

**Updated 11/05/14**

# **STATE PROJECT**

## BIDDING INSTRUCTIONS

### FOR ALL PROJECTS:

1. Use pen and ink to complete all paper Bids.
2. As a minimum, the following must be received prior to the time of Bid opening:

#### For a Paper Bid:

- a) a copy of the Notice to Contractors, b) the completed Acknowledgement of Bid Amendments form, c) the completed Schedule of Items, d) two copies of the completed and signed Contract Offer, Agreement & Award form, e) a Bid Guaranty, (if required), and f) any other certifications or Bid requirements listed in the Bid Documents as due by Bid opening.

#### For an Electronic Bid:

- a) a completed Bid using Expedite® software and submitted via the Bid Express™ web-based service, b) an electronic Bid Guaranty (if required) or a faxed copy of a Bid Bond (with original to be delivered within 72 hours), and c) any other Certifications or Bid requirements listed in the Bid Documents as due by Bid opening.
3. Include prices for all items in the Schedule of Items (excluding non-selected alternates).
4. Bid Guaranty acceptable forms are:
  - a) a properly completed and signed Bid Bond on the Department's prescribed form (or on a form that does not contain any significant variations from the Department's form as determined by the Department) for 5% of the Bid Amount or
  - b) an Official Bank Check, Cashier's Check, Certified Check, U.S. Postal Money Order or Negotiable Certificate of Deposit in the amount stated in the Notice to Contractors or
  - c) an electronic bid bond submitted with an electronic bid.
5. If a paper Bid is to be sent, "FedEx First Overnight" delivery is suggested as the package is delivered directly to the DOT Headquarters Building located at 16 Child Street in Augusta. Other means, such as U.S. Postal Service's Express Mail has proven not to be reliable.

### IN ADDITION, FOR FEDERAL AID PROJECTS:

6. Complete the DBE Proposed Utilization form, and submit with your bid. If you are submitting your bid electronically, you must FAX the form to (207) 624-3431. This is a curable defect.

*If you need further information regarding Bid preparation, call the DOT  
Contracts Section at (207) 624-3410.*

*For complete bidding requirements, refer to Section 102 of the Maine Department  
of Transportation, Standard Specifications, November 2014 Edition.*

# NOTICE

**The Maine Department of Transportation is attempting to improve the way Bid Amendments/Addendums are handled, and allow for an electronic downloading of bid packages from our website, while continuing to maintain an optional plan holders list.**

**Prospective bidders, subcontractors or suppliers who wish to download a copy of the bid package and receive a courtesy notification of project specific bid amendments must fill out the on-line plan holder registration form and provide an email address to the MDOT Contracts mailbox at: [MDOT.contracts@maine.gov](mailto:MDOT.contracts@maine.gov). Each bid package will require a separate request.**

**Additionally, interested parties will be responsible for reviewing and retrieving the Bid Amendments from our web site, and acknowledging receipt and incorporating those Bid Amendments in their bids using the Acknowledgement of Bid Amendment Form.**

**The downloading of bid packages from the MDOT website is not the same as providing an electronic bid to the Department. Electronic bids must be submitted via <http://www.BIDX.com>. For information on electronic bidding contact Patrick Corum at [patrick.corum@maine.gov](mailto:patrick.corum@maine.gov) , Rebecca Snowden at [rebecca.snowden@maine.gov](mailto:rebecca.snowden@maine.gov) or Diane Barnes at [diane.barnes@maine.gov](mailto:diane.barnes@maine.gov).**

# NOTICE

For security and other reasons, all Bid Packages which are mailed, shall be provided in double (one envelope inside the other) envelopes. The *Inner Envelope* shall have the following information provided on it:

Bid Enclosed - Do Not Open

PIN:

Town:

Date of Bid Opening:

Name of Contractor with mailing address and telephone number:

In Addition to the usual address information, the *Outer Envelope* should have written or typed on it:

Double Envelope: Bid Enclosed

PIN:

Town:

Date of Bid Opening:

Name of Contractor:

*This should not be much of a change for those of you who use Federal Express or similar services.*

Hand-carried Bids may be in one envelope as before, and should be marked with the following information:

Bid Enclosed: Do Not Open

PIN:

Town:

Name of Contractor:

October 16, 2001

**STATE OF MAINE DEPARTMENT OF TRANSPORTATION**  
Bid Guaranty-Bid Bond Form

**KNOW ALL MEN BY THESE PRESENTS THAT** \_\_\_\_\_

\_\_\_\_\_ of the City/Town of \_\_\_\_\_ and State of \_\_\_\_\_

as Principal, and \_\_\_\_\_ as Surety, a

Corporation duly organized under the laws of the State of \_\_\_\_\_ and having a usual place of

Business in \_\_\_\_\_ and hereby held and firmly bound unto the Treasurer of

the State of Maine in the sum of \_\_\_\_\_ for payment which Principal and Surety bind

themselves, their heirs, executors, administrators, successors and assigns, jointly and severally.

The condition of this obligation is that the Principal has submitted to the Maine Department of

Transportation, hereafter Department, a certain bid, attached hereto and incorporated as a

part herein, to enter into a written contract for the construction of \_\_\_\_\_

\_\_\_\_\_ and if the Department shall accept said bid

and the Principal shall execute and deliver a contract in the form attached hereto (properly

completed in accordance with said bid) and shall furnish bonds for this faithful performance of

said contract, and for the payment of all persons performing labor or furnishing material in

connection therewith, and shall in all other respects perform the agreement created by the

acceptance of said bid, then this obligation shall be null and void; otherwise it shall remain in full

force, and effect.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_ 20\_\_\_\_\_

WITNESS:

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

WITNESS

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

PRINCIPAL:

By \_\_\_\_\_

By: \_\_\_\_\_

By: \_\_\_\_\_

SURETY:

By \_\_\_\_\_

By: \_\_\_\_\_

Name of Local Agency: \_\_\_\_\_

# NOTICE

Bidders:

Please use the attached “Request for Information” form when submitting questions concerning specific Contracts that have been advertised for Bid, include additional numbered pages as required. RFI’s may be faxed to 207-624-3431, submitted electronically through the Departments web page of advertised projects by selecting the RFI tab on the project details page or via e-mail to [RFI-Contracts.MDOT@maine.gov](mailto:RFI-Contracts.MDOT@maine.gov).

These are the only allowable mechanisms for answering Project specific questions. Maine DOT will not be bound to any answers to Project specific questions received during the Bidding phase through other processes.

When submitting RFIs by Email please follow the same guidelines as stated on the “Request for Information” form and include the word “RFI” along with the Project name and Identification number in the subject line.



### **Vendor Registration**

Prospective Bidders must register as a vendor with the Department of Administrative & Financial Services if the vendor is awarded a contract. Vendors will not be able to receive payment without first being registered. Vendors/Contractors will find information and register through the following link –

<http://www.maine.gov/purchases/venbid/index.shtml>

**STATE OF MAINE DEPARTMENT OF TRANSPORTATION  
NOTICE TO CONTRACTORS**

Sealed Bids addressed to the Maine Department of Transportation, Augusta, Maine 04333 and endorsed on the wrapper "Bids for Pavement Milling, Hot Mix Asphalt Overlay with Drainage and Safety Improvements in the town of Winslow" will be received from contractors at the Reception Desk, Maine DOT Building, Capitol Street, Augusta, Maine, until 11:00 o'clock A.M. (prevailing time) on February 25, 2015 and at that time and place publicly opened and read. Bids will be accepted from all bidders. The lowest responsive bidder must have completed, or successfully complete, a Highway Construction, Paving, or project specific prequalification to be considered for the award of this contract. We now accept electronic bids for those bid packages posted on the bidx.com website. Electronic bids do not have to be accompanied by paper bids. Please note: the Department will accept a facsimile of the bid bond; however, the original bid bond must then be received at the MDOT Contract Section within 72 hours of the bid opening. Until further notice, dual bids (one paper, one electronic) will be accepted, with the paper copy taking precedence.

Description: WINS 20313.00, 20314.00, & 20315.00.

Location: In Kennebec County;

WIN No. 20313.00 project is located beginning 0.01 miles north of the Vassalboro/Winslow town line and extending northerly on Route 201 for 2.40 miles to 0.14 miles south of Route 137 (Carter Memorial Drive).

WIN No. 20314.00 project is located beginning 2.44 miles north of the Vassalboro/Winslow town line and extending northerly on Route 201 for 0.33 miles to 0.04 miles south of Bay Street.

