



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

Paul R. LePage  
GOVERNOR

David Bernhardt  
COMMISSIONER

October 26, 2018  
Subject: Margaret Chase  
North & South Bridge Wearing  
Surface Replacements  
State WIN: 021749.00 & 021750.00  
Location: **Skowhegan**  
**Amendment No. 4**

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

**REMOVE** pages 21 – 28, CONTRACT AGREEMENT, OFFER & AWARD, 8 pages, and **REPLACE** with the attached, revised CONTRACT AGREEMENT, OFFER & AWARD, 8 pages.

**REMOVE** page 47, SPECIAL PROVISION – SECTION 105 – (Traffic Control, Maintenance of Work), 1 page, dated September 19, 2018, and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 105 – (Traffic Control, Maintenance of Work), 2 pages, dated October 19, 2018.

**REMOVE** page 48, SPECIAL PROVISION – SECTION 107 – TIME – (Contract Time, Supplemental Liquidated Damages), 1 page, dated September 18, 2018, and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 107 – TIME – (Contract Time, Supplemental Liquidated Damages), 1 page, dated October 19, 2018.

**REMOVE** pages 49 – 51, SPECIAL PROVISIONS - SECTION 202 - REMOVING STRUCTURES AND OBSTRUCTIONS - (Removing Pavement Surface – Fine Texture Milling Head), 3 pages, dated September 14, 2018, and **REPLACE** with the attached, revised SPECIAL PROVISIONS - SECTION 202 - REMOVING STRUCTURES AND OBSTRUCTIONS - (Removing Pavement Surface – Fine Texture Milling Head), 3 pages, dated October 19, 2018.

The following question has been received:

**Question:** Given the scope of work and tight construction schedule for this project, will the Department allow the Contractor to begin work prior to May 15th, as well as, allow the Contractor to restrict vehicular traffic on both bridges simultaneously during the allowable work hours?

**Response:** See above changes.



PRINTED ON RECYCLED PAPER

Consider these changes and information prior to submitting your bid on **October 31, 2018**.

Sincerely,

A handwritten signature in black ink, appearing to read "George M. A. Macdougall". The signature is fluid and cursive, with the last name being the most prominent.

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

## **CONTRACT AGREEMENT, OFFER & AWARD**

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

\_\_\_\_\_ a corporation or other legal entity organized under the laws of the State of \_\_\_\_\_, with its principal place of business located at \_\_\_\_\_

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

### **A. The Work.**

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, WIN **021749.00 & 021750.00**, for the **Margaret Chase Smith South & Margaret Chase Smith North Bridge Wearing Surface Replacement Projects** in the town of **Skowhegan**, County of **Somerset**, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

### **B. Time.**

The Contractor agrees to complete all Work, except warranty work, on or before **October 19, 2019**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, November 2014 Edition and related Special Provisions.

**C. Price.**

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is \_\_\_\_\_

\_\_\_\_\_ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

**D. Contract.**

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

**E. Certifications.**

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Federal Contract Provisions Supplement, and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

**F. Offer.**

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **WIN 021749.00 Margaret Chase Smith South & WIN 021750.00 Margaret Chase Smith North Bridge Wearing Surface Replacement Project plus other incidental work**, State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, November 2014 Edition, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications November 2014 Edition and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan with their bid.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

\_\_\_\_\_

Date

\_\_\_\_\_  
(Signature of Legally Authorized Representative  
of the Contractor)

\_\_\_\_\_

Witness

\_\_\_\_\_

(Name and Title Printed)

**G. Award.**

Your offer is hereby accepted.  
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_

Date

\_\_\_\_\_

By: David Bernhardt, Commissioner

\_\_\_\_\_

Witness

## **CONTRACT AGREEMENT, OFFER & AWARD**

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

\_\_\_\_\_ a corporation or other legal entity organized under the laws of the State of \_\_\_\_\_, with its principal place of business located at \_\_\_\_\_

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

### **A. The Work.**

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, WIN **021749.00 & 021750.00**, for the **Margaret Chase Smith South & Margaret Chase Smith North Bridge Wearing Surface Replacement Projects** in the town of **Skowhegan**, County of **Somerset**, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

### **B. Time.**

The Contractor agrees to complete all Work, except warranty work, on or before **October 19, 2019**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, November 2014 Edition and related Special Provisions.

