existing pavement but not damage the concrete surface.

Question: If yes, will the repair work consist of adding concrete or will conventional HMA shimming be accepted?

Response: It is the Departments intention to mill down to the concrete surface to remove any existing pavement and not damage the concrete. If any damage occurs to the concrete during the milling operation, the type of repair required will depend on the type of damage done.

Question: How far back into the intersections are being milled?

Response: Measurements from curb line of Route 202 to existing joints as follows:

- Pond Road - 60' +/-
- Kerns Hill Road - 40' +/-
- Granite Hill Road - 55' +/-

Question: Route 17 intersection, is it being milled into or going right by?

Response: It is the Department's intention to mill along the gutter line; however, there is some water puddling issues on the Route 17 radius (West end) that will need to be addressed.

Question: 403.213 item is not listed in the 403 spec. What is the 213 being used for?

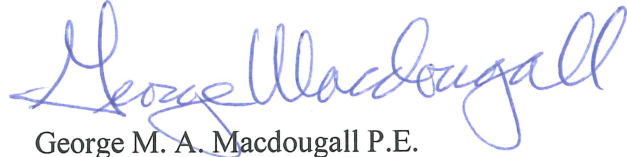
Response: Item No. 403.213 has been removed from this project. See attached, revised Proposal Schedule of Items.

Question: 403.211 shows a 12.5mm for shim, but it has note 11 fine graded 9.5mm, please clarify the shim mix.

Response: See attached, revised SPECIAL PROVISION – SECTION 403 – HOT MIX ASPHALT.

Consider these changes and information prior to submitting your bid on **March 4, 2020**.

Sincerely,

A handwritten signature in blue ink that reads "George M. A. Macdougall". The signature is written in a cursive style with a large initial "G" and "M".

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

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020408.00

Project(s): 020408.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	202.2023 REMOVING PAVEMENT SURFACE - MEDIUM CUT DRUM	37,100.000 SY	_____	 _____	_____	 _____
0020	403.2081 12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	4,100.000 T	_____	 _____	_____	 _____
0030	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	25.000 T	_____	 _____	_____	 _____
0040	403.211 HOT MIX ASPHALT (SHIMMING)	125.000 T	_____	 _____	_____	 _____
0050	409.15 BITUMINOUS TACK COAT - APPLIED	2,020.000 G	_____	 _____	_____	 _____
0060	410.151 EMULSIFIED ASPHALT SEALCOAT, APPLIED	3,900.000 SY	_____	 _____	_____	 _____
0070	424.24 ASPHALT RUBBER CRACK SEALER TYPE 4, APPLIED	2,000.000 LB	_____	 _____	_____	 _____
0080	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	32.000 EA	_____	 _____	_____	 _____
0090	608.26 CURB RAMP DETECTABLE WARNING FIELD	70.000 SF	_____	 _____	_____	 _____
0100	608.46 REGRADING SIDEWALK	27.000 SY	_____	 _____	_____	 _____
0110	608.461 RECONSTRUCT PEDESTRIAN RAMP	10.000 EA	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020408.00

Project(s): 020408.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID:

Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0120	609.31 CURB TYPE 3	100.000 LF	_____	 _____	_____	 _____
0130	609.40 RESET CURB TYPE 5	64.000 LF	_____	 _____	_____	 _____
0140	615.07 LOAM	10.000 CY	_____	 _____	_____	 _____
0150	618.14 SEEDING METHOD NUMBER 2	12.000 UN	_____	 _____	_____	 _____
0160	619.12 MULCH	12.000 UN	_____	 _____	_____	 _____
0170	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	2,120.000 SF	_____	 _____	_____	 _____
0180	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	27,740.000 LF	_____	 _____	_____	 _____
0190	629.05 HAND LABOR, STRAIGHT TIME	20.000 HR	_____	 _____	_____	 _____
0200	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20.000 HR	_____	 _____	_____	 _____
0210	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	40.000 HR	_____	 _____	_____	 _____
0220	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	20.000 HR	_____	 _____	_____	 _____
0230	639.19 FIELD OFFICE TYPE B	1.000 EA	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

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Project(s): 020408.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0240	643.86 TRAFFIC SIGNAL LOOP DETECTORS	14.000 EA	_____	 _____	_____	 _____
0250	652.34 CONE	70.000 EA	_____	 _____	_____	 _____
0260	652.35 CONSTRUCTION SIGNS	770.000 SF	_____	 _____	_____	 _____
0270	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	66.000 CD	_____	 _____	_____	 _____
0280	652.38 FLAGGER	2,220.000 HR	_____	 _____	_____	 _____
0290	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	3.000 EA	_____	 _____	_____	 _____
0300	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM		 LUMP SUM	_____	 _____
0310	659.10 MOBILIZATION	LUMP SUM		 LUMP SUM	_____	 _____
Section: 1			Total:		_____	 _____

CONSTRUCTION NOTES

202.2023 – Remove Pavement Surface Medium Cut Drum

This item shall be used to remove 2” of existing surface pavement station 363+90 to 421+00 including the Pond Road, Kerns Hill Road, and Granite Hill Road intersections. Milling limits will be mainline and shoulders 4’ or less. All pavement millings will become the property of the contractor.