WIN No. 20315.000 project is located beginning 0.17 miles south of Lithgow Street and extending northerly on Route 201 for 1.36 miles to the intersection of Bay Street, Benton Avenue and Clinton Avenue.

Outline of Work: Pavement Milling, Hot Mix Asphalt Overlay with Drainage and Safety Improvements and other incidental work.

For general information regarding Bidding and Contracting procedures, contact George Macdougall at (207) 624-3410. Our webpage at <http://www.maine.gov/mdot/contractors/> contains a copy of the Schedule of Items, Plan Holders List, written portions of bid amendments, drawings, bid results and an electronic form for RFI submittal. For Project-specific information fax all questions to Scott Bickford at (207) 624-3431, use electronic RFI form or email questions to [RFI-Contracts.MDOT@maine.gov](mailto:RFI-Contracts.MDOT@maine.gov), project name and identification number should be in the subject line. Questions received after 12:00 noon of Monday prior to bid date will not be answered. Bidders shall not contact any other Departmental staff for clarification of Contract provisions, and the Department will not be responsible for any interpretations so obtained. TTY users call Maine Relay 711.

Specifications and bid forms may be seen at the Maine DOT Building in Augusta, Maine and at the Department of Transportation's Regional Office in Augusta. They may be purchased from the Department between the hours of 8:00 a.m. to 4:30 p.m. by cash, credit card (Visa/Mastercard) or check payable to Treasurer, State of Maine sent to Maine Department of Transportation, Attn.: Mailroom, 16 State House Station, Augusta, Maine 04333-0016. They also may be purchased by telephone at (207) 624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Bid Book \$10 (\$13 by mail), payment in advance, all non-refundable.

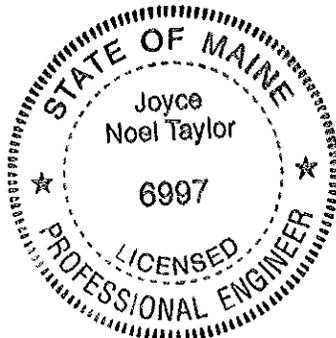
Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of \$40,000 payable to Treasurer, State of Maine as a Bid guarantee. A Contract Performance Surety Bond and a Contract Payment Surety Bond, each in the amount of 100 percent of the Contract price, will be required of the successful Bidder.

This Contract is subject to all applicable State Laws.

All work shall be governed by "State of Maine, Department of Transportation, Standard Specifications, November 2014 Edition", price \$10 [\$15 by mail], and Standard Details, November 2014 Edition, price \$20 [\$25 by mail]. They also may be purchased by telephone at (207) 624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Standard Detail updates can be found at <http://www.maine.gov/mdot/contractors/publications/>.

The right is hereby reserved to the Maine DOT to reject any or all bids.

Augusta, Maine  
February 4, 2015



A handwritten signature in black ink that reads "Joyce Noel Taylor".

JOYCE NOEL TAYLOR P. E.  
CHIEF ENGINEER

**SPECIAL PROVISION 102.7.3**  
**ACKNOWLEDGMENT OF BID AMENDMENTS**

With this form, the Bidder acknowledges its responsibility to check for all Amendments to the Bid Package. For each Project under Advertisement, Amendments are located at <http://www.maine.gov/mdot/contractors/> . It is the responsibility of the Bidder to determine if there are Amendments to the Project, to download them, to incorporate them into their Bid Package, and to reference the Amendment number and the date on the form below. The Maine DOT will not post Bid Amendments any later than noon the day before Bid opening without individually notifying all the planholders.

Amendment Number	Date

The Contractor, for itself, its successors and assigns, hereby acknowledges that it has received all of the above referenced Amendments to the Bid Package.

**CONTRACTOR**

\_\_\_\_\_  
Date

\_\_\_\_\_  
Signature of authorized representative

\_\_\_\_\_  
(Name and Title Printed)

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020313.00

Project(s): 020313.00, 020314.00, 020315.00

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	202.202 REMOVING PAVEMENT SURFACE	33,950.000 SY	_____	 _____	_____	 _____
0020	202.203 PAVEMENT BUTT JOINTS	1,590.000 SY	_____	 _____	_____	 _____
0030	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	165.000 T	_____	 _____	_____	 _____
0040	403.210 HOT MIX ASPHALT 9.5 MM	5,650.000 T	_____	 _____	_____	 _____
0050	403.2104 HOT MIX ASPHALT 9.5 MM - THIN LIFT SURFACE TREATMENT	500.000 T	_____	 _____	_____	 _____
0060	403.211 HOT MIX ASPHALT (SHIMMING)	2,280.000 T	_____	 _____	_____	 _____
0070	403.213 HOT MIX ASPHALT 12.5 MM BASE	25.000 T	_____	 _____	_____	 _____
0080	409.15 BITUMINOUS TACK COAT - APPLIED	5,160.000 G	_____	 _____	_____	 _____
0090	411.10 UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	21.000 CY	_____	 _____	_____	 _____
0100	424.37 CRACK REPAIR	15,020.000 LF	_____	 _____	_____	 _____
0110	603.55 CONCRETE PIPE TIES	2.000 GP	_____	 _____	_____	 _____
0120	603.7424 REMOVE & RELAY 24 INCH CONCRETE PIPE	12.500 LF	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020313.00

Project(s): 020313.00, 020314.00, 020315.00

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	604.16 ALTERING CATCH BASIN TO MANHOLES	1.000 EA	_____	 _____	_____	 _____
0140	604.167 CHANGE CATCH BASIN GRATE TO CASCADE	1.000 EA	_____	 _____	_____	 _____
0150	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	24.000 EA	_____	 _____	_____	 _____
0160	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	6.000 EA	_____	 _____	_____	 _____
0170	606.362 GUARDRAIL ADJUSTED	2,005.000 LF	_____	 _____	_____	 _____
0180	606.47 SINGLE WOOD POST	2.000 EA	_____	 _____	_____	 _____
0190	609.31 CURB TYPE 3	600.000 LF	_____	 _____	_____	 _____
0200	613.319 EROSION CONTROL BLANKET	200.000 SY	_____	 _____	_____	 _____
0210	615.10 DIRTY BORROW	50.000 CY	_____	 _____	_____	 _____
0220	618.14 SEEDING METHOD NUMBER 2	30.000 UN	_____	 _____	_____	 _____
0230	619.12 MULCH	30.000 UN	_____	 _____	_____	 _____
0240	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	61,514.000 LF	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020313.00

Project(s): 020313.00, 020314.00, 020315.00

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	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	1,284.000 SF	_____	 _____	_____	 _____
0260	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	61,514.000 LF	_____	 _____	_____	 _____
0270	629.05 HAND LABOR, STRAIGHT TIME	70.000 HR	_____	 _____	_____	 _____
0280	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	60.000 HR	_____	 _____	_____	 _____
0290	631.133 SKID STEER (INCLUDING OPERATOR)	40.000 HR	_____	 _____	_____	 _____
0300	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	120.000 HR	_____	 _____	_____	 _____
0310	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	20.000 HR	_____	 _____	_____	 _____
0320	639.19 FIELD OFFICE TYPE B	1.000 EA	_____	 _____	_____	 _____
0330	643.86 TRAFFIC SIGNAL LOOP DETECTORS	13.000 EA	_____	 _____	_____	 _____
0340	652.33 DRUM	41.000 EA	_____	 _____	_____	 _____
0350	652.34 CONE	405.000 EA	_____	 _____	_____	 _____
0360	652.35 CONSTRUCTION SIGNS	1,850.000 SF	_____	 _____	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020313.00

Project(s): 020313.00, 020314.00, 020315.00

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
0370	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	101.000 CD	_____	 _____	_____	 _____
0380	652.38 FLAGGER	2,650.000 HR	_____	 _____	_____	 _____
0390	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	8.000 EA	_____	 _____	_____	 _____
0400	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM		LUMP SUM	_____	 _____
0410	659.10 MOBILIZATION	LUMP SUM		LUMP SUM	_____	 _____
		Section: 1		Total:	_____	 _____
				Total Bid:	_____	 _____

## CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

\_\_\_\_\_ with its principal place of business located at \_\_\_\_\_

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

**A. The Work.**

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, **WINS 20313.00, 20314.00, & 20315.00, for the Pavement Milling, Hot Mix Asphalt Overlay with Drainage and Safety Improvements in the town of Winslow, County of Kennebec, Maine.** The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

**B. Time.**

The Contractor agrees to complete all Work, except warranty work, on or before **October 31, 2015.** Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, November 2014 Edition and related Special Provisions.