**C. Price.**

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is \_\_\_\_\_

\_\_\_\_\_ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

**D. Contract.**

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

**E. Certifications.**

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Federal Contract Provisions Supplement, and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

**F. Offer.**

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **WIN 021749.00 Margaret Chase Smith South & WIN 021750.00 Margaret Chase Smith North Bridge Wearing Surface Replacement Project plus other incidental work**, State of Maine, on which bids will be received until the time specified in the “Notice to Contractors” do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached “Schedule of Items”.

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached “Schedule of Items” in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached “Schedule of Items”, which may be ordered by the Resident, and to accept as full compensation the amount determined upon a “Force Account” basis as provided in the Standard Specifications, November 2014 Edition, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier’s check, certificate of deposit or U. S. Postal Money Order in the amount given in the “Notice to Contractors”, payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications November 2014 Edition and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor’s Disadvantaged Business Enterprise Utilization Plan with their bid.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

\_\_\_\_\_

Date

\_\_\_\_\_  
(Signature of Legally Authorized Representative  
of the Contractor)

\_\_\_\_\_

Witness

\_\_\_\_\_

(Name and Title Printed)

**G. Award.**

Your offer is hereby accepted.  
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_

Date

\_\_\_\_\_  
By: David Bernhardt, Commissioner

\_\_\_\_\_

Witness

**SPECIAL PROVISION**  
**SECTION 105**  
**GENERAL SCOPE OF WORK**  
(Traffic Control, Maintenance of  
Work)

The Traffic Control and Maintenance of Work noted in this section are related to all construction activities occurring as part of this Contract.

1. The Project shall remain open to three lanes of vehicular traffic and at least one sidewalk shall be open to pedestrian traffic at all times except as otherwise stated herein.
2. Between the hours of 9 p.m. and 5 a.m., the Contractor may close one lane through the entire Project area. In this scenario, the Contractor shall maintain a minimum of two 11-foot wide lanes, one lane in each direction.
3. For Work isolated to one bridge at a time, the Contractor may restrict traffic to one lane alternating between the hours of 9 p.m. and 5 a.m. Sunday night through Friday morning. In this scenario, the lane closures will be limited to one bridge per night, except as indicated below.
4. For chip seal and paving operations, the Contractor may restrict traffic to one lane alternating through the entire Project area between the hours of 9 p.m. and 5 a.m. Sunday night through Friday morning.
5. During the Skowhegan Fair and part of the Skowhegan River Festival, the Project shall remain open to three lanes of vehicular traffic and both sidewalks shall be open to pedestrian traffic 24 hours a day. The Calendar Days associated with the Skowhegan River Festival are August 1<sup>st</sup> 2019 through and including August 3<sup>rd</sup> 2019. The Skowhegan Fair begins August 8<sup>th</sup> 2019 and ends August 17<sup>th</sup> 2019.
6. The Contractor shall note that all work shall occur from the bridge deck, roadway and/or the shoulders/sidewalks. Access to bridge seats shall be achieved by means other than barges, floating platforms, or other methods involving river entry. Soil disturbance and other impacts to side slopes beyond the limits of the existing sidewalks will not be allowed. Soil disturbance and other impacts to the shoreline will also not be allowed.
7. No in-water work will be permitted as part of this project.

8. Traffic will be allowed to travel on milled surfaces on the mainline. After seven calendar days, any milled areas not covered in need of extra repair or maintenance (see Special Provision 202) shall be repaired to the satisfaction of the Department. All work, equipment, and materials required to make repairs will be at the Contractor's expense. Failure to adequately maintain milled areas will also result in a traffic control violation in accordance with Section 652.
  
9. No milling shall commence prior to h.m.a. mix design approval.

**SPECIAL PROVISION**  
**SECTION 107**

**TIME**

(Contract Time, Supplemental Liquidated Damages)

The Contractor cannot commence work prior to May 15, 2019.