403.211 - Hot Mix Asphalt (Shimming)

All pavement patching around drainage structures and reset curb will be an approved 12.5 mm HMA and shall be paid for under this item.

410.151 –Emulsified Asphalt Sealcoat, Applied

This item shall be used on the shoulders from Station 363+90 to 382+80 left and right.

424.24 – Asphalt Rubber Crack Sealer Type 4, Applied

This item shall be used on the shoulders from Station 363+90 to 382+80 left and right.

604.18 – Adjusting Manhole or Catch Basin to Grade

<u>Left</u>	<u>Right</u>
383+86	387+08
386+56	389+75
387+08	394+69
389+75	397+33
393+18	399+12
395+22	402+68
396+23	405+38
397+35	407+82
398+29	411+37
399+35	412+60
400+33	414+43
401+30	415+80
401+67	
402+90	
405+38	
406+68	
410+67	
417+20 – Drain M.H.	
418+35 – Drain M.H.	
419+45 – Drain M.H.	

CONSTRUCTION NOTES

608.26 – Detectable Warning Field

<u>Left</u>	<u>Right</u>
402+09	401+53
	401+80
	402+09
	403+46
	402+12
	407+63
	408+28

608.461 – Reconstruction Pedestrian Ramp

This item to be used to bring curb ramps into compliance with ADA standards.

401+53 Rt.

401+80 Rt.

402+09 Lt.

402+12 Rt.

402+40 Rt.

402+09 Rt.

403+46 Rt.

407+63 Rt.

408+28 Rt.

Ramp information furnished or referred to in the Bid Documents is for the use of the Bidders. No assurance is given that the information or interpretations will be representative of the actual conditions throughout the construction site. MaineDOT will not be responsible for any interpretations or conclusion drawn from the Pedestrian Ramp Report information. Data provided may not be representative of the actual required work to meet all requirements of Special Provision 608.461.

The project Pedestrian Ramp Report titled: WIN 020408.00 – Manchester – US Route 202, can be accessed at the MaineDOT website <http://www.maine.gov/mdot/contractors/>.

608.46 – Regrade Sidewalk

401+13 to 401+38 Rt.

401+88 to 402+01 Rt.

CONSTRUCTION NOTES

609.31 – Curb Type 3

401+13 to 401+38 Rt.
402+00 to 402+10 Lt.
402+20 to 402+25 Lt.

609+40 – Reset Curb Type 5

This item to be used at the curb ramps on the islands at the Pond Road intersection.

627.733 - 4 Inch White or Yellow Painted Pavement Marking Line

Final striping will not commence until 10 days have elapsed from the completion of surface pavement and must be completed within 20 days of the completion of surface pavement. Unless otherwise directed, failure to comply will result in a Traffic Control Violation.

Once construction is complete, Maintenance of Traffic Control Devices (652.36) will not be paid while waiting to final stripe.

Once construction is complete, Liquidated Damages will not be charged while waiting to final stripe.

627.75 – White or Yellow Pavement & Curb Marking

Replace existing arrows, stop bars and cross walks.
Add new cross walk at Kerns Hill Road, station 407+45 Rt.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>2" Mill & HMA Overlay</u>					
<u>Travelway & Shoulders (As Indicated in Typical)</u>					
Wearing	12.5 mm	403.2081	2"	1	5,7,19,26,28,30
<u>Spot Shims (As Directed by Resident)</u>					
Shim	9.5 mm	403.211	Variable	1/more	2,5,10,11,14
<u>ADA Upgrades (As Directed by Resident)</u>					
Wearing	9.5 mm	403.209	1" - 2"	1/more	2,4,11,14,18

COMPLEMENTARY NOTES

2. 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.
4. The design traffic level for mix placed shall be 0 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at 65 gyrations.
5. 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.
10. Section 106.6 Acceptance, (2) Method D.
11. The combined aggregate gradation required for this item shall be classified as a 9.5mm "**fine graded**" mixture, (using the Primary Control Sieve control point) as defined in 703.09.
14. 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.
18. The Department will accept or reject any HMA based on a visual basis, either prior to its use, during placement, or in its final disposition.
19. 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.
26. Longitudinal joint density testing shall be applied to the specified HMA layer. See Special Provision 401 – Hot Mix Asphalt Longitudinal Joint Density for project specifics.
28. The mixture shall meet the minimum requirements of Special Provision 401 – HMA Hamburg Wheel Tracker Specification.