**C. Price.**

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is \_\_\_\_\_

\$\_\_\_\_\_ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

**D. Contract.**

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

**E. Certifications.**

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

**F. Offer.**

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **WINS 20313.00, 20314.00, & 20315.00, for the Pavement Milling, Hot Mix Asphalt Overlay with Drainage and Safety Improvements in the town of Winslow, County of Kennebec**, State of Maine, on which bids will be received until the time specified in the “Notice to Contractors” do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached “Schedule of Items”.

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached “Schedule of Items” in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached “Schedule of Items”, which may be ordered by the Resident, and to accept as full compensation the amount determined upon a “Force Account” basis as provided in the Standard Specifications, November 2014 Edition, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier’s check, certificate of deposit or U. S. Postal Money Order in the amount given in the “Notice to Contractors”, payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications November 2014 Edition and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Fifth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

\_\_\_\_\_

Date

\_\_\_\_\_  
(Signature of Legally Authorized Representative  
of the Contractor)

\_\_\_\_\_

Witness

\_\_\_\_\_  
(Name and Title Printed)

**G. Award.**

Your offer is hereby accepted.  
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_

Date

\_\_\_\_\_  
By: David Bernhardt, Commissioner

\_\_\_\_\_

Witness

## **CONTRACT AGREEMENT, OFFER & AWARD**

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

\_\_\_\_\_ with its principal place of business located at \_\_\_\_\_

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

### **A. The Work.**

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, **WINS 20313.00, 20314.00, & 20315.00, for the Pavement Milling, Hot Mix Asphalt Overlay with Drainage and Safety Improvements in the town of Winslow, County of Kennebec, Maine.** The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

### **B. Time.**

The Contractor agrees to complete all Work, except warranty work, on or before **October 31, 2015.** Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, November 2014 Edition and related Special Provisions.

**C. Price.**

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is \_\_\_\_\_

\$\_\_\_\_\_ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

**D. Contract.**

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

**E. Certifications.**

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

**F. Offer.**

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of: **WINS 20313.00, 20314.00, & 20315.00, for the Pavement Milling, Hot Mix Asphalt Overlay with Drainage and Safety Improvements in the town of Winslow, County of Kennebec**, State of Maine, on which bids will be received until the time specified in the “Notice to Contractors” do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached “Schedule of Items”.

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached “Schedule of Items” in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached “Schedule of Items”, which may be ordered by the Resident, and to accept as full compensation the amount determined upon a “Force Account” basis as provided in the Standard Specifications, November 2014 Edition, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier’s check, certificate of deposit or U. S. Postal Money Order in the amount given in the “Notice to Contractors”, payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications November 2014 Edition and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Fifth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

\_\_\_\_\_

Date

\_\_\_\_\_  
(Signature of Legally Authorized Representative  
of the Contractor)

\_\_\_\_\_

Witness

\_\_\_\_\_  
(Name and Title Printed)

**G. Award.**

Your offer is hereby accepted.  
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_

Date

\_\_\_\_\_  
By: David Bernhardt, Commissioner

\_\_\_\_\_

Witness

## CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and  
(Name of the firm bidding the job)  
a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at (address of the firm bidding the job)

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

**A. The Work.**

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No. **1224.00**, for the **Hot Mix Asphalt Overlay** in the town/city of **South Nowhere**, County of **Washington**, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

**B. Time.**

The Contractor agrees to complete all Work, except warranty work, on or before **November 15, 2006**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002 and related Special Provisions.

**C. Price.**

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is           (Place bid here in alphabetical form such as One Hundred and Two dollars and 10 cents)            
\$ (repeat bid here in numerical terms, such as \$102.10) Performance Bond and Payment Bond each being 100% of the amount of this Contract.

**D. Contract.**

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

**E. Certifications.**

By signing below, the Contractor hereby certifies that to the best of the Contractor's knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of December 2002 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.
2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.
3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.

**F. Offer.**

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications, Revision of December 2002, Standard Details Revision of December 2002, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

**PIN 1234.00 South Nowhere, Hot Mix Asphalt Overlay**

State of Maine, on which bids will be received until the time specified in the "Notice to Contractors" do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached "Schedule of Items".

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached "Schedule of Items" in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached "Schedule of Items", which may be ordered by the Resident, and to accept as full compensation the amount determined upon a "Force Account" basis as provided in the Standard Specifications, Revision of December 2002, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier's check, certificate of deposit or U. S. Postal Money Order in the amount given in the "Notice to Contractors", payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications Revision of 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor's Disadvantaged Business Enterprise Utilization Plan with their bid.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

\_\_\_\_\_  
Date

\_\_\_\_\_  
**(Witness Sign Here)**  
Witness

\_\_\_\_\_  
**(Sign Here)**  
(Signature of Legally Authorized Representative of the Contractor)

\_\_\_\_\_  
**(Print Name Here)**  
(Name and Title Printed)

CONTRACTOR

**G. Award.**

Your offer is hereby accepted.

This award consummates the Contract, and the documents referenced herein.

MAINE DEPARTMENT OF TRANSPORTATION

\_\_\_\_\_  
Date

\_\_\_\_\_  
By: David Bernhardt, Commissioner

\_\_\_\_\_  
(Witness)

BOND

# \_\_\_\_\_

CONTRACT PERFORMANCE BOND  
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That \_\_\_\_\_  
\_\_\_\_\_ **in the State of** \_\_\_\_\_, as principal,  
and \_\_\_\_\_,  
a corporation duly organized under the laws of the State of \_\_\_\_\_ and having a  
usual place of business \_\_\_\_\_,  
as Surety, are held and firmly bound unto the Treasurer of the State of Maine in the sum  
of \_\_\_\_\_ **and 00/100 Dollars (\$** \_\_\_\_\_ **)**,  
to be paid said Treasurer of the State of Maine or his successors in office, for which  
payment well and truly to be made, Principal and Surety bind themselves, their heirs,  
executors and administrators, successors and assigns, jointly and severally by these  
presents.

The condition of this obligation is such that if the Principal designated as Contractor in  
the Contract to construct Project Number \_\_\_\_\_ in the Municipality of  
\_\_\_\_\_ promptly and faithfully performs the Contract, then this  
obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety hereby waives notice of any alteration or extension of time made by the State  
of Maine.

Signed and sealed this \_\_\_\_\_ day of \_\_\_\_\_, 20\_\_\_\_\_

WITNESSES: SIGNATURES:

CONTRACTOR:

Signature.....

Print Name Legibly ..... Print Name Legibly .....

SURETY:

Signature .....

Print Name Legibly ..... Print Name Legibly .....

SURETY ADDRESS:

NAME OF LOCAL AGENCY:

ADDRESS .....

TELEPHONE.....

BOND # \_\_\_\_\_

CONTRACT PAYMENT BOND  
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That \_\_\_\_\_  
\_\_\_\_\_ **in the State of** \_\_\_\_\_, as principal,  
and.....  
a corporation duly organized under the laws of the State of ..... and having a  
usual place of business in .....  
as Surety, are held and firmly bound unto the Treasurer of the State of Maine for the use  
and benefit of claimants as herein below defined, in the sum of \_\_\_\_\_  
\_\_\_\_\_ **and 00/100 Dollars (\$** \_\_\_\_\_ **)**  
for the payment whereof Principal and Surety bind themselves, their heirs, executors and  
administrators, successors and assigns, jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in  
the Contract to construct Project Number \_\_\_\_\_ in the Municipality of  
\_\_\_\_\_ promptly satisfies all claims and demands incurred for all  
labor and material, used or required by him in connection with the work contemplated by  
said Contract, and fully reimburses the obligee for all outlay and expense which the  
obligee may incur in making good any default of said Principal, then this obligation shall  
be null and void; otherwise it shall remain in full force and effect.

A claimant is defined as one having a direct contract with the Principal or with a  
Subcontractor of the Principal for labor, material or both, used or reasonably required for  
use in the performance of the contract.

Signed and sealed this ..... day of ....., 20 .. .

WITNESS: SIGNATURES:

CONTRACTOR:

Signature.....

Print Name Legibly .....

SURETY:

Signature.....

Print Name Legibly .....

SURETY ADDRESS:

NAME OF LOCAL AGENCY:

..... ADDRESS .....

TELEPHONE .....