The Contractor will be assessed a penalty at the rate of Five Hundred U.S. Dollars (\$500.00) per every 15 minutes that a traffic lane is closed beyond the times allowed for lane closures. The fee shall be assessed starting 1 minute beyond the allowed times and added cumulatively every 15 minutes thereafter.

The specified contract completion date is Oct 19th, 2019.

The Contractor will be assessed supplemental liquidated damages at the rate of Five Hundred Dollars (\$500.00) per day for each calendar day that all Work is not complete by Oct 19th, 2019. The assessment of supplemental liquidated damages will be in addition to liquidated damages specified in Section 107 of the Standard Specifications.

On Memorial Day weekend, operations cannot resume until 9:00 PM Monday night, May 27, 2019.

During the week of the 4<sup>th</sup> of July, operations shall cease at 5:00 AM Wednesday morning, July 3, 2019 and may resume on Sunday, July 7, 2019 at 9:00 PM.

**SPECIAL PROVISIONS**  
**SECTION 202**  
**REMOVING STRUCTURES AND OBSTRUCTIONS**  
(Removing Pavement Surface – Fine Texture Milling Head)

Description This work shall consist of the removal of Hot Mix Asphalt (HMA) pavement and bridge wearing surface concrete. The milling machinery shall be configured and equipped to provide a finished milled surface meeting the requirements of this specification.

Removing Pavement Surface The equipment for removing the bituminous or concrete surface shall be a power operated milling machine or grinder capable of removing HMA pavement/concrete to the required depth, transverse cross slope, and profile grade by the use of an automated grade and slope control system. The controls shall automatically increase or decrease the pavement removal depth as required, and readily maintain desired cross slope, to compensate for surface irregularities in the existing pavement course. The equipment shall be capable of accurately establishing profile grades by referencing from a fixed reference such as a grade wire, or from the existing pavement/concrete surface using a 30 foot minimum contact ski (floating beam), or 24 foot non-contact grade control beam. The Resident may waive the requirement for automatic grade or slope controls if project conditions warrant such action.

The rotary drum shall utilize carbide tip tools spaced not more than  $\frac{1}{4} - \frac{5}{16}$  inches (6-8mm) apart. The forward speed of the milling machine shall be limited to no more than 45 feet/minute.

The milling head shall be sized to provide a minimum 6 foot cutting width. The machine shall be sized and configured to provide a 0 to 2 inch deep cut in one pass. The teeth on the revolving cutting drum must be continually maintained and shall be replaced as warranted to provide a uniform pavement texture. It shall also be equipped with an integral pickup and conveying device to immediately remove milled material from the roadway and discharge the millings into a truck, all in one operation.

The Contractor shall locate and remove all objects in the pavement/concrete through the work area that would be detrimental to the planing or grinding machine. Any structures or obstructions left within the travel lane or shoulders shall have tapers installed according to Standard Detail 202(01).

Milled Surface Inspection The milled surface shall provide a satisfactory riding surface with a uniform textured appearance. The milled surface shall be free from gouges, excessive longitudinal grooves and ridges, oil film, and other imperfections that are a result of defective equipment, non-uniform milling teeth, improper use of equipment, or otherwise poor workmanship. No area shall have a depth greater than  $\frac{1}{8}$  inch when measured with a ten (10) foot straightedge. Any unsatisfactory surfaces produced are the responsibility of the Contractor and shall be corrected at the Contractor's expense and to the satisfaction of the Engineer.

The Contractor shall perform Quality Control inspection of the milled surface. The Contractor shall monitor the milled surface for irregularities and make adjustments as necessary to

maintain uniformity in the milled surface, and depth of cut. Inspection activities during milling of HMA pavement/concrete may be performed by qualified Production personnel (e.g. Skilled Laborers, Foremen, Superintendents). However, the Contractor's QC personnel shall have overall responsibility for QC inspection. The Contractor shall not rely on the results of Department Acceptance inspection for Quality Control purposes. The Engineer shall be provided the opportunity to monitor and witness all QC inspection.

