



Janet T. Mills
GOVERNOR

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

Bruce A. Van Note
COMMISSIONER

January 10, 2020
Subject: Mill and Fill
State WIN: 022410.00
Location: **Brewer**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE pages 51 – 58, CONSTRUCTION NOTES, 8 pages, dated October 30, 2019, and **REPLACE** with the attached, revised CONSTRUCTION NOTES, 8 pages, dated January 9, 2020.

REMOVE page 62, SPECIAL PROVISION - SECTION 101 – CONTRACT INTERPERTATION – (Working Day), 1 page, dated November 12, 2019, and **REPLACE** with the attached, revised SPECIAL PROVISION - SECTION 101 – CONTRACT INTERPERTATION – (Working Day), 1 page, dated January 8, 2020.

ADD the attached SPECIAL PROVISION – SECTION 107 – TIME – (Liquidated Damages) – (Working Days), 1 page, dated January 9, 2020.

REMOVE page 109, SPECIAL PROVISION - SECTION 652 – MAINTENANCE OF TRAFFIC, 1 page, dated November 12, 2019, and **REPLACE** with the attached, revised SPECIAL PROVISION - SECTION 652 – MAINTENANCE OF TRAFFIC, 1 page, dated January 8, 2020.

The following questions have been received:

Question: Will the millings belong to the contractor?

Response: 100% of the millings will become the property of the Contractor.

Question: Is the department willing to allow daytime shoulder closures without a detour that maintain two-way traffic for the completion of incidental work?

Response: The Department is willing to allow daytime shoulder closures provided that two-way traffic is maintained with minimum travel way widths of 11 feet in each direction.

Question: In reference to bid item # 202.2023 Remove Pavement Surface – Med Cut Drum, the construction notes state an end station of 504+21. This does not seem to line up with the project length and quantities in the project. Please clarify.

Response: The correct end station is 61+72, see Construction Notes dated January 9, 2020.

Question: In reference to bid item # 609.31 Curb Type 3, there are no construction notes identifying locations. Could the department provide locations?

Response: See Construction Notes dated January 9, 2020 for the locations of Item 609.31 Curb Type 3.

Question: In reference to the construction notes for 812.162 Adjust Sewer Manhole to Grade; this item is not in the Schedule of Items. Please clarify.

Response: The City of Brewer will be responsible for completing the sewer manhole adjustments, please see Special Provision, Section 104, Utilities.

Question: The wage rates given in General Decision Number ME20190047 08/02/2019 for Power Equipment Operator appear high. Are these the wages that should be used for this region or should these be changed to more accurately reflect what is paid in the area?

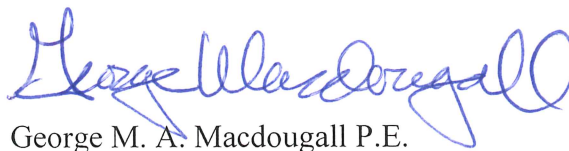
Response: The Contractors bids need to be based on the wage rate decision in the Contract Bid Book. The wage rates can be appealed by following the instructions at the end of “General Decision Number: ME20190047 08/02/2019, which can be found on pages 40 – 41 of the Contract Bid Book.

Question: In the contract agreement offer and award section B. Time the work is to be completed within 37 Working Days. The schedule of items is paying for 652.36 Maint of Traffic by the Calendar Day. Is the intent to pay for MOT by the CD but only charge the contractor a WD on the contract if the number of hours worked in a day complies with Special Provision Section 101 (Working Day)?

Response: That is the correct interpretation.

Consider these changes and information prior to submitting your bid on **January 15, 2020**.

Sincerely,



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

CONSTRUCTION NOTES

202.2023 REMOVING PAVEMENT SURFACE – MEDIUM CUT DRUM

Mainline

| Station | to | Station | Width (ft.) | Side |
|----------------|-----------|----------------|--------------------|-------------|
| 10+00 | | 61+72 | 13 | Lt. |
| 10+00 | | 61+72 | 13 | Rt. |

Turn Lane

| Station | to | Station | Width (ft.) | Side |
|----------------|-----------|----------------|--------------------|-------------|
| 12+56 | | 13+92 | 6 (avg.) | Ctr. |
| 13+92 | | 19+47 | 10 | Ctr. |
| 19+47 | | 21+75 | 6 (avg.) | Ctr. |
| 18+25 | | 19+50 | 10 | Lt. |
| 44+13 | | 45+01 | 6 (avg.) | Ctr. |
| 45+01 | | 48+22 | 10 | Ctr. |
| 48+22 | | 49+10 | 6 (avg.) | Ctr. |
| 60+00 | | 61+72 | 10 | Lt. |
| 60+00 | | 61+72 | 10 | Rt. |