NOTICE TO CONTRACTORS - PREFERRED EMPLOYEES

Sec. 1303. Public Works; minimum wage

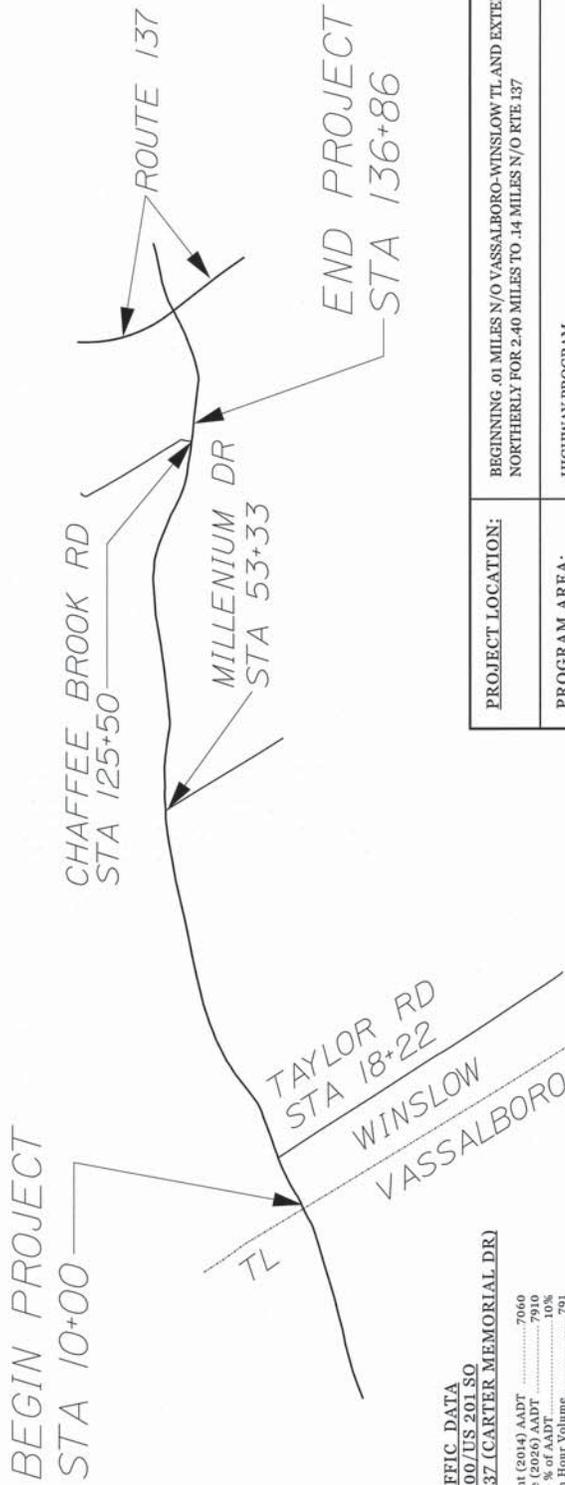
In the employment of laborers in the construction of public works, including state highways, by the State or by persons contracting for the construction, preference must first be given to citizens of the State who are qualified to perform the work to which the employment relates and, if they can not be obtained in sufficient numbers, then to citizens of the United States. Every contract for public works construction must contain a provision for employing citizens of this State or the United States. The hourly wage and benefit rate paid to laborers employed in the construction of public works, including state highways, may not be less than the fair minimum rate as determined in accordance with section 1308. Any contractor who knowingly and willfully violates this section is subject to a fine of not less than \$250 per employee violation. Each day that any contractor employs a laborer at less than the wage and benefit minimum stipulated in this section constitutes a separate violation of this section. [1997, c. 757, §1 (amd).]

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



**WINSLOW**  
KENNEBEC COUNTY

ROUTE 201/100  
**STP-2031(300)**  
PROJECT LENGTH : 2.40 MILES



**TRAFFIC DATA**  
SR 100/US 201 SO  
SR 137 (CARTER MEMORIAL DR)

Current (2014) AADT	7060
Future (2026) AADT	7910
Design Hour Volume	793
% Heavy Trucks (AADT)	5%
% Heavy Trucks (DHV)	4%
Directional Distribution (DHV)	55%
18 kip Equivalent P 2.0	351
Design Speed (mph)	35
Right of Way CL	MINOR AR
Highway Corridor Priority	3

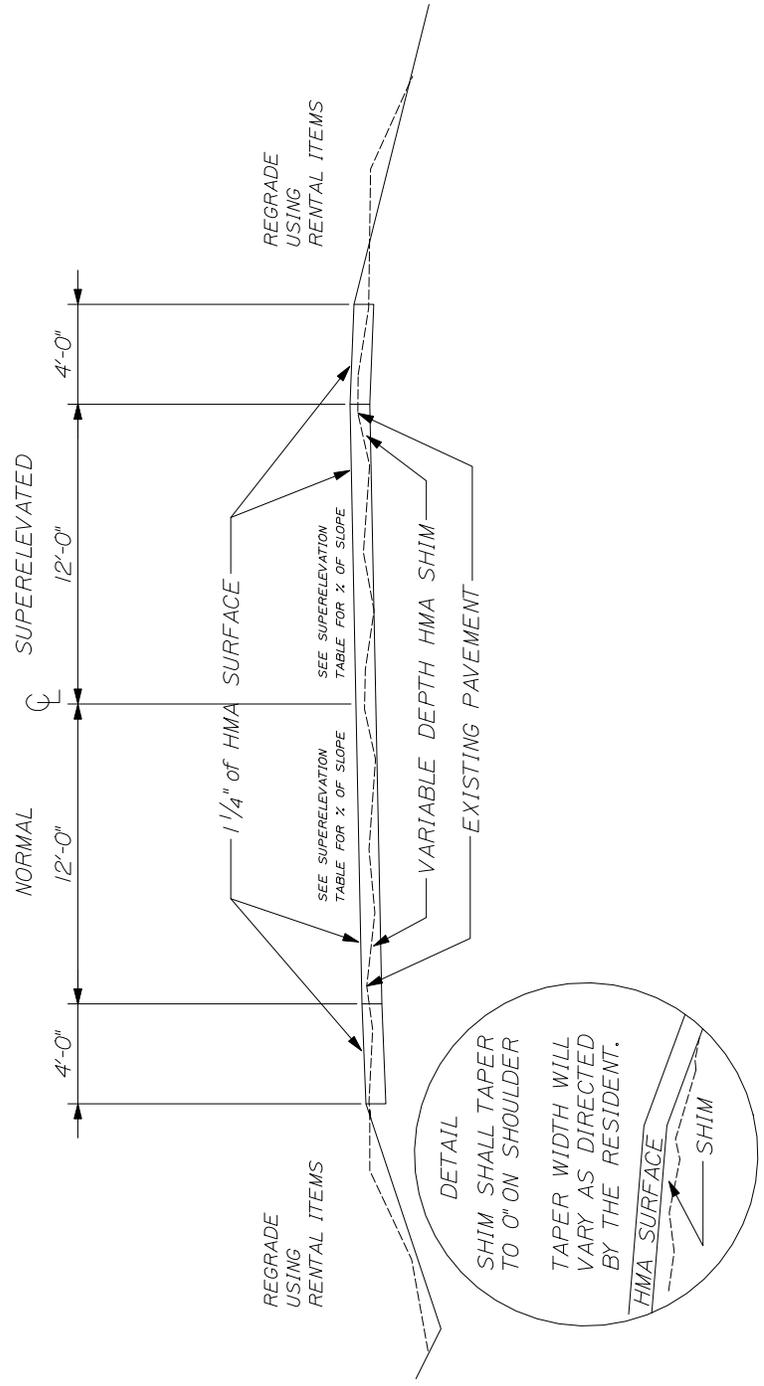
<b>PROJECT LOCATION:</b>	BEGINNING .01 MILES N/O VASSALBORO-WINSLOW TL AND EXTENDING NORTHERLY FOR 2.40 MILES TO .14 MILES N/O RTE 137
<b>PROGRAM AREA:</b>	HIGHWAY PROGRAM
<b>SCOPE OF WORK:</b>	1 1/4" OVERLAY WITH SHIM

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED DATE	COMMISSIONER 1/28/15	CHIEF ENGINEER 1/28/15
PROJECT INFORMATION	PROGRAM	PROJECT NUMBER	1
PROJECT NAME	PROJECT NUMBER	PROJECT SHEET	TITLE SHEET
PROJECT NUMBER	PROJECT SHEET	PROJECT SHEET	TITLE SHEET
PROJECT NUMBER	PROJECT SHEET	PROJECT SHEET	TITLE SHEET

**NOTE:**

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES SHALL NOT EXCEED 0.2%.

