



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

April 26, 2024
Subject: Full Depth Reclaim and other
incidental work.
WIN: 026872.30
Location: **Deblois, Beddington, T22 MD
BPP
Amendment No. 1**

Dear Sir/Ms.:

Remove pages 12 – 13 titled Proposal Schedule of Items dated April 3, 2024 and **Replace** with the attached Proposal Schedule of Items dated April 23, 2024.

Remove page 34 titled Cross Slope Sheet dated April 3, 2024 and **Replace** with the attached Cross Slope Sheet, 5 pages dated April 22, 2024.

Remove pages 36-39 titled Construction Notes dated February 15, 2024 and **Replace** with the attached Construction Notes dated April 23, 2024.

Remove page 88 titled “Special Provision 403 Hot Mix Asphalt” dated April 8, 2024 and **Replace** with the attached “Special Provision 403 Hot Mix Asphalt” dated April 26, 2024.

On pages 31-32 titled Typical Sections and **Cross out** 4” FDR with Emulsion and replace with 5” FDR with Emulsion. **Make this change in Pen & Ink.**

Consider these changes and information prior to submitting your bid on **May 1, 2024.**

Sincerely,

A handwritten signature in blue ink, reading "George Macdougall".

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

4/23/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 2

Proposal ID: 026872.30

Project(s): 026872.30

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	204.211 ADD SHOULDER AGGREGATE - TRUCK MEASURE - DEPARTMENT SUPPLIED MATERIALS	800.000 CY	_____	_____	_____	_____
0020	307.332 FULL DEPTH RECYCLED PAVEMENT(W EMULSIFIED ASPHALT STABILIZER) 5 IN. DEPTH	150,230.000 SY	_____	_____	_____	_____
0030	403.211 HOT MIX ASPHALT (SHIMMING)	250.000 T	_____	_____	_____	_____
0040	411.101 UNTREATED AGGREGATE SURFACE COURSE - TRUCK MEASURE - DEPARTMENT SUPPLIED MATERIALS TRUCK MEASURE DEPARTMENT SUPPLIED MATERIALS (PROCESSED MILLINGS)	4,500.000 CY	_____	_____	_____	_____
0050	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	192,000.000 LF	_____	_____	_____	_____
0060	629.05 HAND LABOR, STRAIGHT TIME	20.000 HR	_____	_____	_____	_____
0070	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	100.000 HR	_____	_____	_____	_____
0073	631.14 GRADER (INCLUDING OPERATOR)	20.000 HR	_____	_____	_____	_____
0076	631.15 ROLLER, EARTH AND BASE COURSE (INCLUDING OPERATOR)	20.000 HR	_____	_____	_____	_____
0080	631.161 PAVING CREW	50.000 HR	_____	_____	_____	_____

4/23/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 2 of 2

Proposal ID: 026872.30

Project(s): 026872.30

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
0090	631.162 PAVING CREW (OVERTIME)	30.000 HR	_____	_____	_____	_____
0100	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	250.000 HR	_____	_____	_____	_____
0105	631.22 FRONT END LOADER (INCLUDING OPERATOR)	150.000 HR	_____	_____	_____	_____
0110	652.34 CONE	150.000 EA	_____	_____	_____	_____
0120	652.35 CONSTRUCTION SIGNS	96.000 SF	_____	_____	_____	_____
0130	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	56.000 CD	_____	_____	_____	_____
0140	652.38 FLAGGER	1,190.000 HR	_____	_____	_____	_____
0150	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP SUM		_____	_____
0160	659.10 MOBILIZATION	LUMP SUM	LUMP SUM		_____	_____
Section: 1			Total:		_____	_____
			Total Bid:		_____	_____

