



Janet T. Mills
GOVERNOR

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

Bruce A. Van Note
COMMISSIONER

March 5, 2020
Subject: Pavement Milling, HMA
Overlay & Ultra-Thin Bonded
Wearing Course
State WINS: 024455.00 & 024459.00
Location: **Monticello, Bridgewater,
Blaine & Caribou**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE pages 17 – 18, Proposal Schedule of Items, 2 pages, dated 2/24/2020, and
REPLACE with the attached, revised Proposal Schedule of Items, 2 pages, dated 3/4/2020.

REMOVE pages 81 – 84, SPECIAL PROVISIONS - SECTION 202 – REMOVING
STRUCTURES AND OBSTRUCTIONS – (Removing Pavement Surface), 4 pages, dated February
10, 2020, and **REPLACE** with the attached, SPECIAL PROVISIONS - SECTION 202 –
REMOVING STRUCTURES AND OBSTRUCTIONS – (Removing Pavement Surface – Medium
Cut Drum), 4 pages, dated February 10, 2020.

The following questions have been received:

Question: Due to the crack sealing and other work required after milling is complete, would the Department consider changing the 7 allowable calendar days to 21 calendar days called out in Special Provision Section 105 – General Scope of Work (Limitations of Operations) – (pg. 76) “Traffic can travel on milled surfaces on mainline. After 7 calendar days, the Contractor shall repair any milled area not covered, in need of extra repair or maintenance to the satisfaction of the Resident.”

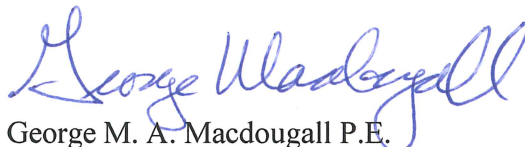
Response: See above changes.

Question: The wage rates included for the project appear high for the region, are these the wage rates that should be used on this contract?

Response: The Contractors' bids need to be based on the wage rate decision in the Contract Bid Book. However, the Department is aware of the situation and is working to get the wage rates amended. For this to happen in a more timely manner, Contractors should voice their concerns to Jeff Fisher, National Survey Coordinator, DOL at fisher.jeff@dol.gov or by phone at # 202-500-5649. If a new wage rate is available before bid opening, the Department will issue an amendment. If not, the Department will include the revised wage rates by contract modification if they are available during construction. No change to the contract's wage rates can occur except by Amendment or Contract Modification by the Department.

Consider these changes and information prior to submitting your bid on **March 18, 2020**.

Sincerely,



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

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 024455.00

Project(s): 024455.00, 024459.00

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	221,410.000 SY	_____	 _____	_____	 _____
0020	403.2081 12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	280.000 T	_____	 _____	_____	 _____
0030	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	60.000 T	_____	 _____	_____	 _____
0040	403.211 HOT MIX ASPHALT (SHIMMING)	640.000 T	_____	 _____	_____	 _____
0050	409.15 BITUMINOUS TACK COAT - APPLIED	400.000 G	_____	 _____	_____	 _____
0060	410.151 EMULSIFIED ASPHALT SEALCOAT, APPLIED	98,800.000 SY	_____	 _____	_____	 _____
0070	410.161 COVER COAT MATERIAL, SAND	300.000 LB	_____	 _____	_____	 _____
0080	424.22 ASPHALT RUBBER CRACK SEALER TYPE 2, APPLIED	29,770.000 LB	_____	 _____	_____	 _____
0090	462.301 POLYMER MODIFIED ULTRATHIN BONDED WEARING COURSE	217,190.000 SY	_____	 _____	_____	 _____
0100	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	203,990.000 LF	_____	 _____	_____	 _____
0110	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	480.000 SF	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 024455.00