1 1/4" HOT MIX ASPHALT OVERLAY  
WITH SHIM

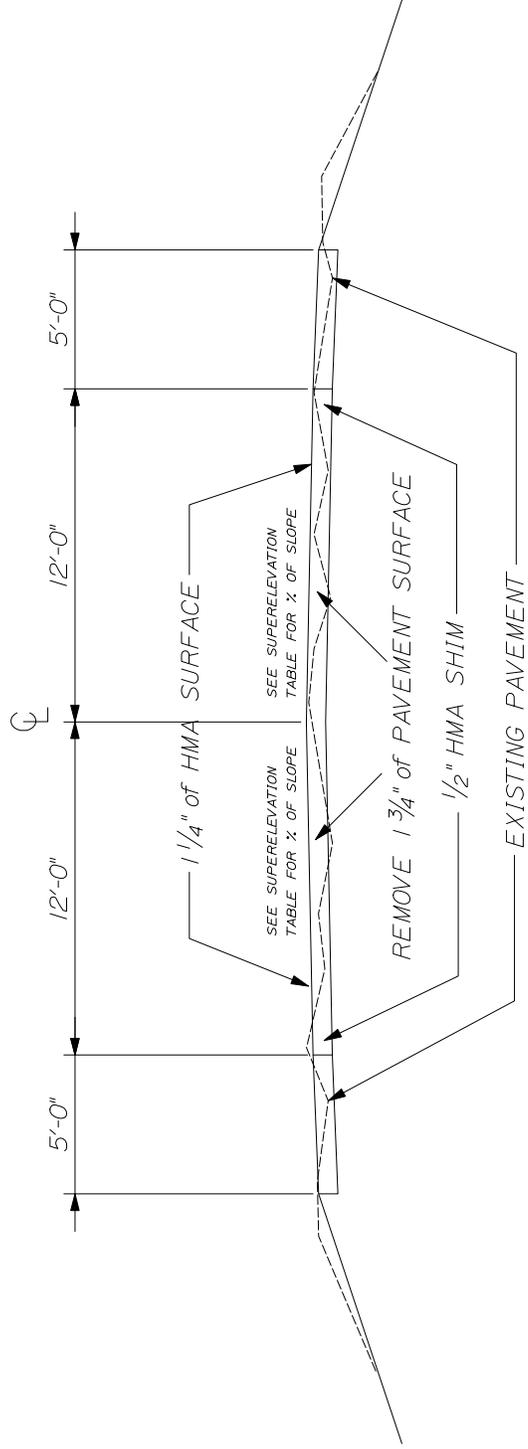




**NOTE:**

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "HOLDERS" SHALL NOT EXCEED 6%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

1 3/4" MILL & FILL  
1 1/4" SURFACE WITH SHIM



STA 115+00 - 120+00

NOT TO SCALE

**PROJECT STATIONING**

	End Project	
	136+86	
CMP Pole #42/649	136+64	
Chaffee Brook Rd	125+50	
Hydrant	123+14	
	112+77	CUL sign
Hydrant	103+40	
	94+92	CMP Pole #71/622
CMP Pole #84/616	80+35	
	71+13	Verti Drive
Hydrant	64+31	
	53+33	Millennium Drive
Hydrant	44+94	
Hydrant	33+94	
Hydrant	24+60	
	18+22	Taylor Road
	16+14	CMP Pole #131.1/57.9
	10+00	
	Begin Project	

## CONSTRUCTION NOTES

### **Item 202.202 – Removing Pavement Surface**

Sta 115+00 – 120+00 Lt & Rt

Remove the full width of pavement.

### **Item 202.203 – Pavement Butt Joints**

Project Approach at Sta 10+00 and all paved drives as directed.

### **Item 424.37 – Crack Repair**

#### Left

Sta 13+00 – 66+00

Sta 71+64 – 110+50

Sta 114+90 – 136+86

#### Right

Sta 91+31 – 104+00

Sta 105+50 – 108+15

Sta 116+00 – 136+86

### **Item 603.7424 – Remove and Relay 24” Reinforced Concrete Pipe**

Sta 20+67 Rt 12.5 LF

Use Item 603.55 – Pipe Ties in conjunction with this item.

### **Item 606.353 – Reflectorized Flexible Guardrail Marker**

Place at the beginning and end of runs of bituminous curb.

### **Item 606.362 – Guardrail Adjusted**

#### Left

Sta 10+00 – 12+27

Sta 112+88 – 115+62

#### Right

Sta 10+00 – 11+69

Sta 50+44 – 52+82

Sta 112+95 – 115+43

### **Item 606.47 – Single Wood Post**

Sta 63+44 Lt

Sta 69+64 Lt

## CONSTRUCTION NOTES

### **Item 609.31 – Curb Type 3**

<u>Left</u>	<u>Right</u>
Sta 85+34 – 85+69	Sta 39+75 – 40+68
Sta 125+57 – 125+87	Sta 40+93 – 42+74
	Sta 43+51 – 43+78
	Sta 44+05 – 45+31
	Sta 46+00 – 47+05

### **Item 615.10 – Dirty Borrow**

Sta 11+69 – 17+97 Rt  
Sta 18+47 – 39+75 Rt  
Sta 47+05 – 52+95 Rt  
Sta 53+70 – 61+73 Rt  
Sta 62+72 – 70+67 Rt

The stations listed above are identified as more than 1 ¼” drop off from existing pavement. All material acquired from equipment rental items shall be used prior to hauling dirty borrow.

### **Item 627.78 Temporary Pavement Marking Line, White or Yellow**

- Temporary center lines shall be painted on all matched pavement within one week.
- Temporary edge lines shall be painted on all pavement layers within four weeks.
- All temporary lines shall be painted prior to final striping.
- Multilane sections, truck lanes, and milled surfaces must be striped daily on all matched pavement layers.
- TOMs must be used on all pavement layers until temporary paint is applied.
- TOMs will be removed before final striping.
- TOM removal will be addressed in the Traffic Control Plan.
- Only painted temporary line will be paid under this item. TOMs will be considered incidental to the contract.

## CONSTRUCTION NOTES

### **Items 629 & 631 – Hourly Rental**

These Items are for use in grading slopes, cleaning existing pipes and cleaning below guardrail.

### **Item 652.35 Construction Signs**

Two Road Work Next 3 miles signs will be required as part of this project.

### **Item 652.41 – Portable Changeable Message Sign**

This item shall be located south of the project. Signs covering the other end will be covered by WIN 20314.00.

### SLOPE WORKSHEET

Left Slope %	Station	Right Slope %	Left Slope %	Station	Right Slope %	Left Slope %	Station	Right Slope %
1.0	31+50	-1.0	1.0	70+50	-1.0	2.5	101+00	-3.0
0.0	31+00	-1.0	1.0	70+00	-1.5	2.0	100+50	-2.5
-0.5	30+50	0.5	1.5	69+50	-2.0	1.0	100+00	-2.0
-1.0	30+00	1.0	↓	↓	↓	0.5	99+50	-1.5
-1.5	29+50	1.5	1.5	65+00	-2.0	0.0	99+00	-1.5
↓	↓	↓	0.0	64+50	-2.0	-0.5	98+50	-1.5
-1.5	28+50	1.5	-0.5	64+00	-2.0	-1.0	98+00	-1.5
-2.5	28+00	2.5	-1.0	63+50	-2.0	-1.5	97+50	-1.5
↓	↓	↓	-1.5	63+00	-2.0	-2.0	97+00	-1.5
-2.5	25+00	2.5	↓	↓	↓	↓	↓	↓
-3.0	24+50	3.0	-1.5	61+00	-2.0	-2.0	93+00	-1.5
↓	↓	↓	-2.0	60+50	-2.0	-2.0	92+50	0.0
-3.0	23+00	3.0	↓	↓	↓	-2.5	92+00	1.5
-2.5	22+50	2.5	-2.0	47+50	-2.0	-2.5	91+50	2.5
-2.0	22+00	2.0	-1.5	47+00	-2.0	↓	↓	↓
↓	↓	↓	↓	↓	↓	-2.5	88+00	2.5
-2.0	21+00	2.0	-1.5	45+50	-2.0	-2.0	87+50	2.0
-1.5	20+50	1.5	-1.5	45+00	-1.0	↓	↓	↓
-1.0	20+00	1.0	↓	↓	↓	-2.0	85+00	2.0
-0.5	19+50	0.5	-1.5	44+00	-1.0	-3.0	84+50	3.0
1.0	19+00	-1.0	-1.0	43+50	-1.0	↓	↓	↓
↓	↓	↓	0.0	43+00	-1.0	-3.0	81+50	3.0
1.0	16+00	-1.0	1.0	42+50	-1.0	-2.5	81+00	2.5
0.5	15+50	-0.5	2.0	42+00	-2.0	↓	↓	↓
-1.0	15+00	1.0	2.5	41+50	-2.5	-2.5	78+00	2.5
-1.0	14+50	1.0	↓	↓	↓	-2.0	77+50	2.0
-2.0	14+00	2.0	2.5	37+50	-2.5	-1.5	77+00	1.5
↓	↓	↓	3.0	37+00	-3.0	-0.5	76+50	1.0
-2.0	12+00	2.0	↓	↓	↓	-0.5	76+00	0.5
-1.0	11+50	1.0	3.0	33+00	-3.0	0.5	75+50	-0.5
-1.0	11+00	-1.0	2.0	32+50	-2.0	1.0	75+00	-1.0
-1.0	10+50	-2.0	1.0	32+00	-1.0	↓	↓	↓