The milled pavement/concrete surface shall be uniform in texture, with a groove depth of  $\frac{1}{16}$  inch. The Contractor shall perform surface texture measurements with a 10 foot straightedge in the transverse direction across the milled surface. The milled surface shall have a texture such that the variation from the edge of the straightedge to the top of ridges between any two ridge contact points shall not exceed  $\frac{1}{4}$  inch. The difference in height from the top of any ridge to the bottom of the groove adjacent to that ridge shall not exceed  $\frac{1}{8}$ ". Any point in the surface not meeting these requirements shall be corrected as directed by the Resident at the Contractor's expense.

During any period that a centerline or edge of travelway vertical edge exists, the Contractor will be responsible for installing additional warning signage that clearly defines the centerline or edge of travelway vertical edge and elevation differential hazard, as well as additional centerline delineation such as double RPM application, or temporary painted line. The Traffic Control Plan shall include the additional requirements. All signs and traffic control devices will conform to Section 719.01, and Section 652, and will be installed prior to the work, at a maximum spacing of 0.50 mile for the entire length of the effected roadway section. All additional signing, labor, traffic control devices, or incidentals will not be paid for directly, but will be considered incidental to the appropriate 652 bid items.

Any areas of concern, such as de-lamination or pot-holing shall be identified on a continuous basis as milling progresses. Proper corrective action will be determined by the Resident and paid for under the appropriate contract items, and if required, completed prior to opening lane to traffic. Any issues that arise **up to 7** calendar days after being milled will be the responsibility of the MaineDOT unless otherwise noted in Special Provision Section 105 – Limitations Of Operations.

Sweeper - Equipment Requirements Prior to opening an area which has been milled to traffic, the pavement/concrete shall be thoroughly swept with a sweeper. The Contractor shall provide a sufficient number of mechanical sweepers to ensure that the milled surface is free of millings and debris at the end of each day's milling operations. Each sweeper shall be equipped with a water tank, spray assembly to control dust, a pick-up broom, a dual gutter broom, and a pick up hopper. The sweeper s shall be capable of removing millings and loose debris from the milled pavement/concrete surface. Other sweeping equipment may be provided in lieu of the sweeper where acceptable by the Resident.

Surface Tolerance The milled surface shall provide a riding surface with a corduroy textured appearance with a groove depth of  $\frac{1}{16}$  inch. The milled surface shall be free from gouges, longitudinal grooves and ridges, oil film, and other imperfections that are a result of defective equipment, improper use of equipment, or poor workmanship. No area shall have a depth greater than  $\frac{1}{8}$  inch when measured with a ten (10) foot straightedge. Any unsatisfactory

surfaces produced are the responsibility of the Contractor and shall be corrected at the Contractor's expense and to the satisfaction of the Engineer.

Prior to opening an area which has been milled to traffic, the pavement/concrete shall be thoroughly swept with a sweeper

Method of Measurement This work will be measured for payment by the square yard. The area measured shall be the areas in which the milling of asphalt/concrete has been completed and the work accepted. No deductions will be made for areas not actually milled around catch basin inlets, manholes, utility boxes and any similar structures, and other methods were employed to remove the pavement/concrete surface

Basis of Payment This work will be paid for at the contract unit price per square yard for Pavement and concrete removal. This price shall include all equipment, tools, labor, and materials incidental necessary to complete the work. No additional payments will be made for multiple passes with the milling machine to remove the bituminous/concrete surface to the required depth or cress section.

No separate payments will be made for cleaning the milled surface after milling or prior to paving. Providing protection for utilities and structures, the removal of bituminous concrete around catch basin inlets, manholes, utility valve boxes and any similar structures, repairing surface defects as a result of the Contractors workmanship or activities, providing protection to underground utilities from the vibration of the milling operation, the removal of any temporary milled transition, removal and disposal of millings, furnishing a sweeper and sweeping after milling, or any other items needed to satisfactorily complete the work shall not be paid for directly but shall we considered incidental to the pavement removal pay item.

<u>Pay Item</u>	<u>Pay Unit</u>
202.202     Removing Pavement Surface	S.Y.