



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

March 31, 2025
Subject: Pavement Milling, In Place
Recycling
WIN: 026986.00, 027518.00 &
027514.00
Location: **Belgrade-Rome**
Amendment No. 2

Dear Sir/Ms.:

Please make the following changes to the Bid Book:

INSERT attached "Special Provision 108 Reclaim Foam CIPR Escalator", 2 pages, dated 03/23/2025 after page 161.

The following questions have been received:

Question: Would the Department allow the contractor to keep 20% RAP from the project to meet the HMA demand for this project only, and secondly keep some RAP for the 411.10 item?

Response: No.

Question: The contractor deems it very unsafe to place a person inside the existing pipes to install stainless steel bands. The incidental mortaring of joints would require a person to place themselves in each pipe ranging from 18" diameter to 72" diameter pipe. Particularly referring to Station 122+58 and 140+23 for an 18" internal band has several bands in the pipe run which leads to believe the joint on every connection will need to be accessed and potentially mortared. Would the Department consider or potentially provide an alternative to this scope?

Response: The Special Provisions cites manufacturer recommendations regarding the use of mortar if necessary. The Department may choose to eliminate any or all from the Contract.

Question: Does the Department consider the installation of these pipe bands to fall under confined space?

Response: The Department is not a Labor Standards organization.

Question: Should the Contractor consider any dewatering or coffer dams to be incidental to the pipework if flow is present?

Response: Yes, if the work will cause material to become suspended in water.

Question: I'm looking at the Crack Sealing on the subject project, Item 424.22 & 424.38 are only listed in the construction notes for. Is it a correct assumption that the 2.96 miles from Belgrade to Rome is the only stretch to be crack sealed?

Response: It is anticipated that crack sealing will only be required for WIN 26986.

Question: Can there be an asphalt index for the CIPR liquid? And what week should be used ?

Response: Special Provision 108 Reclaim Foam CIPR Escalator will be added by this RFI response.

Question: Please clarify the actual pay item dimensions for the CIPR . Plans show 12.5' with variations in the shoulder detail yielding 25'. Construction notes show 24' in mainline and some detail on stationing for shoulder widths. Please correct the Construction notes to correlate with the plans.

Response: It is anticipated that the cold in-place recycling may vary in width depending on the type, manufacturer, width of equipment used, as well as the overlap of passes in each lane. It is the Departments intent to pay the widths of actual travel way recycled with the cold in-place equipment up to 12.5-foot width per lane regardless of the equipment manufacturer or width cutting head used, unless the Department directs or approves otherwise. Travel way / shoulder breakpoints are expected to be maintained at the specified 11foot or 12 foot specified in the contract regardless of equipment type or width used. All existing break points, including centerline and shoulder, shall be maintained.

Consider these changes and information prior to submitting your bid on **April 2, 2025.**

Sincerely,



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

SPECIAL PROVISION
SECTION 108
RECYCLED ASPHALT PAVEMENT WITH BITUMINOUS ADDITIVE
PERFORMANCE GRADED BINDER PRICE ADJUSTMENT

Price adjustments will be based on the variance in costs for the performance graded binder component of recycled asphalt pavement with bituminous additive. They will be determined as follows:

Performance Graded Asphalt Binder The quantity of asphalt cement will be determined by taking the quantity of recycled asphalt pavement with bituminous additive (**example: 152,533 s.y.**) and multiplying by **(0.0060 for 5 inch CIPR) or (0.0090 for 5 inch Foamed Asphalt FDR)** for item times the difference in price in excess of 5 percent between the base price and the period price of asphalt cement. Adjustments will be made upward or downward, as prices increase or decrease.

Recycled Asphalt Pavement with Bituminous Additive The quantity of recycled asphalt pavement with bituminous additive will be determined from field measurements and shown on the progress estimate for each pay period.

Base Price The base price of performance graded binder to be used is the price per standard ton current with the bid opening date. This price is determined by using the average N.E. Barge Price, FOB, as listed in the Asphalt Weekly Monitor.

Period Price The period price of performance graded binder will be determined by the Department by using the average N.E. Barge Price, FOB, listed in the Asphalt Weekly Monitor current with the pay period ending date that the work is accomplished.

US Customary

Foamed Asphalt FDR

<u>Depth(in)</u>	<u>Item #</u>	<u>Threshold(yd²)</u>	<u>Factor(ton/yd²)</u>
4	309.34	45,900	0.0072
5	309.35	36,750	0.0090
6	309.36	30,500	0.0108

PMRAP / Emulsion FDR

<u>Depth(in)</u>	<u>Item #</u>	<u>Threshold(yd²)</u>	<u>Factor(ton/yd²)</u>
3	310.23	101,500	0.0033
4	310.24	75,750	0.0044
5	310.25	60,500	0.0055
6	310.26	50,750	0.0065

CIPR

<u>Depth(in)</u>	<u>Item #</u>	<u>Threshold(yd²)</u>	<u>Factor(ton/yd²)</u>
3	311.33	91,750	0.0036
4	311.34	68,750	0.0048
5	311.35	55,000	0.0060