Project(s): 024455.00, 024459.00

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	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	407,980.000 LF	_____	 _____	_____	 _____
0130	629.05 HAND LABOR, STRAIGHT TIME	30.000 HR	_____	 _____	_____	 _____
0140	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	80.000 HR	_____	 _____	_____	 _____
0150	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	160.000 HR	_____	 _____	_____	 _____
0160	639.18 FIELD OFFICE TYPE A	1.000 EA	_____	 _____	_____	 _____
0170	652.33 DRUM	10.000 EA	_____	 _____	_____	 _____
0180	652.34 CONE	200.000 EA	_____	 _____	_____	 _____
0190	652.35 CONSTRUCTION SIGNS	1,290.000 SF	_____	 _____	_____	 _____
0200	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	84.000 CD	_____	 _____	_____	 _____
0210	652.38 FLAGGER	1,800.000 HR	_____	 _____	_____	 _____
0220	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM		 LUMP SUM	_____	 _____
0230	659.10 MOBILIZATION	LUMP SUM		 LUMP SUM	_____	 _____

Section: 1

Total: _____

Total Bid: _____

SPECIAL PROVISIONS
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Removing Pavement Surface – Medium Cut Drum)

The November 2014 Revision of the Standard Specifications, Section 202-Removing Structures and Obstructions, subsection 202.061-Removing Pavement Surface, has been removed and replaced in its entirety by the following:

202.061 Removing Pavement Surface The equipment for removing the bituminous surface shall be a power operated milling machine or grinder capable of removing bituminous concrete pavement to the required depth, transverse cross slope, and profile grade using 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 30 foot minimum contact ski (floating beam), 24 foot non-contact ski (floating beam) with 3 or more sensors; or 3 non-contact sensors directly affixed at the fore, mid, and aft points of the milling machine. Systems designed to incorporate a contact sensor located at the mid-point of the milling machine in lieu of the non-contact sensor will be permitted. Grade control sensors shall all be located on the same side. A single sensor, contact or otherwise, shall not be permitted unless otherwise approved by the Department.

The rotary drum shall be a minimum of 7 feet in width and utilize carbide tip tools spaced not more than 5/16 inches (8mm) apart and a minimum triple wrap configuration. The difference in height from the top of any ridge to the bottom of the groove adjacent to that ridge shall not exceed 1/8 inch. The forward speed of the milling machine shall be adjusted to produce a milled surface meeting the groove spacing, groove depth, and surface tolerance requirements of this specification. The tools on the revolving cutting drum must be continually maintained and shall be replaced as warranted to provide a uniform pavement texture. The Department may evaluate the texture of the milled surface for information purposes by performing the Sand Patch test according to ASTM E 965.

The Contractor shall locate and remove all objects in the pavement through the work area that would be detrimental to the milling or grinding machine. Any structures or obstructions left within the travel lane or shoulders shall have tapers installed according to Standard Detail 202(01). The finished milled surface will be inspected before being accepted, and any deviations in the profile exceeding 1/2 inch under a 16 foot string line or straightedge placed parallel to the centerline will be corrected. Any deviations in the cross-slope that exceed 1/8 inch under a 10 foot string line or straightedge placed transversely to centerline will be corrected. All corrections will be made with approved methods and materials. Any areas that require corrective measures will be subject to the same acceptance tolerances. Excess material that becomes bonded to the milled surface will be removed to the Resident's satisfaction before the area is accepted.

On roadways with adjoining lanes carrying traffic, the Contractor shall remove the pavement surface in each lane per the conditions in Table 1, unless otherwise noted by the Department in Special Provision, Section 105 – Limitations of Operations.

TABLE 1: MILLING CONDITIONS FOR ADJOINING LANES

Depth (At Centerline)	Milling Conditions
Vertical Longitudinal Joint	
¾" and less	The Contractor may remove the pavement on a single travel lane width for each production day.
1" to 1 ¼"	The Contractor may remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before weekend or holiday suspension.
1 ½" to 2"	The Contractor may remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before the end of the following calendar day.
Greater than 2"	The Contractor shall remove the pavement over the full width of the traveled way section being milled that day.
12:1 Tapered Centerline Joint	
1 ½" to 2"	The Contractor may remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before weekend or holiday suspension. A maximum unmatched centerline joint length of 0.5 miles will be permitted over the weekend.
Greater than 2"	The Contractor shall remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before the end of the following calendar day.

The Contractor will be required to remove the pavement over the full width of the mainline traveled way, regardless of highway type, cut depth, or longitudinal joint type prior to Memorial Day, July 4th, Labor Day, suspensions exceeding three days, or other dates as specified by Special Provision, Section 105 – Limitations of Operations.