403.1021 TEXTURED ASPHALT PAVEMENT

| Station | to | Station | Side |
|----------------|-----------|----------------|-------------|
| 12+56 | | 13+92 | Rt. |
| 19+35 | | 19+68 | Ctr. |
| 44+16 | | 45+01 | Lt. |
| 47+56 | | 49+10 | Lt. |

CONSTRUCTION NOTES

403.2081 12.5mm POLYMER MODIFIED HOT MIX ASPHALT - SURFACE

Mainline

| Station | to | Station | Width (ft.) | Side |
|----------------|-----------|----------------|--------------------|-------------|
| 10+00 | | 504+21 | 13 | Lt. |
| 10+00 | | 504+21 | 13 | Rt. |

Turn Lane

| Station | to | Station | Width (ft.) | Side |
|----------------|-----------|----------------|--------------------|-------------|
| 12+56 | | 13+92 | 6 (avg.) | Ctr. |
| 13+92 | | 19+47 | 10 | Ctr. |
| 19+47 | | 21+75 | 6 (avg.) | Ctr. |
| 18+25 | | 19+50 | 10 | Lt. |
| 44+13 | | 45+01 | 6 (avg.) | Ctr. |
| 45+01 | | 48+22 | 10 | Ctr. |
| 48+22 | | 49+10 | 6 (avg.) | Ctr. |
| 60+00 | | 61+72 | 10 | Lt. |
| 60+00 | | 61+72 | 10 | Rt. |

403.209 HOT MIX ASPHALT 9.5mm – (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)

This item is intended to be used at 33 pedestrian ramps and sidewalks and as directed by the Resident.

403.211 HOT MIX ASPHALT - SHIMMING

This item is intended to be used to shim entire milled surface, and as directed by the Resident.

403.213 HOT MIX ASPHALT - 12.5mm BASE

This item is intended to be used to place base HMA in pipe cross trench, and as directed by the Resident

410.151 EMULSIFIED ASPHALT SEAL COAT, APPLIED

This item will be used to fog seal all shoulder areas that are not being milled & paved and as directed by the Resident.

CONSTRUCTION NOTES

604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE

| Station | Side | Station | Side |
|----------------|-------------|----------------|-------------|
| 12+41 | Lt. | 14+64 | Rt. |
| 39+33 | Lt. | 20+83 | Rt. |
| | | 22+89 | Rt. |
| | | 24+64 | Rt. |
| | | 26+37 | Rt. |
| | | 28+86 | Rt. |
| | | 28+94 | Rt. |
| | | 32+37 | Rt. |
| | | 35+48 | Rt. |
| | | 50+12 | Rt. |
| | | 53+73 | Rt. |
| | | 61+86 | Rt. |
| | | 62+60 | Rt. |

603.195 24" REINFORCED CONCRETE PIPE, CLASS 3

| Station | Quantity |
|--|-----------------|
| 53+68 Lt. (catch basin) to 53+73 Rt. (catch basin) | 45' |

604.183 MODIFY EXISTING MANHOLE OR CATCH BASIN

| Station | Side | Station | Side |
|----------------|-------------|----------------|-------------|
| 18+81 | Lt. | 22+54 | Rt. |
| | | 26+32 | Rt. |
| | | 28+29 | Rt. |
| | | 30+42 | Rt. |

This item will be used to replace manhole frame and cover with new and as directed by the Resident.

606.231 GUARDRAIL TYPE 3C – 15 FOOT RADIUS AND LESS

| Station | to | Station | Side |
|----------------|-----------|----------------|-------------|
| 12+22 | | 12+35 | Rt. |