**SLOPE WORKSHEET**

Left Slope %	Station	Right Slope %
-2.0	126+00	2.0
↓	↓	↓
-2.0	124+00	2.0
-2.0	123+50	1.0
-2.0	123+00	0.0
-2.0	122+50	-1.0
↓	↓	↓
-2.0	121+50	-1.0
-2.0	121+00	0.5
-2.0	120+50	1.0
-2.5	120+00	1.5
-4.0	119+50	3.0
-4.5	119+00	4.5
↓	↓	↓
-4.5	116+00	4.5
-3.5	115+50	3.5
-2.5	115+00	2.5
-1.5	114+50	1.0
-0.5	114+00	0.0
0.5	113+50	-0.5
1.0	113+00	-1.0
1.5	112+50	-1.5
2.0	112+00	-2.0
2.0	111+50	-2.5
↓	↓	↓
2.0	105+00	-2.5
2.0	104+50	-3.0
2.0	104+00	-3.0
2.5	103+50	-3.0
↓	↓	↓

Left Slope %	Station	Right Slope %
-6.0	137+00	5.5
↓	↓	↓
-6.0	134+50	5.5
-5.0	134+00	5.0
-4.5	133+50	4.0
-4.0	133+00	3.5
-3.0	132+50	2.5
-2.0	132+00	1.0
-2.0	131+50	-0.5
-2.0	131+00	-1.5
↓	↓	↓
-2.0	128+00	-1.5
-2.0	127+50	-0.5
-2.0	127+00	0.5
-2.0	126+50	1.5

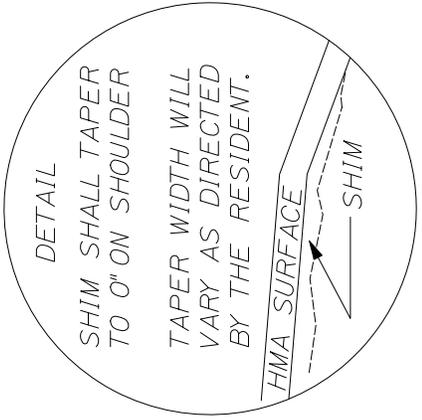
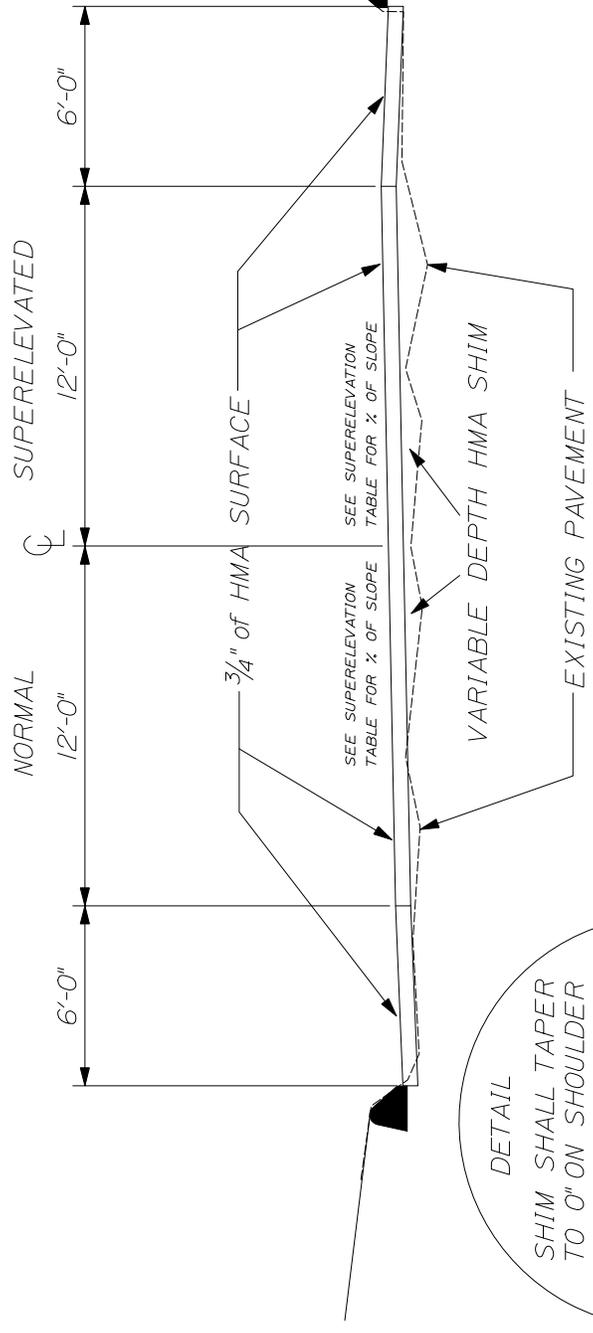


PROJ. NUMBER	SHAWN SMITH	BY	DATE
CHECKED			
DESIGNED			
REVISIONS			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

**NOTE:**

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3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "HOLDERS" SHALL NOT EXCEED 6%.

**3/4" HMA OVERLAY WITH SHIM**

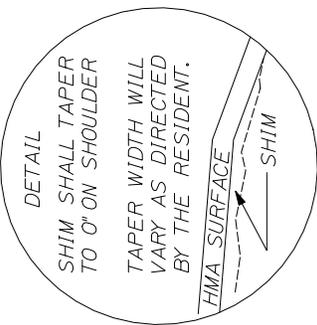
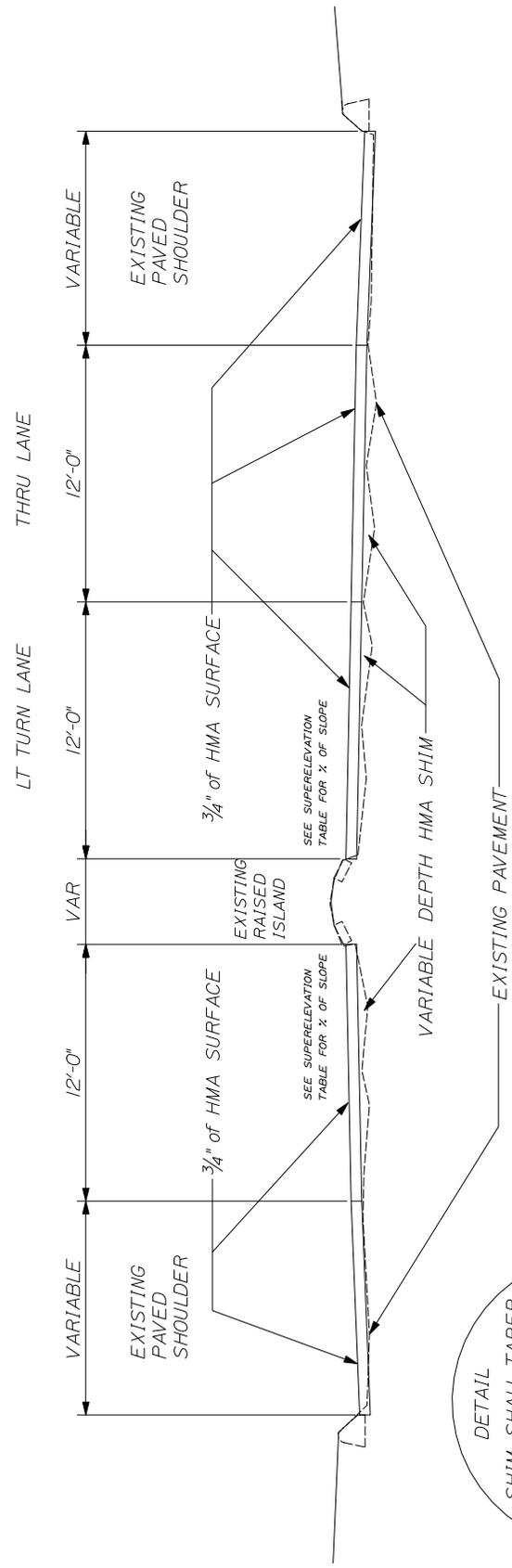


NOT TO SCALE

**NOTE:**

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "HOLLERS" SHALL NOT EXCEED 0.4%.

