



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

December 20, 2024

Subject: Intersection Safety Improvements
State WIN: 026284.00
Location: Chelsea
Amendment No. 2

Dear Sir/Ms.:

Make the following changes to the bid documents:

In the bid book:

Remove Pages seventeen through twenty titled Proposal Schedule of Items dated 12/2/2024 and **Replace** with the attached Proposal Schedule of Items dated 12/20/2024

Remove pages 55 to 58 Special Provisions Section 202 Removing Structures and Obstructions (Removing Pavement Surface – Medium Cut Drum) and **Replace** with pages 55 to 58 Special Provisions Section 202 Removing Structures and Obstructions (Removing Pavement Surfaces)

In the Plan Sheet:

Remove sheet 2 TYPICAL SECTIONS dated 11/26/2024 and **Replace** with the attached Sheet 2 TYPICAL SECTIONS dated 12/4/2024

Remove sheet 3 Estimated Quantities dated 11/26/2024 and **Replace** with the attached Sheet 3 Estimated Quantities dated 12/4/2024

The following questions have been received:

Question: It appears that the specifications (Bit Item) calls out for a "Medium Cut Drum". There are areas where the milling could reach 5" in depth. A "Medium Cut Drum" isn't made to cut that deep. Can a regular drum be utilized? Please clarify as soon as possible.

Response: Removing Pavement Surface Item has been changed to 202.202. See attached revised Plan Sheet 3 and revised Schedule of Items. In the Bid Book remove pages 55 to 58 Special Provisions Section 202 Removing Structures and Obstructions (Removing Pavement Surface – Medium Cut Drum) and replace with pages 55 to 58 Special Provisions Section 202 Removing Structures and Obstructions (Removing Pavement Surfaces) see attached.

Question: Detail A on Sheet 02 says 8" colored concrete broom finish. Does this project require color?

Response: The concrete is not colored. See attached revised Plan Sheet #2.

Question: Is there a specified length between construction joints we need to have?

Response: Construction joints are not required. See revised Plan Sheet #2 and Special Provision Section 502 Structural Concrete (Roadway Median) Placement of Concrete in the bid book.

Question: Detail A on Sheet 2 of the plans references "8" Colored Concrete Broom Finish". There is no other reference that the Median Concrete is colored. Please confirm whether this concrete is colored and if yes, provide a specification for the coloring. With both these next few weeks being short weeks with holidays, please respond as soon as you can.

Response: The concrete is not colored. See attached revised Plan Sheet #2.

Consider these changes and information prior to submitting your bid on **January 8, 2025**.

Sincerely,



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

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 026284.00

Project(s): 026284.00

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	202.15 REMOVING EXISTING MANHOLE OR CATCH BASIN	1.000 EA	_____	 _____	_____	 _____
0020	202.202 REMOVING PAVEMENT SURFACE	3,380.000 SY	_____	 _____	_____	 _____
0030	203.20 COMMON EXCAVATION	1,430.000 CY	_____	 _____	_____	 _____
0040	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	1,435.000 CY	_____	 _____	_____	 _____
0050	403.2081 12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	400.000 T	_____	 _____	_____	 _____
0060	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	70.000 T	_____	 _____	_____	 _____
0070	403.2111 9.5 MM POLYMER MODIFIED HMA (SHIM)	140.000 T	_____	 _____	_____	 _____
0080	403.2131 12.5 MM POLYMER MODIFIED HMA BASE	275.000 T	_____	 _____	_____	 _____
0090	409.15 BITUMINOUS TACK COAT - APPLIED	700.000 G	_____	 _____	_____	 _____
0100	502.341 STRUCTURAL CONCRETE ROADWAY MEDIAN	63.000 CY	_____	 _____	_____	 _____
0110	602.30 FLOWABLE CONCRETE FILL	3.000 CY	_____	 _____	_____	 _____
0120	603.16 15 INCH CULVERT PIPE OPTION I	184.000 LF	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 026284.00