606.265 TERMINAL END – SINGLE RAIL – GALVINIZED STEEL

| Station | Side |
|----------------|-------------|
| 12+22 | Rt. |

CONSTRUCTION NOTES

608.26 CURB RAMP DETECTABLE WARNING FIELD

| Station | Quantity (SF) | Comment |
|----------------|----------------------|----------------------|
| 14+25 | 8 | Brewer Street Lt. |
| 14+25 | 8 | Brewer Street Rt. |
| 22+10 | 8 | Derusha Lane Lt. |
| 22+10 | 8 | Derusha Lane Rt. |
| 24+40 | 8 | Oak Street Rt. |
| 24+40 | 8 | Oak Street Lt. |
| 26+10 | 8 | Kings Court Lt. |
| 26+10 | 8 | Kings Court Rt. |
| 26+20 | 8 | Crosswalk Lt. |
| 26+20 | 8 | Crosswalk Rt. |
| 28+80 | 8 | Chambers Street Rt. |
| 28+80 | 8 | Chambers Street Lt. |
| 30+80 | 8 | Century Street Lt. |
| 30+80 | 8 | Century Street Rt. |
| 35+20 | 8 | Tibbetts Street Lt. |
| 35+20 | 8 | Tibbetts Street Rt. |
| 35+75 | 8 | Harris Street Rt. |
| 35+75 | 8 | Harris Street Lt. |
| 38+45 | 8 | Ivers Street Rt. |
| 38+45 | 8 | Ivers Street Lt. |
| 42+10 | 8 | Crosswalk Lt. |
| 42+10 | 8 | Crosswalk Rt. |
| 42+80 | 8 | Patten Court Lt. |
| 42+80 | 8 | Patten Court Rt. |
| 45+30 | 8 | Pendleton Street Lt. |
| 45+30 | 8 | Pendleton Street Rt. |
| 48+05 | 8 | Manns Court Lt. |
| 48+05 | 8 | Manns Court Rt. |
| 49+95 | 8 | Elmwood Street Lt. |
| 49+95 | 8 | Elmwood Street Rt. |
| 55+25 | 8 | Grove Street Lt. |
| 55+25 | 8 | Grove Street Rt. |
| 61+85 | 8 | Abbot Street Lt. |
| 61+85 | 8 | Abbott Street Rt. |

CONSTRUCTION NOTES

608.45 CONSTRUCT SIDEWALK

| Station | to | Station | Side |
|----------------|-----------|----------------|-------------|
| 38+55 | | 39+05 | Lt. |
| 39+35 | | 39+70 | Lt. |
| 42+92 | | 43+72 | Rt. |

608.46 REGRADING SIDEWALK

| Station | to | Station | Side |
|----------------|-----------|----------------|-------------|
| 13+29 | | 14+19 | Lt. |
| 13+64 | | 14+04 | Rt. |

608.461 RECONSTRUCT PEDESTRIAN RAMP

| Station | Quantity | Comment | |
|----------------|-----------------|---------------------|-------------------------------------|
| 14+25 | 1 | Brewer Street Lt. | Use standard detail Typical 801(22) |
| 14+25 | 1 | Brewer Street Rt. | Use standard detail Typical 801(22) |
| 22+10 | 1 | Derusha Lane Lt. | Use standard detail Typical 801(22) |
| 22+10 | 1 | Derusha Lane Rt. | Use standard detail Typical 801(22) |
| 24+40 | 1 | Oak Street Rt. | Use standard detail Typical 801(22) |
| 24+40 | 1 | Oak Street Lt. | Use standard detail Typical 801(22) |
| 26+10 | 1 | Kings Court Lt. | Use standard detail Typical 801(22) |
| 26+10 | 1 | Kings Court Rt. | Use standard detail Typical 801(14) |
| 26+20 | 1 | Crosswalk Lt. | Use standard detail Typical 801(14) |
| 26+20 | 1 | Crosswalk Rt. | Use standard detail Typical 801(14) |
| 28+80 | 1 | Chambers Street Rt. | Use standard detail Typical 801(22) |
| 28+80 | 1 | Chambers Street Lt. | Use standard detail Typical 801(22) |
| 30+80 | 1 | Century Street Lt. | Use standard detail Typical 801(22) |
| 30+80 | 1 | Century Street Rt. | Use standard detail Typical 801(22) |
| 35+20 | 1 | Tibbetts Street Lt. | Use standard detail Typical 801(22) |
| 35+20 | 1 | Tibbetts Street Rt. | Use standard detail Typical 801(22) |
| 35+75 | 1 | Harris Street Rt. | Use standard detail Typical 801(22) |
| 35+75 | 1 | Harris Street Lt. | Use standard detail Typical 801(22) |
| 38+45 | 1 | Ivers Street Rt. | Use standard detail Typical 801(22) |
| 38+45 | 1 | Ivers Street Lt. | Use standard detail Typical 801(22) |
| 42+10 | 1 | Crosswalk Lt. | Use standard detail Typical 801(14) |
| 42+10 | 1 | Crosswalk Rt. | Use standard detail Typical 801(14) |
| 42+80 | 1 | Patten Court Lt. | Use standard detail Typical 801(22) |
| 42+80 | 1 | Patten Court Rt. | Use standard detail Typical 801(22) |
| 45+30 | 1 | Pendleton Street Lt | Use standard detail Typical 801(22) |

