RFQ-MCC-2515
Addendum #1

To All Bidders of RFQ-MCC-2515:

Please note: the following addendum applies to RFP-MCC-2515 and shall be taken into consideration when preparing bid documents.

EXTENTION
Proposal closing date will be extended to July 22, 2025 @ 2PM AST.

ADDITIONAL INFORMATION
The site visit identified larger cracks that will require additional materials due to their width. Sample product data sheets of material appropriate for repairs of this type follows. Bidders should take these product data sheets into consideration and quote using a similar material.

A signed copy of each Addendum must also be included with the bid submission. Failure to include this Addendum may be cause for rejection. If you have any questions, please contact Shelby Hum at shelbyhum@cumberlandcounty.ns.ca

ALL OTHER SPECIFICATIONS, TERMS AND CONDITIONS REMAIN UNCHANGED.

Acknowledgement by Bidder:

Company Name: _____

Print Name: _____

Signed: _____

Date: _____

PRODUCT DATA SHEET

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MACSEAL M.A.R.S.

HOT-APPLIED POURABLE MASTIC PATCHING MATERIAL – ASTM D8260 TYPE 3

PRODUCT DESCRIPTION

MACSEAL M.A.R.S. is a hot-applied, pourable, polymer-modified patching and repair material used for the preservation, repair, and maintenance of asphalt pavements, concrete pavements, and bridge deck surfaces

MACSEAL M.A.R.S. consists of a blend of a specially engineered, polymer-modified binder using a highly elastic polymer and a carefully selected aggregate fraction. The finished mastic will provide a durable, highly adhesive, highly flexible, and non-tacky material that is suitable for repairing wide cracks and joints, utility cuts, potholes, bridge joints, or any other similar type of pavement distresses.

GENERAL PRODUCT FEATURES

- Cures to a non-tacky finish
- Engineered for all climates
- Adheres well to both hot mix asphalt and Portland cement concrete pavements
- Relatively fine aggregate gradation allows for thin repairs and for an excellent loadbearing and impact-resistant surface finish.
- Effective solution for resurfacing utility cuts in high-traffic, urban environments

PRODUCT SUPPORT

With the ***MCA*** **Advantage**, you get a partner and advisor who will consult with you about designs, specifications, technical services, processes, and material selection. By developing innovative, custom-designed products that offer additional benefits such as peak performance in unique conditions, improved field performance, and greater environmental and health benefits, the ***MCA*** **Advantage** provides significant long-term cost savings, resulting in lower total cost of ownership.

SPECIFICATIONS AND TYPICAL RESULTS

TEST	TYPICAL RESULTS	SPEC.	
		Min	Max
Tests on Polymer-Modified Binder			
Cone Penetration (D5329), 25°C (77°F)	**53**	-	60
Cone Penetration (D5329), 50°C (122°F)	**114**	-	120
Softening Point (D36), °C (°F)	**93 (200)**	93 (200)	-
Flexibility (D3111), 25 mm Mandrel, 90° Bend, -25°C (-13°F), 2 seconds	**Pass**	Pass	-
Tests on Aggregate			
Abrasion Resistance (C131), %	**27**	-	35
Gradation (C136)			
9.5 mm (3/8"), % passing	**100**	-	-
4.75 mm (#4), % passing	**83**	-	-
0.075 mm (#200), % passing	**11**	-	-
Tests on Blended Product			
Low Temperature Flexibility (D5329), -18°C (0°F)	**Pass**	Pass	-
Specific Gravity (D2726)	**1.4 to 2.0**	-	-
Mastic Resilience (D8260), 23.5°C, %	**79**	50	-
Effects of Rapid Deformation (D8260), -29°C, 8 N-m	**Pass**	Pass	-
Crack-Bridging Ability (D8260), 3 cycles, -29°C	**Pass**	Pass	-
Mastic Stability (D8260), 70°C, mm	**32**	-	40.0

PRODUCT DATA SHEET

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MACSEAL M.A.R.S.

HOT-APPLIED POURABLE MASTIC PATCHING MATERIAL – ASTM D8260 TYPE 3

APPLICATION GUIDELINES

For detailed **MACSEAL M.A.R.S.** joint and crack preparation or specific application instructions, refer to specifying agency publications or contact an ***MCA*** representative.

Read and follow the application instructions before use. **MACSEAL M.A.R.S.** must be heated in an oil jacketed double boiler kettle with constant or full sweep agitation to the material to keep the aggregate suspended evenly.

The pavement to be repaired should be dry and free of dust, dirt, grease, loose materials, and any other matter that could affect the bonding of **MACSEAL M.A.R.S.** If the ambient temperature is colder than 5°C (40°F), the area to be repaired can be dried and warmed with a hot air lance.

MACSEAL M.A.R.S. can be applied directly to the pavement being repaired (in layers, if necessary) and smoothed to the surrounding edges.

APPLICATION TEMPERATURES

Recommended pouring temperature: 177 to 200°C (351 to 392°F)

Maximum safe heating temperature: 200°C (392°F)

TYPICAL AGGREGATE GRADATION

Mineral aggregates used should consist of clean, hard, and durable particles conforming to the below-listed physical requirements.