Project(s): 026284.00

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
0130	603.179 18 INCH CULVERT PIPE OPTION III	50.000 LF	_____	 _____	_____	 _____
0140	603.55 CONCRETE PIPE TIES	4.000 GP	_____	 _____	_____	 _____
0150	603.743 REMOVE & RELAY 30 INCH CONCRETE PIPE 30" RCP	44.000 LF	_____	 _____	_____	 _____
0160	604.262 CATCH BASIN TYPE B5-C	2.000 EA	_____	 _____	_____	 _____
0170	609.31 CURB TYPE 3	705.000 LF	_____	 _____	_____	 _____
0180	610.08 PLAIN RIPRAP	18.000 CY	_____	 _____	_____	 _____
0190	615.07 LOAM	18.000 CY	_____	 _____	_____	 _____
0200	618.13 SEEDING METHOD NUMBER 1	6.000 UN	_____	 _____	_____	 _____
0210	618.14 SEEDING METHOD NUMBER 2	3.000 UN	_____	 _____	_____	 _____
0220	619.12 MULCH	9.000 UN	_____	 _____	_____	 _____
0230	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	4,600.000 LF	_____	 _____	_____	 _____
0240	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	100.000 SF	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 026284.00

Project(s): 026284.00

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
0250	629.05 HAND LABOR, STRAIGHT TIME	10.000 HR	_____	 _____	_____	 _____
0260	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	10.000 HR	_____	 _____	_____	 _____
0270	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	20.000 HR	_____	 _____	_____	 _____
0280	639.19 FIELD OFFICE TYPE B	1.000 EA	_____	 _____	_____	 _____
0290	645.292 REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS TYPE II	80.000 SF	_____	 _____	_____	 _____
0300	645.56 30" STOP SIGN - SOLAR POWERED	1.000 EA	_____	 _____	_____	 _____
0310	652.33 DRUM	30.000 EA	_____	 _____	_____	 _____
0320	652.34 CONE	100.000 EA	_____	 _____	_____	 _____
0330	652.35 CONSTRUCTION SIGNS	400.000 SF	_____	 _____	_____	 _____
0340	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	120.000 CD	_____	 _____	_____	 _____
0350	652.38 FLAGGER	2,000.000 HR	_____	 _____	_____	 _____
0360	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP SUM		_____	 _____

SPECIAL PROVISIONS
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Removing Pavement Surface)

The March 2020 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 at 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 $\frac{1}{4}$ 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 $\frac{1}{2}$ 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 $\frac{3}{8}$ 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	
2” and less	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 paved 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
2” and less	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.

The milled surface shall be cleaned of all material resulting from the pavement removal operation. Loaders, skid steers, motorized side cast brooms, sweeper pick up brooms, vacuum pick up machines and hand labor may be used in any number or sequence as determined by the Contractor in order to clean the milled surfaces to the satisfaction of the Department before acceptance and opening the area up to traffic. The use of compressed air may be required to loosen any bonded materials from the surface to aid in cleaning.

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.

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

202.202 Removing Pavement Surface
202.20201 Removing Pavement Surface (Hourly)

S.Y.
Hour

Date: 11/26/2024

Username: common

Division: HIGHWAY

Filename: ... \HIGHWAY\MSTAN002_Typical.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2628400
WIN
26284.00
HIGHWAY PLANS