**3/4" HMA OVERLAY WITH SHIM SHOWING  
VARIABLE WIDTH ISLAND  
AND TURN LANES**



**PROJECT STATIONING**

	End Project	
	155+51	
Hydrant / water gate	154+69	
	153+45	CMP Pole # 32/35/50
	150+23	CMP Pole # 34/52
	145+30	CMP Pole # 37/35/54
Carter Memorial Drive	144+33	Carter Memorial Drive
	136+86	
	Begin Project	

## CONSTRUCTION NOTES

### Item 202.203 – Butt Joints

#### Left

Sta 143+50 – 144+33

Sta 137+79

Sta 146+23

Sta 151+54

Sta 154+04

#### Right

Sta 143+50 – 144+33

Sta 137+96

Sta 139+50

Sta 140+00

Sta 141+15

Sta 148+14

Sta 149+72

Sta 152+42

### Item 627.78 – Temporary Pavement Marking Line, White or Yellow

- Temporary center lines shall be painted on all matched pavement within one week.
- Temporary edge lines shall be painted on all pavement layers within four weeks.
- All temporary lines shall be painted prior to final striping.
- Multilane sections, truck lanes, and milled surfaces must be striped daily on all matched pavement layers.
- TOMs must be used on all pavement layers until temporary paint is applied.
- TOMs will be removed before final striping.
- TOM removal will be addressed in the Traffic Control Plan.
- Only painted temporary line will be paid under this item. TOMs will be considered incidental to the contract.

### Item 652.41 – Portable Changeable Message Sign

These boards shall be located on Augusta Road Carter Memorial Drive.

**SLOPE WORKSHEET**

Left Slope %	Station	Right Slope %
-2.0	156+00	0.5
-2.0	155+50	-1.0
-2.0	155+00	-2.0
↓	↓	↓
-2.0	154+00	-2.0
-1.0	153+50	-2.0
0.0	153+00	-2.0
1.0	152+50	-2.5
2.0	152+00	-2.5
↓	↓	↓
2.0	148+50	-2.5
2.0	148+00	-2.0
1.5	147+50	-2.0
1.0	147+00	-2.0
0.5	146+50	-2.0
-1.0	146+00	-2.0
-1.0	145+50	-2.0
-1.0	145+00	-1.0
↓	↓	↓
-1.0	143+50	-1.0
-1.5	143+00	-1.0
↓	↓	↓
-1.5	140+50	-1.0
-2.0	140+00	-1.0
-2.0	139+50	-1.0
-2.0	139+00	0.5
-2.0	138+50	2.0
-3.5	138+00	3.5
-5.5	137+50	5.5
-6.0	137+00	5.5
-6.0	136+50	5.5

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

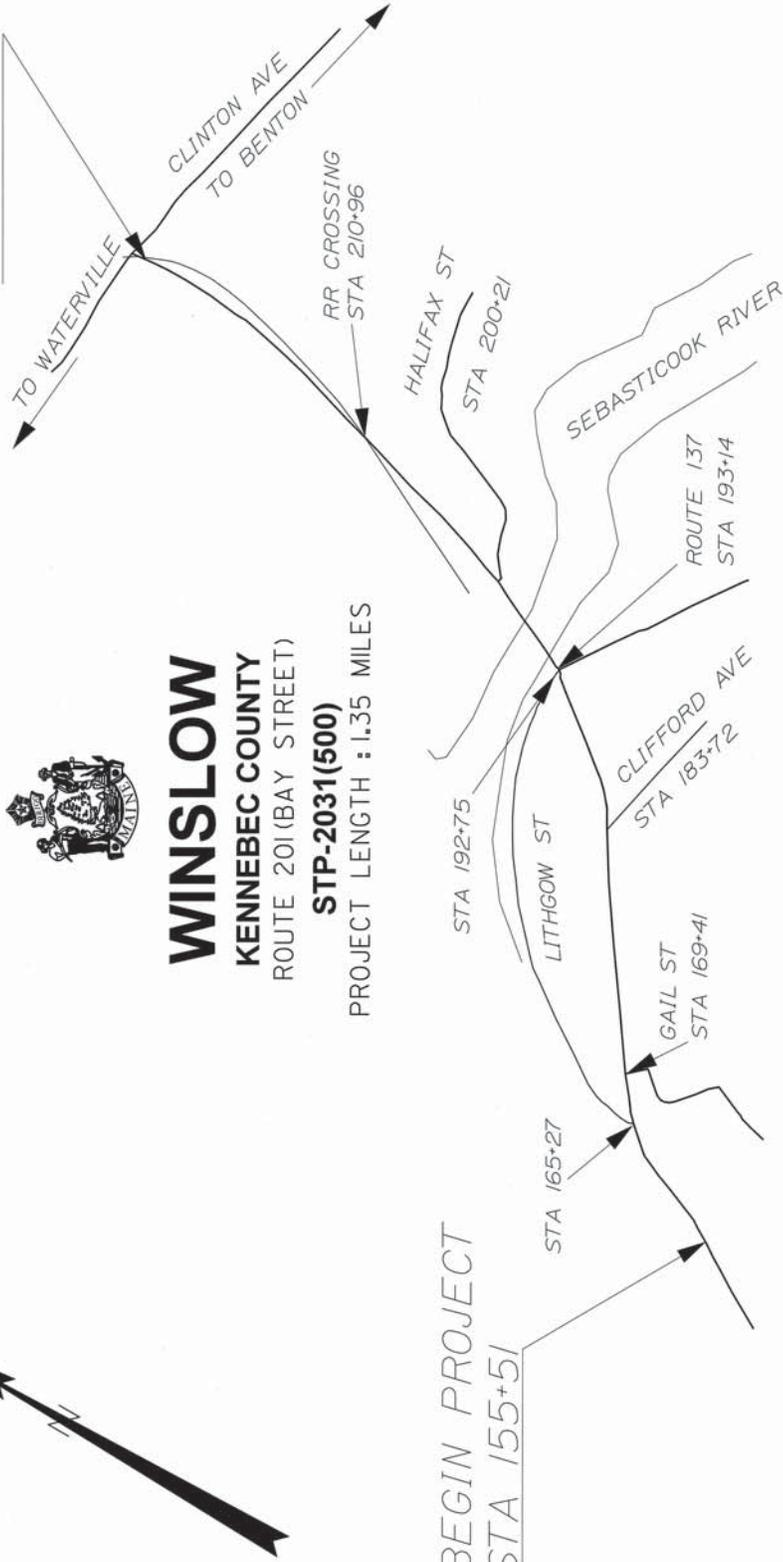


**WINSLOW**  
KENNEBEC COUNTY  
ROUTE 201 (BAY STREET)

**STP-2031(500)**  
PROJECT LENGTH : 1.35 MILES

END PROJECT  
STA 227+00

BEGIN PROJECT  
STA 155+51



**TRAFFIC DATA**  
SR 100/US 201 SW/O CLIFFORD AVE

Current (2014) AADT	7560
Future (2026) AADT	8470
DHV - % of AADT	10%
% Heavy Trucks (AADT)	5%
% Heavy Trucks (DHV)	4%
Directional Distribution (DHV)	55%
18 kip Equivalent P 2.0	352
Design Speed (mph)	335
Functional Class:	MINOR ART
Highway Corridor Priority	3

**TRAFFIC DATA**  
SR 100/L37/US 201 N/O SR 137 CHINA RD

Current (2014) AADT	16680
Future (2026) AADT	18680
DHV - % of AADT	10%
% Heavy Trucks (AADT)	18%
% Heavy Trucks (DHV)	2%
Directional Distribution (DHV)	52%
18 kip Equivalent P 2.0	468
Design Speed (mph)	446
Functional Class:	MINOR ART
Highway Corridor Priority	3