PACKAGING, STORAGE AND HANDLING

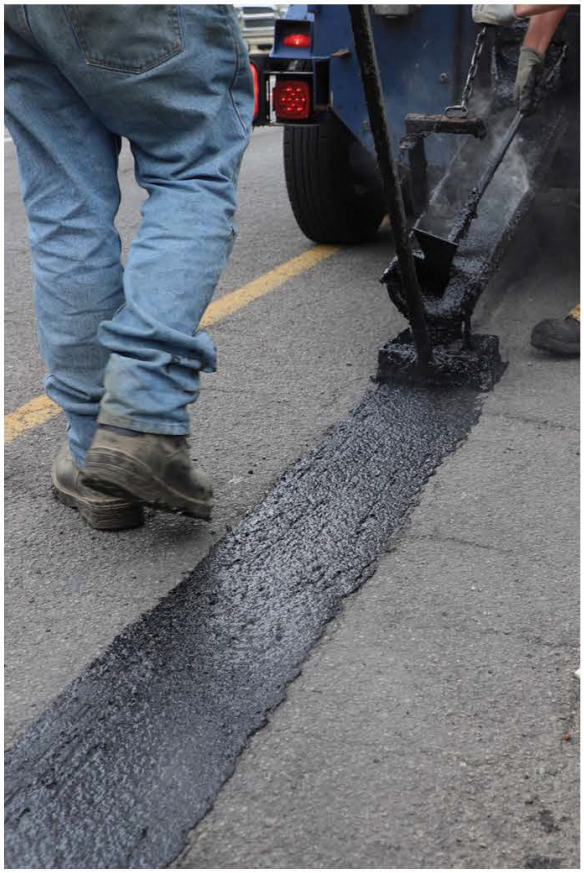
Binder and aggregate are not pre-mixed and must be mixed during heating.

MACSEAL M.A.R.S. is available in the following packaging 2 x 11 kg (25 lb) polybags in a high strength, corrugated cardboard container. **MACSEAL M.A.R.S.** in boxes should kept in a dry environment.

CERTIFICATION OF QUALITY

McAsphalt Industries Limited is accredited to the quality management standard **ISO 9001**, the environmental management standard **ISO 14001,** and the occupational health and safety standard **ISO 45001**.

Each lot of **MACSEAL M.A.R.S.** is produced using the strictest quality, safety, and environmental guidelines. Each production lot is tested to ensure it meets or exceeds all performance requirements and is delivered with a Certificate of Analysis.



ASPHALT KINGDOM

COMMERCIAL GRADE ASPHALT DRIVEWAY SEALER - CONCENTRATED ASPHALT EMULSION

TECHNICAL DATA SHEET
240410RCANE
(supersedes -)

DESCRIPTION

CONTRACTOSEAL COMMERCIAL GRADE ASPHALT DRIVEWAY SEALER - CONCENTRATED ASPHALT EMULSION An asphalt water-based emulsion coating used to prevent cracks and deterioration of asphalt pavements caused by wear and tear, freezing, oil and gasoline spills, salt, sun and rain

- Solids content : 39 %
- Viscosity : 12 000 cP

APPLICATION CONDITIONS

- Application temperature: 10 °C (50 °F) or more.
- Surface must be sound and clean

PACKAGING & COVERAGE

- 205 L Drums
- 1000 L Totes
- Bulk

Average Coverage:

Around 11.8 to 23.5 sq. ft (1.1 to 2.2 m²) per liter using a scraper depending of the surface porosity. It is suggested to test a small area first to determine the quantity needed for the whole project.

GENERAL INSTRUCTIONS

- Surface must be previously repaired with **CONTRACTOSEAL** asphalt maintenance products.
- Add 25 to 35 % of water to the concentrated product.
- Stir thoroughly. Mix to a creamy homogeneous consistency.
- **CONTRACTOSEAL COMMERCIAL GRADE ASPHALT DRIVEWAY SEALER - CONCENTRATED ASPHALT EMULSION** could be installed using a sprayer, a squeegee or a roller, ensuring not leave exceeding material at the surface.
- Let product cure 24 to 48 hours and test for dryness prior opening pavement to normal utilisation.

LIMITATIONS

- The **CONTRACTOSEAL** asphalt maintenance products must have a sufficient curing period (firm and dry) prior to the **DRIVEWAY SEALER** application.
- For best results, do not apply under blazing sun.
- If applied on a hot day, first spray the surface with water but do not leave standing water.
- Do not apply product when rain, high humidity or freezing temperatures are expected within the next 24 hours after installation.
- Do not apply on a surface if a coal-tar-pitch-based sealer has been applied and is still in good condition.
- It is recommended that the asphalt repair surface must cure for a minimum of 15 days before the application of the **DRIVE WAY SEALER**.

FOR FURTHER INFORMATION, CONSULT THE MATERIAL SAFETY DATA SHEET.

STORAGE

- Minimal storage temperature: 10 °C (50 °F)
  Keep from freezing!
- Maximum storage temperature: 40 °C (104 °F).
- Shelf live: 12 months in original unopened container.

E-CSA-010.indd

SYSTÈME QUALITÉ ISO 9001 QUALITY SYSTEM

SYSTÈME ENVIRONNEMENT ISO 14001 ENVIRONMENT SYSTEM

NOTE : SOPREMA may modify the composition and/or utilisation of its products without prior notice. Consequently orders will be filled according to the latest specification.

End of Addendum #1