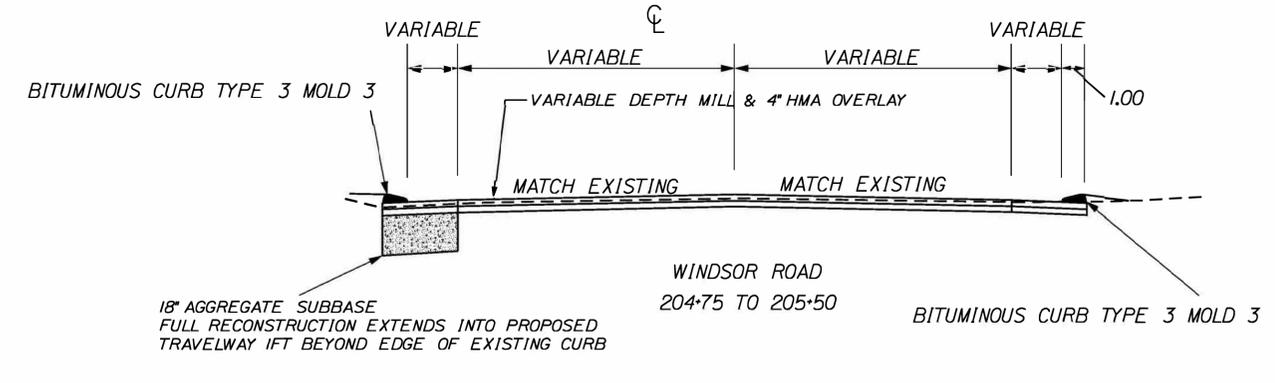
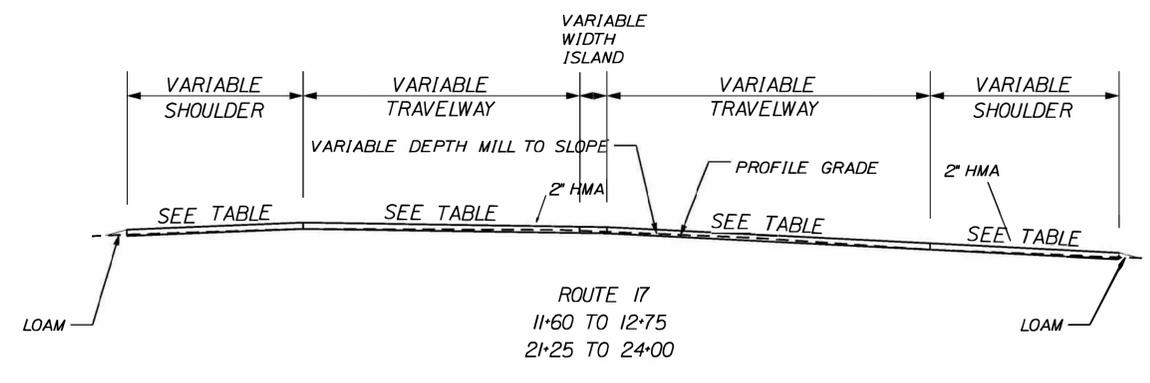
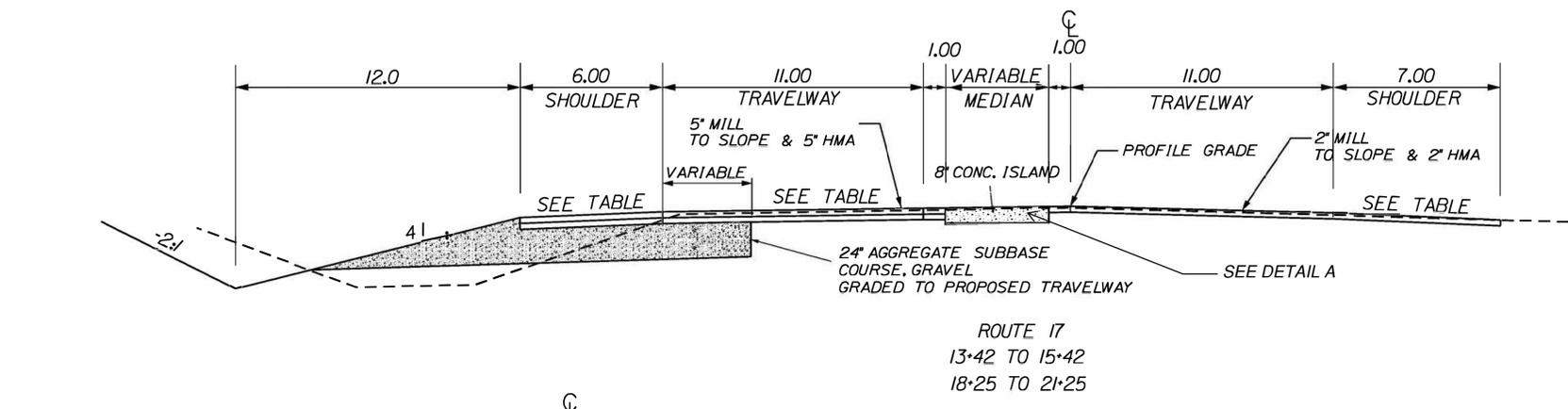
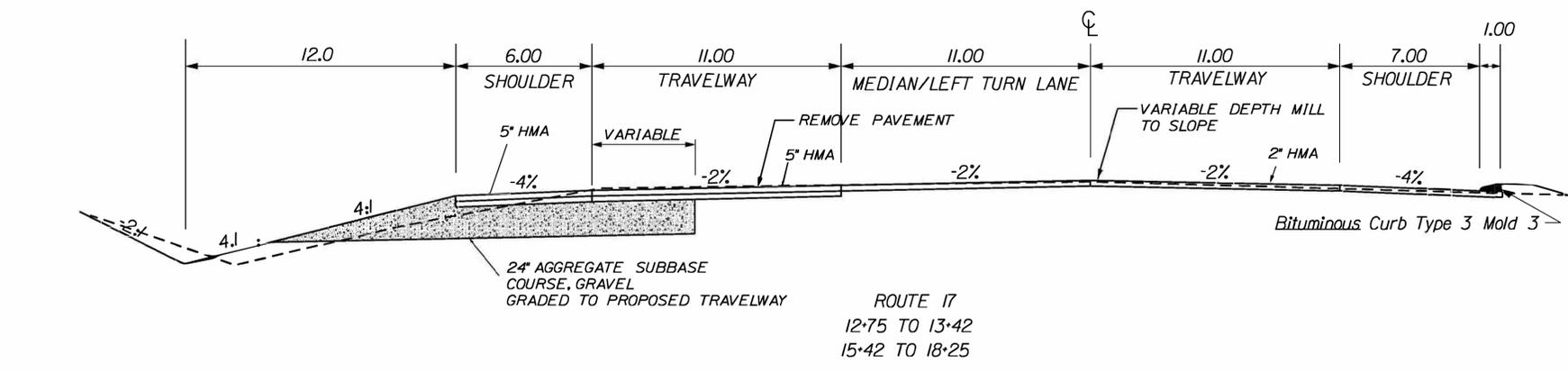
SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	DATE	BY	D. COOMBS	DATE
DESIGN DETAIL			L. DEALE	
CHECKED/REVIEWED				
DESIGN DETAIL				
DESIGN DETAIL				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