CONSTRUCTION NOTES

608.461 RECONSTRUCT PEDESTRIAN RAMP (CONTINUED)

| Station | Quantity | Comment | |
|----------------|-----------------|----------------------|-------------------------------------|
| 45+30 | 1 | Pendleton Street Rt. | Use standard detail Typical 801(22) |
| 48+05 | 1 | Manns Court Lt. | Use standard detail Typical 801(22) |
| 48+05 | 1 | Manns Court Rt. | Use standard detail Typical 801(22) |
| 49+95 | 1 | Elmwood Street Lt. | Use standard detail Typical 801(22) |
| 49+95 | 1 | Elmwood Street Rt. | Use standard detail Typical 801(22) |
| 55+25 | 1 | Grove Street Lt. | Use standard detail Typical 801(22) |
| 55+25 | 1 | Grove Street Rt. | Use standard detail Typical 801(22) |
| 61+85 | 1 | Abbot Street Lt. | Use standard detail Typical 801(22) |
| 61+85 | 1 | Abbott Street Rt. | Use standard detail Typical 801(22) |

609.31 CURB TYPE 3

| Station | to | Station | Length (ft.) | Side | Mold | Comments |
|----------------|-----------|----------------|---------------------|-------------|-------------|------------------|
| 13+49 | | 14+19 | 70 | LT | 1 | |
| 13+64 | | 14+04 | 40 | RT | 1 | |
| 38+55 | | 39+05 | 50 | LT | 1 | gutter line |
| 38+55 | | 39+05 | 50 | LT | 1 | back of sidewalk |
| 39+35 | | 39+70 | 50 | LT | 1 | gutter line |
| 39+35 | | 39+70 | 50 | LT | 1 | back of sidewalk |
| 42+92 | | 43+72 | 80 | LT | 1 | gutter line |
| 42+92 | | 43+72 | 80 | LT | 1 | back of sidewalk |

627.733 4" 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.

CONSTRUCTION NOTES

627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING

| Station | Side | Description | Station | Side | Description |
|----------------|-------------|--------------------|----------------|-------------|--------------------|
| 14+92 | Lt. | Turn Arrow | 17+06 | Rt. | Turn Arrow |
| 15+37 | Lt. | ONLY | 17+45 | Rt. | ONLY |
| 15+73 | Lt. | Turn Arrow | 17+85 | Rt. | Turn Arrow |
| 19+47 | Lt. | Stop Bar | 17+85 | Rt. | Stop Bar |
| 19+71 | Lt. | Turn Arrow | | | |
| 20+08 | Lt. | Turn Arrow | | | |
| 45+71 | Lt. | Stop Bar | | | |
| 45+88 | Lt. | Turn Arrow | | | |
| 46+22 | Lt. | Turn Arrow | | | |
| 46+78 | Lt. | Turn Arrow | | | |

627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING (CONTINUED)

| Station | Side | Description | Comment |
|----------------|-------------|--------------------|------------------|
| 14+25 | Rt. | Crosswalk | Brewer Street |
| 19+14 | Ctr. | Crosswalk | Cianbro |
| 22+10 | Rt. | Crosswalk | Derusha Lane |
| 24+40 | Lt. | Crosswalk | Oak Street |
| 26+10 | Rt. | Crosswalk | Kings Court |
| 26+20 | Ctr. | Crosswalk | Route 15 |
| 28+80 | Lt. | Crosswalk | Chambers Street |
| 30+80 | Rt. | Crosswalk | Century Street |
| 35+20 | Rt. | Crosswalk | Tibbetts Street |
| 35+75 | Lt. | Crosswalk | Harris Street |
| 38+45 | Lt. | Crosswalk | Ivers Street |
| 42+10 | Ctr. | Crosswalk | Route 15. |
| 42+80 | Rt. | Crosswalk | Patten Court |
| 45+30 | Rt. | Crosswalk | Pendleton Street |
| 48+05 | Rt. | Crosswalk | Manns Court |
| 49+95 | Rt. | Crosswalk | Elmwood Street |
| 55+25 | Rt. | Crosswalk | Grove Street |
| 61+85 | Rt. | Crosswalk | Abbot Street |

627.77 REMOVING PAVEMENT MARKINGS

Start milling at Stone Street and mill approximately 150' past Elm Street to set up for detour.

