



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

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

May 05, 2025  
Subject: Highway Rehab  
WIN: 027500.00  
Location: **Brunswick**  
**Amendment No. 1**

Dear Sir/Ms.:

Please make the following changes to the Bid Book:

**REMOVE**, page 84 thru 85 “SPECIAL PROVISION SECTION 107 PROSECUTION AND PROCESS”, dated 04/08/2025 and **REPLACE** with attached revised “SPECIAL PROVISION SECTION 107 PROSECUTION AND PROCESS”, 2 pages, dated 05/05/2025.

**INSERT** attached “SPECIAL PROVISIONS, SECTION 202, “REMOVING STRUCTURES AND OBSTRUCTIONS (Removing Pavement Surface – Medium Cut Drum)”, 6 pages, dated February 3, 2025 after page 95.

The following questions have been received:

**Question:** Where is Item 518.50 and 518.51 located?

**Response:** The Concrete repair is not located on the bridges; the roadway is concrete and the repairs are intended to address the larger cracking and distress areas in the road.

**Question:** How will the bridge deck membrane removal be paid for?

**Response:** No bridge deck membrane removal is required.

**Question:** What is the quality of the membrane removal?

**Response:** There is no membrane removal required.

**Question:** Please review the working days on this contract as they seem to be extremely light based on the scope of work that is required on this project.

**Response:** Please see the new 107 Special Provision dated May 5, 2025.

Consider these changes and information prior to submitting your bid on **May 14, 2025.**

Sincerely,

A handwritten signature in blue ink, reading "George Macdougall". The signature is written in a cursive style with a large initial "G".

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

SPECIAL PROVISION  
SECTION 107  
PROSECUTION AND PROGRESS  
(Contract Time – Working Days)

This Contract shall be completed within (**115**) working days. The Contractor may begin work anytime in accordance with Standard Specification 104.4.2 and upon approval of all required submittals. Time charge will commence on the start date or no later than **July 6, 2025**, whichever occurs first.

At least 10 calendar days prior to the desired Begin Construction Date **and no later than June 30, 2025**, the Contractor shall submit an **electronic copy of their signed request to begin work and the Begin Construction Date**. This signed request shall be sent read receipt through **email** with their **Schedule of Work**, in accordance with Standard Specification 107.4.2, to [Shawn.Smith@Maine.gov](mailto:Shawn.Smith@Maine.gov), [Scott.Bickford@Maine.gov](mailto:Scott.Bickford@Maine.gov). The Contractor shall notify all utility contacts listed in the 104 Special Provision and provide the utility contacts the submitted schedule of work within 2 calendar days of the schedule of work submittal. **A penalty in the amount of \$500/day will be assessed for each calendar day or partial calendar day beyond June 30<sup>th</sup> that the schedule of work is not received.** Upon receipt of the schedule of work, a pre-construction meeting will be scheduled.

The Contractor may request to adjust the submitted schedule of work and Begin Construction Date once after the initial submittal. The Department will allow adjustments in the Begin Construction Date of up to seven calendar days if the request is made at least 21 calendar days prior to the updated Begin Construction Date. This signed request shall be sent read receipt through **email** with their **Schedule of Work**, in accordance with Standard Specification 107.4.2, to [Shawn.Smith@Maine.gov](mailto:Shawn.Smith@Maine.gov) and [Scott.Bickford@Maine.gov](mailto:Scott.Bickford@Maine.gov). The Contractor shall notify all utility contacts listed in the 104 Special Provision and provide the utility contacts the updated schedule of work within 2 calendar days of the request to adjust the Begin Construction Date.

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

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 spaced not more than  $\frac{5}{16}$  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  $\frac{1}{8}$  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  $\frac{1}{2}$  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  $\frac{1}{8}$  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

<b>Depth (At Centerline)</b>	<b>Milling Conditions</b>
<b>Vertical Longitudinal Joint</b>	
$\frac{3}{4}$ " and less	The Contractor may remove the pavement on a single travel lane width for each production day.
1" to 1 $\frac{1}{4}$ "	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 $\frac{1}{2}$ " 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.
<b>12:1 Tapered Centerline Joint</b>	
1 $\frac{1}{2}$ " 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 4<sup>th</sup>, 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 <b>21 days</b> 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 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

Contractor Quality Control The Contractor shall develop and submit a Quality Control Plan (QCP) that addresses the methods to be used, equipment to be used, work accomplished (quantity measurements and tracking) as well as methods of cleaning and protection of the work as it is completed. The Contractor shall control the work and operate in accordance with the approved QCP in order to complete work meeting the contract requirements. The Contractor shall not begin pavement removal operations until the Department approves the QCP in writing.