CROSS SLOPE SHEET

STA	LEFT		CL Cut/Fill Depth inch	RIGHT		STA	LEFT		CL Cut/Fill Depth inch	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%		%	%		%	%		%	%
610+00			-1.00			655+50				-3.0	-3.0
609+50			-0.50			655+00				-4.0	-4.0
609+00			0.00								
						651+00	-2.0	-2.0			
605+50	-4.0	-4.0				650+50	-1.0	-1.0			
605+00	-3.0	-3.0				650+00	0.0	0.0			
604+50	-2.0	-2.0				649+50	1.0	1.0			
604+00	-1.0	-1.0				649+00	2.0	2.0			
603+50	0.0	0.0									
603+00	1.0	1.0				637+00	2.0	2.0		-4.0	-4.0
						636+50	1.0	1.0		-4.0	-4.0
593+50			0.00			636+00	0.0	0.0		-3.0	-3.0
593+00			-0.50			635+50	-1.0	-1.0		-2.0	-2.0
592+50	1.0	1.0	-1.00			635+00	-2.0	-2.0		-1.0	-1.0
592+00	0.0	0.0				634+50	-3.0	-3.0		0.0	0.0
591+50	-1.0	-1.0				634+00	-3.5	-3.5		-0.5	-0.5
591+00	-2.0	-2.0				633+50	-4.0	-4.0		1.0	1.0
589+00				-2.0	-2.0	630+00				1.0	1.0
588+50				-1.0	-1.0	629+50				0.5	0.5
588+00				0.0	0.0	629+00				0.0	0.0
587+50				0.5	0.5	628+50				-1.0	-1.0
587+00				1.0	1.0	628+00				-2.0	-2.0
584+00				1.0	1.0	622+00				-2.0	-2.0
583+50				0.5	0.5	621+50				-1.0	-1.0
583+00	-2.0	-2.0		-0.5	-0.5	621+00				0.0	0.0
582+50	-1.0	-1.0		-1.5	-1.5	620+50				0.5	0.5
582+00	0.0	0.0		-2.0	-2.0	620+00				1.5	1.5
581+50	0.5	0.5									
581+00	1.0	1.0				614+00				1.5	1.5
						613+50				1.0	1.0
571+50	1.0	1.0				613+00				0.0	0.0
571+00	0.0	0.0				612+50				-1.0	-1.0
570+50	-1.0	-1.0				612+00				-2.0	-2.0
570+00	-2.0	-2.0									

Notes: The cut/fill designated in this sheet is the change from the existing centerline profile necessary to complete the cross slope corrections as specified.

CROSS SLOPE SHEET

STA	LEFT		CL Cut/Fill Depth inch	RIGHT		STA	LEFT		CL Cut/Fill Depth inch	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%		%	%		%	%		%	%
712+50	-2.0	-2.0				735+50	-3.0	-3.0		1.0	1.0
712+00	-2.0	-2.0				735+00	-5.5	-5.5			
711+50	-4.0	-4.0									
						734+00	-5.5	-5.5			
709+50	-4.0	-4.0				733+50	-5.0	-5.0		1.0	1.0
709+00	-2.0	-2.0				733+00	-4.5	-4.5		0.0	0.0
708+50	0.0	0.0				732+50	-4.0	-4.0		-1.0	-1.0
708+00	2.0	2.0		-4.0	-4.0	732+00				-2.0	-2.0
707+50	4.0	4.0		-4.5	-4.5	731+50					
707+00				-5.0	-5.0	731+00				-2.0	-2.0
706+50				-5.5	-5.5	730+50				-1.0	-1.0
						730+00				0.0	0.0
702+00	4.0	4.0				729+50				1.0	1.0
701+50	2.0	2.0									
701+00	0.0	0.0		-5.5	-5.5	726+50				1.0	1.0
700+50	-2.0	-2.0		-4.0	-4.0	726+00				0.0	0.0
700+00	-4.0	-4.0		-3.0	-3.0	725+50				-1.0	-1.0
699+50	-3.0	-3.0		-2.0	-2.0	725+00				-2.0	-2.0
						724+50				-3.0	-3.0
688+00	-3.0	-3.0	-1.00								
687+50	-3.5	-3.5	-0.50			723+50				-3.0	-3.0
687+00			0.00			723+00				-1.5	-1.5
						722+50				0.5	0.5
672+00				-2.0	-2.0	722+00				2.5	2.5
671+50				-2.5	-2.5	721+50				3.5	3.5
671+00				-1.0	-1.0						
670+50				0.0	0.0	720+50				3.5	3.5
670+00				1.0	1.0	720+00	-4.0	-4.0		2.0	2.0
						719+50	-2.0	-2.0		0.0	0.0
667+50			0.00			719+00	-0.5	-0.5		-2.0	-2.0
667+00			-0.50			718+50	1.0	1.0		-4.0	-4.0
666+50			-1.00			718+00	2.5	2.5			
657+00	-3.5	-3.5		1.0	1.0	714+00	2.5	2.5			
656+50	-3.0	-3.0		0.0	0.0	713+50	1.0	1.0			
656+00	-2.0	-2.0		-1.5	-1.5	713+00	-0.5	-0.5			

Notes: The cut/fill designated in this sheet is the change from the existing centerline profile necessary to complete the cross slope corrections as specified.