CHELSEA
ROUTE 17 & WINDSOR ROAD
TYPICAL SECTIONS

SHEET NUMBER
2
OF 24

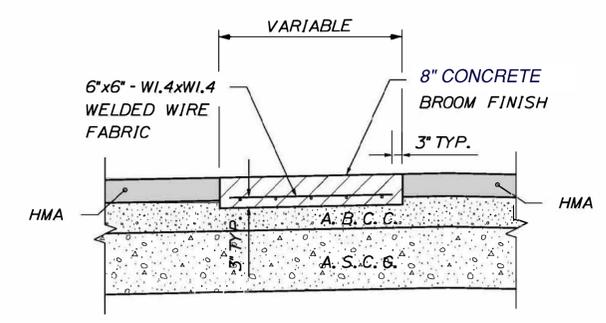
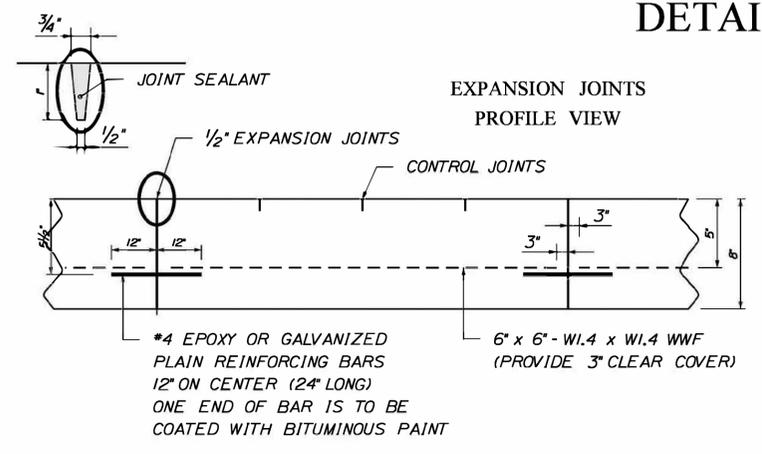
NOTES:
1. LIMIT OF ROUTE 17 TRAVELWAY RECONSTRUCTION IS EXISTING EDGE OF TRAVELWAY



SUPERELEVATION - ROUTE 17

LT. SHOULDER	LT TRAVELWAY	STATION	RT TRAVELWAY	RT. SHOULDER
MATCH	MATCH	START	MATCH	MATCH
-4%	-2%	11:60	-2%	-4%
-	-	12:00	-	-
-	-2%	20:00	-2%	-
-	-1%	20:50	-2.75%	-
-	0%	21:00	-3.5%	-4%
-	1.0%	21:50	-4.25%	-4.5%
-	1.5%	22:00	-5%	-5%
-	-	-	-	-
MATCH	MATCH	24:00	MATCH	MATCH