The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard. Unless otherwise addressed in the contract, the Contractor shall install additional centerline delineation such as a double RPM application, or temporary painted line. The Traffic Control Plan shall be amended to include this option and 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 effected roadway section. If this option is utilized, all additional signing, labor, traffic control devices, or incidentals will not be paid for directly, will be considered incidental to the appropriate 652 items.

On roadways with immediately adjacent shoulders, the Contractor shall remove the pavement surface in each lane per the conditions in Table 2, unless otherwise noted by the Department in Special Provision, Section 105 – Limitations of Operations.

TABLE 2: MILLING CONDITIONS FOR THE EDGE OF TRAVELED WAY

Depth (At Edge of Traveled Way)	Conditions
1" or less	The Contractor may leave a vertical edge joint exposed indefinitely.
Greater than 1" to 2"	The Contractor may leave a vertical edge joint exposed for up to 21 days after milling is performed. The Contractor shall treat vertical edge joints exposed beyond 21 days per the criteria below.
Greater than 2"	The Contractor shall treat vertical edge joints exposed per the criteria below.

When required by Table 2, the Contractor shall treat vertical edge joints through one of the options below:

1. The vertical edge shall be tapered to a zero edge by means of milling a 12:1 transition from the edge of traveled way onto the shoulder before opening the lane to traffic. Tapers shall be removed to form a vertical edge prior to the placement of the new pavement course. No additional payment will be made for tapers, or taper removal.
2. An additional 2 feet of pavement shall be removed from the shoulder to eliminate the vertical edge at the edge of travelway before opening the lane to traffic. Unless otherwise authorized by the Department, no additional payment will be made for the additional milling.
3. A pavement layer shall be placed to reduce the vertical edge to 1 inch or less before opening the lane to traffic.

As a minimum, the use of temporary painted line, or RPMs placed along the edge of traveled way at 200 foot intervals is required for all elevation differentials. When pavement milling is extended into the shoulder (including milled tapers), appropriate channelization devices shall be placed 2 feet outside the edge of the vertical face at intervals not exceeding 600 feet, and RPMs shall be placed on the remaining pavement surface along the vertical edge at 200 foot intervals. Uneven pavement signs shall be placed at a maximum spacing of ½ mile when any pavement milling operations leaves an exposed uneven pavement surface.

Weepers shall be ground across the full width sections adjacent shoulders or remaining pavement surface matching the milled travel way or shoulder milled depth to minimize water ponding in any lanes carrying traffic. Weepers shall typically be 18 – 24" inches in width, installed along each lane, at a frequency of approximately one per half mile at locations as directed by the Resident or in areas that will provide drainage for the milled areas. Installation of weepers will not be paid for directly but will be considered incidental to the contracts pavement removal item. The replacement of mix in the weeper locations shall be performed concurrently within the pavement placement operation closure using the appropriate HMA item produced for the Contract or a MaineDOT approved 9.5mm HMA. There will be no separate payment for repaving the weeper locations as they are considered incidental to the square yard price of the contracts pavement removal item.

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 21 calendar days** after being milled will be the responsibility of the MaineDOT unless otherwise noted in Special Provision Section 105 – Limitations Of Operations.

Basis of Payment

The square yard or hourly rental contract price will be full compensation for mobilizing to the site, de-mobilizing from the site, labor, supervision, cleaning of the milled surface, and all other incidentals required to complete the work. Hauling and stockpiling of the material will not be paid for directly, but will be considered incidental to the milling items.

Square Yard: Payment will be made at the contract unit price for the number of square yards removed.

Hourly: Payment will be made at the contract unit price for the number of hours of operation removing pavement surface as directed by the Resident. The equipment used for pavement removal shall be operated at the minimum speed of 50 fpm, unless the Resident directs otherwise for milled surface quality reasons, or traffic control limitations impact pavement removal operations, or site conditions make operations at the prescribed rate unreasonable. Trimming to create a vertical face along curb line, guardrail, or around structures will be considered incidental to the 202.202 items. Additional trimming beyond the incidental work described will be paid under the appropriate rental items as listed in the Contract.

Pay Item

Pay Unit

202.2023 Removing Pavement Surface - Medium Cut Drum	S.Y.
202.20231 Removing Pavement Surface - Medium Cut Drum (Hourly)	Hour