CROSS SLOPE SHEET

STA	LEFT		CL Cut/Fill Depth inch	RIGHT		STA	LEFT		CL Cut/Fill Depth inch	RIGHT	
	Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope		Shldr Slope	Travel Lane Slope		Travel Lane Slope	Shldr Slope
	%	%		%	%		%	%		%	%
793+50	1.0	1.0				833+00			-1.00		
						832+50			-0.50	-2.0	-2.0
791+00	1.0	1.0				832+00			0.00	-1.5	-1.5
790+50	0.0	0.0									
790+00	-1.0	-1.0				822+50	-4.0	-4.0	0.00	-1.5	-1.5
789+50	-2.5	-2.5				822+00	-3.0	-3.0	-1.00	-2.0	-2.0
789+00	-4.0	-4.0									
						818+00	-3.0	-3.0			
776+50	-4.0	-4.0				817+50	-2.0	-2.0			
776+00	-2.0	-2.0				817+00	-1.0	-1.0			
775+50				-2.0	-2.0	816+50	0.0	0.0			
775+00				-4.0	-4.0	816+00	1.0	1.0			
772+00			0.00			810+50	1.0	1.0			
771+50			-0.50			810+00	0.0	0.0			
771+00			-1.00			809+50	-1.0	-1.0			
						809+00	-2.0	-2.0			
753+00	-2.0	-2.0		-4.0	-4.0	808+50	-3.0	-3.0			
752+50	-3.0	-3.0		-3.0	-3.0						
						807+50				-2.0	-2.0
749+50				-3.0	-3.0	807+00				-1.0	-1.0
749+00				-2.0	-2.0	806+50				0.0	0.0
748+50				-1.0	-1.0	806+00	-3.0	-3.0		1.0	1.0
748+00				0.0	0.0	805+50	-4.0	-4.0		2.0	2.0
747+50				1.0	1.0						
						802+50			-1.00		
742+50				1.0	1.0	802+00			-0.50	2.0	2.0
742+00				0.5	0.5	801+50			0.00	1.0	1.0
741+50				-1.5	-1.5	801+00	-4.0	-4.0		0.0	0.0
741+00				-3.0	-3.0	800+50	-3.0	-3.0		-1.0	-1.0
740+50				-4.0	-4.0	800+00				-2.0	-2.0
737+50				-4.0	-4.0	795+50	-3.0	-3.0			
737+00				-3.0	-3.0	795+00	-2.0	-2.0			
736+50				-1.5	-1.5	794+50	-1.0	-1.0			
736+00				0.0	0.0	794+00	0.0	0.0			

Notes: The cut/fill designated in this sheet is the change from the existing centerline profile necessary to complete the cross slope corrections as specified.

CONSTRUCTION NOTES

204.211 Add Shoulder Aggregate – Truck Measurement - Department Supplied Materials

To be used in shoulders prior to placing RAP where grade correction is in excess of 6". The approximate locations are listed below:

Station	to	Station	Side	Width (ft.)
471+35		474+00	Left	6.5
505+00		506+50	Left	6.5
524+50		528+50	Left	6.5
537+50		541+00	Left	6.5
594+50		600+00	Left	6.5
640+50		650+50	Left	6.5
712+50		714+50	Left	6.5
719+00		722+00	Left	6.5
726+50		727+00	Left	6.5
791+00		794+50	Left	6.5
825+00		827+00	Left	6.5
844+50		847+50	Left	6.5
893+50		897+00	Left	6.5
942+00		943+00	Left	6.5
476+50		482+50	Right	6.5
487+50		490+50	Right	6.5
575+00		583+50	Right	6.5
669+00		671+00	Right	6.5
705+00		705+50	Right	6.5
744+50		748+00	Right	6.5

307.332 Full Depth Recycled Pavement (with Emulsified Asphalt Stabilizer) 5 inch depth

Station	to	Station	Side	Width (ft.)
471+35		557+88	Lt/Rt	14.5
568+35		945+21	Lt/Rt	14.5

411.101 Untreated Aggregate Surface Course, Truck Measure, Department Supplied Materials (Processed Millings)

The estimated quantity of millings to be hauled for shimming is 4500 cubic yards. MaineDOT will provide the millings that are located at 3835 Airline Road, Beddington Maine. (Beddington Maintenance Lot).

CONSTRUCTION NOTES

Equipment Rental Items

631.161 Paving Crew

To be used for the placement of millings (Item 411.101) for cross slope correction and shoulders.

The use of pneumatic (rubber tired) rollers will not be required. At minimum, the Contractor shall be required to utilize a single 10-ton vibratory earth roller or 10-ton dual drum vibratory asphalt roller to set the untreated RAP prior to the initial FDR reclaim.