30. 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.

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.

SPECIAL PROVISION
SECTION 608
RECONSTRUCT EXISTING AND CONSTRUCT NEW PEDESTRIAN
RAMP

Description This work shall consist of reconstructing existing and constructing new pedestrian ramps to make them compliant with the Americans with Disabilities Act (ADA).

Construction Requirements This work shall consist of the complete removal of any existing pedestrian ramp and adjacent sidewalk as necessary for reconstruction and new construction. The sidewalk and pedestrian ramp shall be reconstructed and/or constructed to meet ADA compliance and MaineDOT minimum ADA requirement for Pedestrian Facilities as shown on Standard Detail Update 801(11). The pedestrian ramp shall be constructed of the same material as existing pedestrian ramp and/or sidewalk and shall meet the requirements shown in the MaineDOT Standard Details and MaineDOT Standard Specification or other contract documents.

The Contractor shall construct all new paved ramps with 12 inches of aggregate subbase course-gravel and 2 inches of hot mix asphalt unless otherwise noted in the plans or directed by the Resident.

The Contractor shall construct all new concrete ramps with 10 inches of aggregate subbase course-gravel and 4 inches of concrete unless otherwise noted in the plans or directed by the Resident.

The Contractor shall construct Reconstructed Existing and Construct New Pedestrian Ramps flush with adjacent existing sidewalk surfaces to allow proper drainage. Constructed ramps will allow proper drainage at the gutter. Standing surface water will not be accepted.

Materials Where the thickness of new aggregate to be placed exceeds 4 inches, material meeting the requirements of Section 703.06(c) Aggregate for Subbase, Type D, or Section 703.10 - Aggregate for Untreated Surface Course and Leveling Course shall be placed to the required grade. Where the thickness of new aggregate to be placed is 4 inches or less, material meeting the requirements of Section 703.10 Aggregate for Untreated Surface Course and Leveling Course shall be used. The Contractor may, at their option, grade the existing ramp to an elevation of 4 inches or more below the proposed finished gravel surface and place material meeting the requirements of Section 703.06(c) Aggregate for Subbase, Type D.

Aggregate for subbase, Type D.	703.06
Untreated Aggregate Surface Course	703.10
Welded Steel Wire Fabric	709.02

Portland cement concrete for the pedestrian ramps and concrete sidewalk areas shall meet the requirements of Section 502, Structural Concrete, Class A.

Brick pedestrian ramps and brick sidewalk areas shall meet the requirements of Section 608, sidewalks and other contract documents.

Hot mix asphalt (HMA) for the pedestrian ramps and HMA sidewalk areas shall meet the requirements of Section 401, Hot Mix Asphalt Pavement.

All curbing shall meet the requirements specified in the 609 section of the standard specification, standard details or other contract documents

Method of Measurement Reconstructed and construct new pedestrian ramps will be measured by the number of units complete and accepted in place.

Basis of Payment The accepted quantity of reconstructed and construct new pedestrian ramps will be paid for at the contract price per each. This payment shall be full compensation for but not limited to the following:

- (1) Removal and disposal of existing concrete, brick, HMA and granite.
- (2) Furnishing, grading and compacting of Aggregate for Subbase Gravel.
- (3) Furnishing, regrading and compacting of additional Untreated Aggregate Surface Course Gravel if necessary.
- (4) CURB - Removal, cutting, installing, and furnishing curb to match existing sidewalk, including furnishing and installing new terminal curb (sloped curb) to match the existing materials to ADA compliance.
- (5) Furnish and place wearing surfaces to new pedestrian ramps matching the existing sidewalk. Saw Cutting of all joints between new and old concrete and staggering of all brick joints. HMA is paid for under the appropriate items at the contract price in addition to the unit item of Reconstructed and/or Construct New pedestrian ramps.
- (6) The Contractor shall place expansion joints and seal with silicone if necessary.
- (7) All necessary grading, materials and restoration at the back edge of sidewalk is incidental.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
608.461	Reconstruct Pedestrian Ramp	Each
608.462	Construct New Pedestrian Ramp	Each