DETAIL A - STRUCTURAL CONCRETE MEDIAN



NOT TO SCALE

Revised 12/20/2024

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.15	REMOVING MANHOLE OR CATCHBASIN	1	EA
202.202	REMOVING PAVEMENT SURFACE	3380	SY
203.2	COMMON EXCAVATION	1430	CY
304.1	AGGREGATE SUBBASE COURSE - GRAVEL	1435	CY
403.2081	12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	400	T
403.209	HOT MIX ASPHALT 9.5 MM (DRIVES, INCIDENTALS)	70	T
403.2111	9.5 MM POLYMER MODIFIED HMA (SHUL)	140	T
403.2131	12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	275	T
409.15	BITUMINOUS TACK COAT APPLIED	700	G
502.341	STRUCTURAL CONCRETE ROADWAY MEDIAN	63	CY
602.3	FLOWABLE CONCRETE FILL	3	CY
603.16	15 INCH CULVERT PIPE OPTION 1	184	LF
603.179	18 INCH CULVERT PIPE OPTION III	50	LF
603.55	CONCRETE PIPE TIES	4	GP
603.743	REMOVE AND RELAY 30 CONCRETE PIPE	44	LF
604.282	CATCH BASIN TYPE B5-C	2	EA
609.31	CURB TYPE 3	705	LF
610.08	PLAIN RIPRAP	18	CY
615.07	LOAM	18	CY
618.13	SEEDING METHOD NUMBER 1	6	UN
618.14	SEEDING METHOD NUMBER 2	3	UN
619.12	MULCH	9	UN
627.733	4 WHITE OR YELLOW PAVEMENT MARKING LINE	4800	LF
627.75	WHITE OR YELLOW PAVEMENT MARKING LINE	100	SF
629.05	HAND LABOR, STRAIGHT TIME	10	HR
631.12	ALL PURPOSE EXCAVATOR (INC OPERATOR)	10	HR
631.72	TRUCK - LARGE (INCLUDING OPERATOR)	20	HR
639.19	FIELD OFFICE TYPE B	1	EA
645.292	REG. WARN. CONF. RT SIGNS TYPE II	80	SF
645.56	30-INCH STOP SIGN SOLAR POWERED	1	EA
652.33	DRUM	30	EA
652.34	CONE	100	EA
652.35	CONSTRUCTION SIGNS	400	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	120	CD
652.38	FLAGGER	2000	HR
656.75	TEMPORARY SOIL REESSION AND WATER POLLUTION CONTROL	1	HR
659.1	MOBILIZATION	1	LUMP SUM

CONSTRUCTION NOTES

1. EQUIPMENT RENTAL AND HAND LABOR SHALL BE USED TO RESET AND REMOVE EXISTING CONCRETE CULVERT PIPE. ANY ADDITIONAL CONCRETE PIPE WILL BECOME PROPERTY OF THE CONTRACTOR.

2. LIMITS OF WINDSOR ROAD FULL RECONSTRUCTION SHALL BE IFT INSIDE THE EXISTING EDGE OF CURB.

ITEM 202.15 REMOVING MANHOLE OR CATCHBASIN

STA. 18+35 RT

ITEM 609.31 CURB TYPE 3

REFER TO GEOMETRIC PLANS

ITEM 610.08 PLAIN RIPRAP

CULVERT RIPRAP PAD INLET RIPRAP PAD OUTLET

STA. 17+14.6, 44' LT
STA. 16+39.6, 40.33' RT
STA. 205+00, 27.04 RT

5' X 26'
15' X 5'

DRIVES AND ENTRANCES

STATIONING TYPE

12+35 LT	PAVED ENTRANCE
13+75 RT	PAVED DRIVE
16+00 LT	PAVED DRIVE
17+75 RT	PAVED DRIVE
18+00 LT	PAVED ENTRANCE
21+25 LT	GRAVEL DRIVE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2628400
WIN
26284.00 HIGHWAY PLANS

SIGNATURE _____
P.E. NUMBER _____
DATE _____

PROJECT MANAGER	D. COOMBS	BY	DATE
DESIGN - DETAILING	L. DEACLE		
CHECKED - REVIEWED			
DESIGN - DETAILING			
DESIGN - DETAILING			
REVISIONS - 1			
REVISIONS - 2			
REVISIONS - 3			
REVISIONS - 4			
FIELD CHANGES			

CHELSEA
ROUTE 17 & WINDSOR ROAD
EST. QUANTITIES/CON. NOTES

SHEET NUMBER
3
OF 24