Quality Control The QCP shall meet the requirements of Section 106.6 – Acceptance and this Section. The QCP shall address any items that affect the quality of the operation, and shall include the following personnel meeting these minimum requirements:

- a. QCP Administrator – The QCP Administrator must be a full-time employee of or a consultant engaged by the prime contractor or pavement removal subcontractor. The QCP Administrator shall have full authority to institute any and all actions necessary for the successful implementation of the QCP. The QCP Administrator (or their designee in the QCP Administrator's absence) may not be required to be onsite during all work activities but shall be available to communicate with the Department as needed.
- b. Onsite Representative - The Onsite Representative (OR) shall be onsite and work directly with the crew as needed. The OR shall perform quality control inspections or measurements at the job site to assure that layout, pavement removal depth, width, profile and final surface tolerance meet the requirements of the contract.

The QCP shall detail the coordination of the activities of the Plan Administrator, and the OR. The Superintendent shall be named in the QCP if different than the OR, and the responsibilities for successful implementation of the QCP within the companies' activities shall be outlined.

The QCP shall address any items that may impact the quality of pavement removal activities and final milled pavement surface including, but not limited to, the following:

a. General Requirements:

- Name of QCP Administrator
- Description of corrective action processes
- Remediation of defective work

b. Quality Control Plan requirements

- Name of Onsite Representative(s)
- Equipment make and model (including product sheet)
- Width of cutting drum
- Automation make, model and series (including product sheet)
- Describe automation set up, including methods to ensure pavement removal operations meet the requirements of the contract using control points, reference points, and cut points as well as any slope or cut depth transitions.
- Describe project layout, including centerline and any edge cut control, any off-set control layout to maintain or recreate centerline or edge cut control, cross slope transitions, or variable depth transitions required to perform the work
- Procedures to remove pavement surface to the required depth, width and profile
- Procedures to monitor pavement removal activities to ensure the final milled surfaces meet surface tolerance and texture requirements
- General cleaning operation activities including equipment to be used to sweep, vacuum and prepare surfaces for traffic use
- Procedures to ensure that traffic can transition from the milled to non-milled surfaces safely.
- Procedures to protect the milled surfaces from deterioration from construction activities, traffic or weather impacts

A summary of the day's results including a quantity report, equipment used, and environmental conditions will be recorded and signed by the OR and presented to the Department's representative by 1 PM the following working day.

Failure to adhere to the QCP, replace or repair defective or non-conforming equipment, or adjust material or installation procedures in an effort to produce work that meets the contract requirements will result in a notification of a quality control violation resulting in monetary penalties.

A letter describing the violation shall be provided to the Contractor which will result in a mandatory work suspension and a reduction in payment as shown in Table 106.4A below. The Contractor shall submit a letter to the Department that details the corrective action made to address the violation(s) in its Quality Control Plan. Work may resume when the Department is satisfied the corrective action will result in adherence to the Quality Control Plan.



Table 106.4 A - Quality Control Pay Reduction

Quality Control Plan Value*		Pay Reduction		
From More Than	To and Including	1st	2nd	3rd & Subsequent
\$0	\$500,000	\$1,000	\$2,000	\$4,000
\$500,000	\$1,000,000	\$2,000	\$4,000	\$8,000
\$1,000,000	\$3,000,000	\$5,000	\$10,000	\$20,000
\$3,000,000	and more	\$10,000	\$20,000	\$40,000

\* The Quality Control Plan Value is the total Bid value of all items covered by a Quality Control Plan, as detailed in the applicable specification or Special Provision.

Pay reductions for failure to comply with the approved QCP are cumulative, and the Department will deduct any pay reductions from amounts otherwise due the Contractor. These pay reductions are intended to encourage the Contractor to comply with its approved QCP, and are not necessarily related to the quality of the work provided.

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