



Janet T. Mills
GOVERNOR

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

Bruce A. Van Note
COMMISSIONER

March 19, 2020
Subject: Light Capital Paving
State WIN: 024051.00
Location: **Monmouth Area**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE page 85, SPECIAL PROVISION – SECTION 401 – (Light Capital Paving), Page 7 of 7, dated February 6, 2020, and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 401 – (Light Capital Paving), Page 7 of 7, dated March 16, 2020.

The following questions have been received:

Question: The map on page 44 shows paving over the Kennebec River Bridge on Map ID 1, as well as paving the bridge just before Route 27. Should the contractor plan on skipping those bridges?

Response: Yes, we will be skipping these bridges.

Question: Where is the crown of the road located on the section of Route 202 in Manchester (Map ID 3)?

Response: There is no definitive crown, we intend on just overlaying the existing lanes with 5/8 of an inch, treating each of the three lanes individually. Thru lanes will include shoulders.

Question: With the limited timeframe on the first section of Map ID 3, will the department be prepared for possible nightwork to complete this?

Response: Yes, this could be night work, but not a consecutive 24-hour shift.

Question: Per Special Provision 104 "The Railroad agrees to allow the Department to pave up to and between the tracks located within the Railroad right-of-way, and the Department agrees to complete this work as part of this contract if coordination between the Railroad and the Department happens on the CRISI Grant, if not the Department will pave up to 10' either side of

the rail as directed by the LCP Manager. Locations as follows Leeds Jct. Rd. Crossing # 365116K, Rte. 132. Crossing # 365759C and Sawyer Rd. Crossing # 365110U in the following towns Leeds, Wales, Monmouth and Greene." This is a big difference in scope of work. Has this coordination happened?

Response: Coordination has been started. At this time no information about the CRISI grant is available from the Railroad. The plan moving forward is to grind and pave up to and in between the rails.

Question: Based on special provisions 401, will the square up within 2 working days be enforced or could we limit mobs and cost to the department by continuous paving (round robin, segment to segment that are connected) with more production in one travel lane provided there is no paving suspension of more than 3 days or holiday?

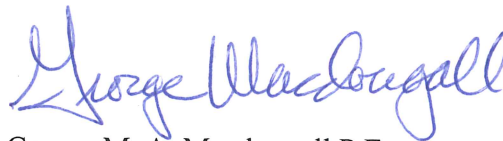
Response: See above changes to SPECIAL PROVISION – SECTION 401 – (Light Capital Paving).

Question: Spot Shim: Can the Department give locations and tonnage per section of anticipated spot shims? Or could there be an item added for the small quantity paving?

Response: No spot shims have been identified on the segments in this contract at this time. The Department will not be adding an item number for spot shims.

Consider these changes and information prior to submitting your bid on **March 25, 2020**.

Sincerely,



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

delivered to the paver, based on project conditions, plant production, and ability to finish the Hot Mix Asphalt mixture without pushing, shoving or cracking the mixtures.

Increasing placement rates may require additional rollers as determined by the Department or authorized representative. If mixture temperatures during interruptions in mix delivery are determined to be outside the specification temperature range outlined in this contract, the Contractor may be directed to halt placement operations. The defective materials shall be immediately removed and replaced with material that meets contract specifications at no cost to the Department.

Trucking and placing operations shall be scheduled to provide continuous placement of the mixture regardless of haul distance. The Contractor shall provide sufficient personnel at the paver to assure placement of the pavement in an orderly, safe, and efficient manner so as to assure a quality mat and proper overall yield.

The Contractor shall spot shim in locations as directed by the Department.

If the exposed centerline joint is $\frac{3}{4}$ " or less, the Contractor shall close exposed longitudinal joints before suspending for Memorial Day, 4th of July, Labor Day, and absences greater than 3 days. Exposed centerline joints greater than $\frac{3}{4}$ " will be matched up within $\frac{1}{2}$ mile the next day and prior to weekends, holidays, and absences.

Dust Control The Contractor is responsible for dust control on the access roads for the bituminous plant as described in Section 637 of the Standard Specifications, Revision of November 2014. This work shall be incidental to the contract.

Method of Measurement Light Capital Paving will be measured by the ton, at the contract price, according to delivery slips. Material not placed and compacted satisfactorily due to Contractor's equipment failure, daylight limitations, or weather will not be measured for payment. The delivery slips shall conform to the requirements of the most current edition of the Standard Specifications in use at the time of contract bid. Cover slips will be required to be delivered on the next working day after each paving day. Cover slips shall have the Item number, date and quantity listed.

Basis of Payment Light Capital Paving will be paid for at the contract unit price per ton, adjusted by any applicable material escalator or disincentives based on Acceptance test results. Such payment shall be full compensation for the following: obtaining, furnishing and processing all aggregate; supplying the specified PGAB bituminous material; processing, heating, mixing, weighing, hauling, placing, and compaction of the HMA mixtures; supplying and applying RS-1 emulsified asphalt to the existing pavement prior to placing any HMA; furnishing all labor, equipment, tools and all incidentals necessary to complete the work; and performing quality control testing. The maximum composite pay factor for mixes evaluated under this special provision shall be 1.00.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
461.13	Light Capital Paving	Ton