Station	to	Station	Side	**Variable Widths
471+50		474+00	Left	
488+00		493+50	Left	
503+00		506+50	Left	
521+50		530+00	Left	
533+50		539+00	Left	
548+00		549+50	Left	
556+00		558+00	Left	
574+00		584+00	Left	
587+00		590+50	Left	
592+50		594+00	Left	
599+00		609+50	Left	
611+50		617+50	Left	
635+50		650+00	Left	
658+00		661+00	Left	
678+00		683+50	Left	
697+00		700+00	Left	
707+50		708+50	Left	
712+50		715+00	Left	
722+00		722+50	Left	
741+50		744+50	Left	
775+00		781+00	Left	
794+50		796+50	Left	
803+50		806+00	Left	
815+50		817+00	Left	
823+00		832+00	Left	
837+50		844+50	Left	
848+00		849+00	Left	
851+50		853+00	Left	
860+50		863+50	Left	
892+00		893+00	Left	

CONSTRUCTION NOTES

631.161 Paving Crew, continued

Station	to	Station	Side	**Variable Widths
895+00		899+50	Left	
902+50		904+50	Left	
915+00		921+00	Left	
933+00		938+00	Left	
475+50		482+50	Right	
485+50		501+00	Right	
509+50		516+50	Right	
532+00		533+00	Right	
542+00		543+50	Right	
553+00		558+00	Right	
573+50		575+00	Right	
583+50		588+00	Right	
589+50		594+50	Right	
602+00		604+00	Right	
618+50		620+00	Right	
624+00		625+50	Right	
632+50		633+50	Right	
644+25		645+50	Right	
656+00		657+50	Right	
662+00		669+50	Right	
671+50		672+00	Right	
701+25		710+00	Right	
715+00		718+50	Right	
729+50		732+50	Right	
735+50		738+50	Right	
742+00		746+50	Right	
754+00		759+00	Right	
761+50		765+00	Right	
771+00		777+00	Right	
789+25		790+00	Right	
801+50		803+00	Right	
855+25		868+00	Right	
934+00		934+75	Right	

CONSTRUCTION NOTES

631.12 All Purpose Excavator (Including Operator)

Item to be used for pre-ditching and grading of high in-slope areas that are trapping water in the proposed shoulder locations. Item may also be used for loading excess reclaimed material generated during the Full Depth Reclaim process. This generated material shall be used for cross slope correction and shoulders.

631.172 Truck Large (Including Operator)

Item to be used for pre-ditching and grading of high in-slope areas that are trapping water in the proposed shoulder locations. Item may also be used for loading excess reclaimed material generated during the Full Depth Reclaim process. This generated material shall be used for cross slope correction and shoulders.

631.22 Front End Loader (Including Operator)

The contractor will be responsible for loading millings for cross slope correction and shoulders at the Beddington Maintenance Lot. The contractor may also use the item to load excess reclaimed material, generated during Full Depth Reclaim operations, which shall be used for cross slope correction.

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.
- Temporary lines will require one coat on the Full Depth Recycled Pavement with Emulsion.
- TOMs must be used on the Full Depth Recycled Pavement with Emulsion until temporary paint is applied.
- TOM removal will be addressed in the Traffic Control Plan.

652.35 Construction Signs

MaineDOT Maintenance and Operations will provide, install, and remove approach signage for the Project to include sideroads. MaineDOT will supply the Contractor with panel markers to delineate center line and the drop from edge of Full Depth Recycled Pavement. The initial installation of the panel markers will be paid for under Item 629.05 Hand Labor. Maintaining panel markers will be incidental to 652.36 Maintenance of Traffic. The Contractor will be responsible for all other signage required in the Standard Specifications section 652 - MAINTENANCE OF TRAFFIC.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>Spot Shim (As Directed)</u>					
Shim	9.5 mm	403.211	variable	1/more	3,10,20,30

COMPLEMENTARY NOTES

3. The design traffic level for mix placed shall be <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **65 gyrations**.
10. Section 106.6 Acceptance, (2) **Method D** as specified Section 401.21 - Quality Assurance Methods B and D. The Contractor may request a contract modification to change to testing method "C" prior to work starting on this item.
20. The combined aggregate gradation required for this item shall be classified as a 9.5mm Thin Lift Mixture (TLM) mixture, using the Aggregate Gradation Control Points as defined in 703.09.
30. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of this special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on bridge decks.

Tack Coat

A tack coat of emulsified asphalt, RS-1, RS-1h, CRS-1 or CRS-1h, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.030 gal/yd², and on milled pavement approximately 0.05 gal/yd² prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and surface course as well as to any bridge membrane prior to the placement of HMA layers at a rate not to exceed 0.030 gal/yd². Cleaning objectionable material from the pavement and furnishing and applying Item 409.15 bituminous materials to joints and contact surfaces is **incidental to the contract paving items**.