CONSTRUCTION NOTES

627.78 TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW

Temporary center lines and edge lines shall be painted on all matched pavement within one week.

All temporary lines shall be painted prior to final striping.

Multilane sections, truck lanes, and milled surfaces must be striped daily on all matched pavement layers.

Temporary lines will require one coat on the milled surface, one coat on the shim layer, and one coat on the surface layer prior to final paint.

631.32 CULVERT CLEANER (INCLUDING OPERATOR)

This item is to be used to clean Catch Basins that have not been adjusted (outside of milled area).

SPECIAL PROVISION
SECTION 101
CONTRACT INTERPRETATION
(Working Day – Pavement Preservation)

Add the following to 101.2 – Definitions:

Weather Event Meteorological phenomena that results in precipitation, such as rain or snow, or fog that develops and maintains moisture that prevents the contractor from completing work within the Construction Limits. This excludes ambient air temperatures below Specification.

Weather Dependent Activities Contractor scheduled work that cannot be completed should a Weather Event occur. Paving, milling, or other activities identified by the Contractor and agreed upon by the Department can be considered Weather Dependent Activities.

Working Day Any Calendar Day except:

- Identified non-work days in the Contract Special Provision 107
- Saturdays, Sundays and Holidays – as outlined in Section 107.3.3
- The period from November 15th to April 15th, inclusive
- Any day a Weather Event prevents the Contractor from performing at least seven hours of weather dependent activities, as determined by the Department. Up to a three-hour hold prior to the start of work may be required if weather conditions are uncertain.

The Contractor may request, in writing, a non-working day due to a Weather Event up to 16 hours in advance of the normal start time. The Department may approve this request depending on the certainty of the forecast. Once approved, no weather dependent work shall commence during the requested suspension.

If the Contractor elects to work a Saturday, an allowable holiday, or receives approval to work Sunday, the same process will be utilized to determine if it is a Working Day.

If the Contractor requests approval to work Saturday and does not cancel their request by Thursday at the end of shift, that Saturday will be considered a Working Day regardless of the actual weather conditions and whether work occurred.

SPECIAL PROVISION
SECTION 107
TIME
(Liquidated Damages)
(Working Days)

107.7.2 SCHEDULE OF LIQUIDATED DAMAGES

Revise this section by removing the numbers in the chart and replace with the following:

Original Contract Amount

| From More Than | to | To and Including | Amount of Liquidated Damages per Working Day |
|-------------------|-----|---------------------|--|
| \$ 0 | to | \$ 100,000.00 | \$400.00 |
| \$ 100,000.00 | to | \$ 250,000.00 | \$800.00 |
| \$ 250,000.00 | to | \$ 500,000.00 | \$1,000.00 |
| \$ 500,000.00 | to | \$1,000,000.00 | \$1,250.00 |
| \$1,000,000.00 | to | \$2,000,000.00 | \$1,600.00 |
| \$2,000,000.00 | to | \$4,000,000.00 | \$2,000.00 |
| \$4,000,000.00 | and | More | \$3,350.00 |

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC

Approaches. Approach signing shall include the following signs at a minimum. Field conditions may warrant the use of additional signs as determined by the Resident.

Road Work Next X* Miles
Road Work 500 Feet (Ahead)
End Road Work

Work Areas. At each work site, signs and channelizing devices shall be used as directed by the Resident.

Signs include:

Road Work xxxx¹.
One Lane Road Ahead
Flagger Sign

Other typical signs include:

Be Prepared to Stop
Low Shoulder
Bump
Pavement Ends

The above lists of Approach signs and Work Area signs are representative of the contract requirements. Other sign legends may be required.

Unless otherwise defined in Special Provision 105/107 or submitted and approved in the Traffic Control Plan, the following shall apply:

- The Contractor shall conduct their operations in such a manner that the roadway will not be restricted to one lane for more than 2,500 feet at each work area and no more than 4,000 feet for paving and milling work areas.
- Where more than one work area restricts traffic to one lane operation, these work areas shall be separated by at least 1 mile of two-way operation.

Temporary Centerline A temporary centerline shall be placed each day on all new pavement to be used by traffic. The temporary centerline, when specified of reflectorized traffic paint, shall conform to the standard marking patterns used for permanent markings. Failure to apply a temporary centerline daily will result in a Traffic Control Violation and suspension of paving operations until temporary markers are applied to all previously placed pavement.

¹ “Road Work Ahead” to be used in short duration operations and “Road Work xx feet” to be used in stationary operations as directed by the Resident.