**PROJECT LOCATION:**

BEGINNING 0.17 MI S/O LITHGOW ST & EXTENDING NORTHERLY TO THE INTERSECTION OF CLINTON AVE (LESS BRIDGE DECK & APPROACHES)

**PROGRAM AREA:**

HIGHWAY PROGRAM

**SCOPE OF WORK:**

1 3/4" MILL & FILL

DATE	APPROVED
1/28/15	<i>[Signature]</i>
1-28-15	COMMISSIONER
	CHIEF ENGINEER

DATE	1-20-15
P.E. NUMBER	8580
SIGNATURE	<i>[Signature]</i>

PROJECT INFORMATION	
PROGRAM	
PROJECT NUMBER	
PROJECT NAME	
CONTRACT	
CONTRACTOR	
PROJECT RESIDENT	
PROJECT COMPLETION DATE	

ROUTE 201 (BAY STREET)	TITLE SHEET
WINSLOW	

SHEET NUMBER	1
OF 1	

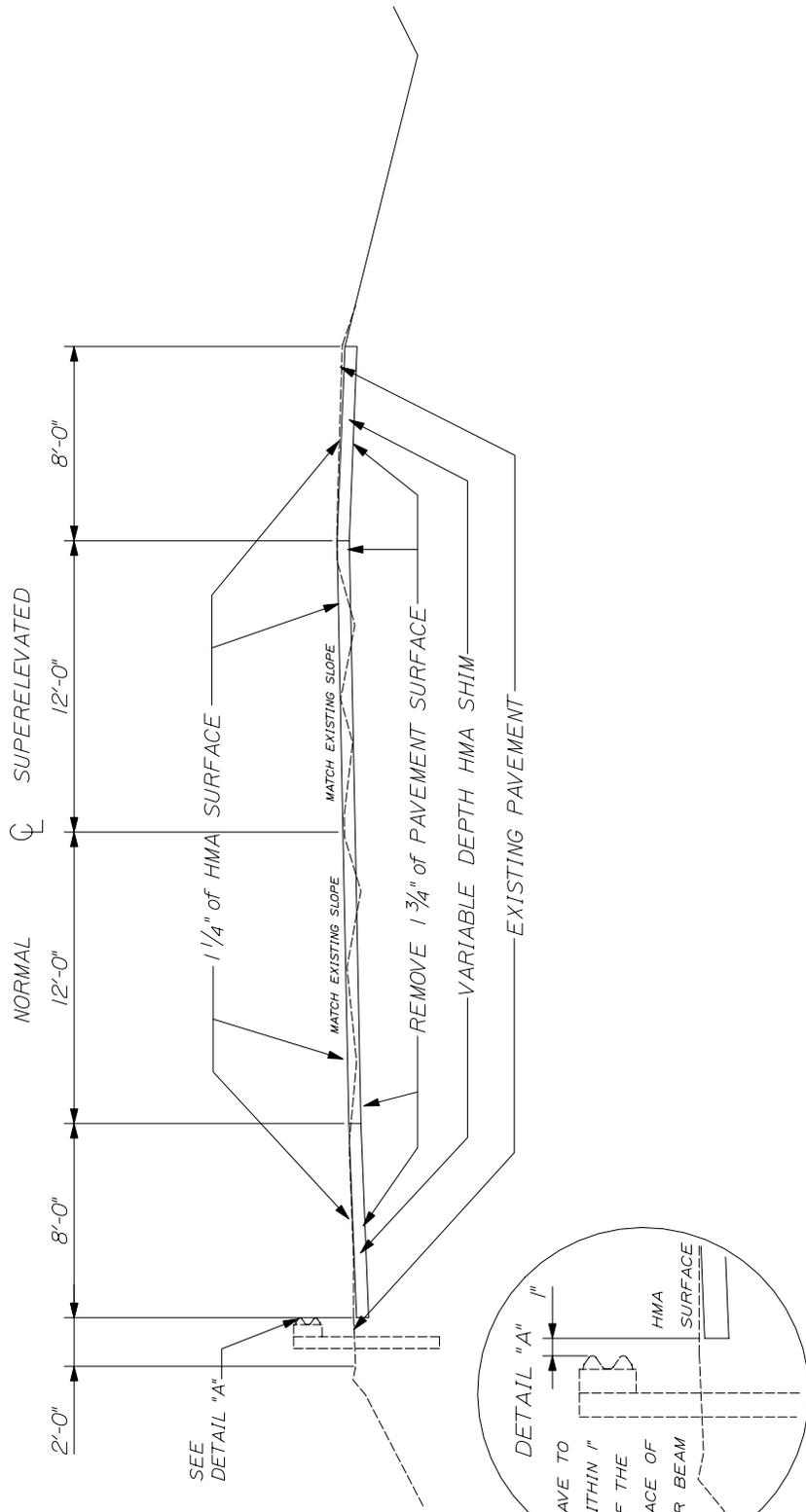
WIN 20315.00 STP-2031(500)

PROJ. NUMBER	SHAWN SMITH	BY	DATE
CHECKED/REVISED			
DESIGN/DATE			
REVISIONS			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
DATE			
P.E. NUMBER			
SIGNATURE			

**NOTE:**

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES SHOULD NOT EXCEED 0.2%.

*1 3/4" MILL & FILL  
 SHOWING SUPERELEVATED  
 AND GUARDRAIL SECTIONS*

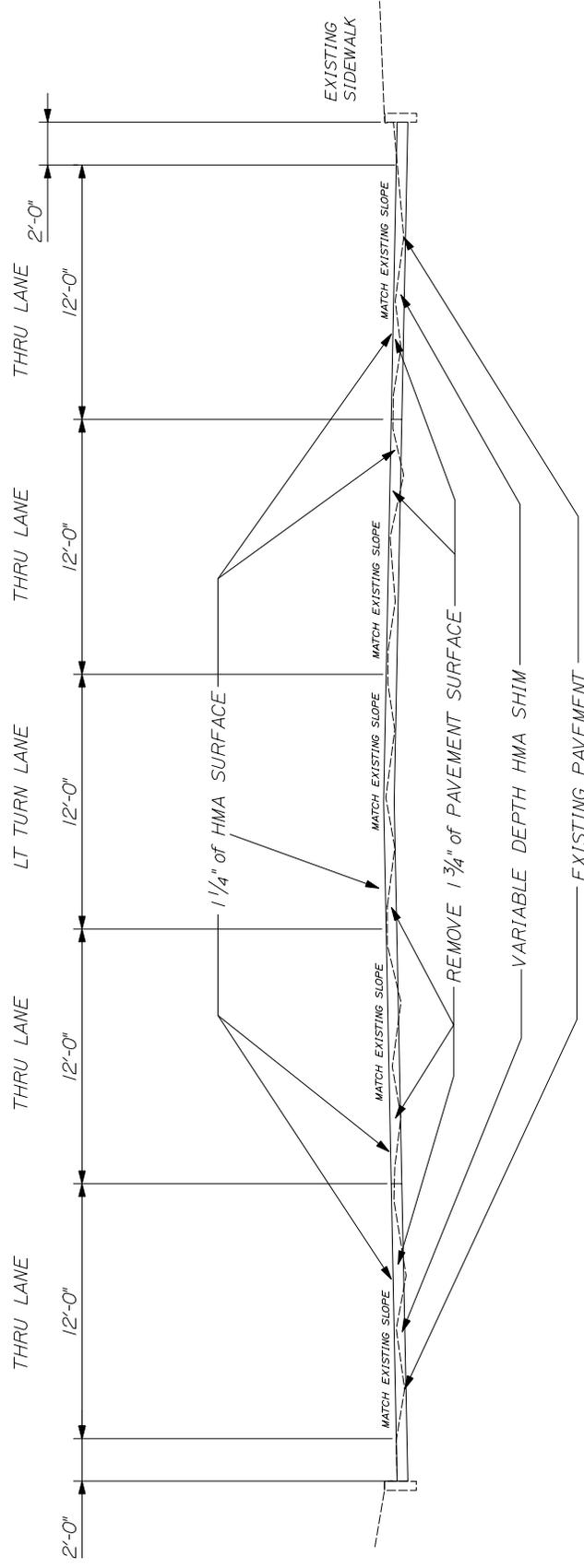


NOT TO SCALE

**NOTE:**

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

1 3/4" MILL & FILL  
 SHOWING 2 LANES  
 NORTH & SOUTH  
 AND LEFT TURN LANE

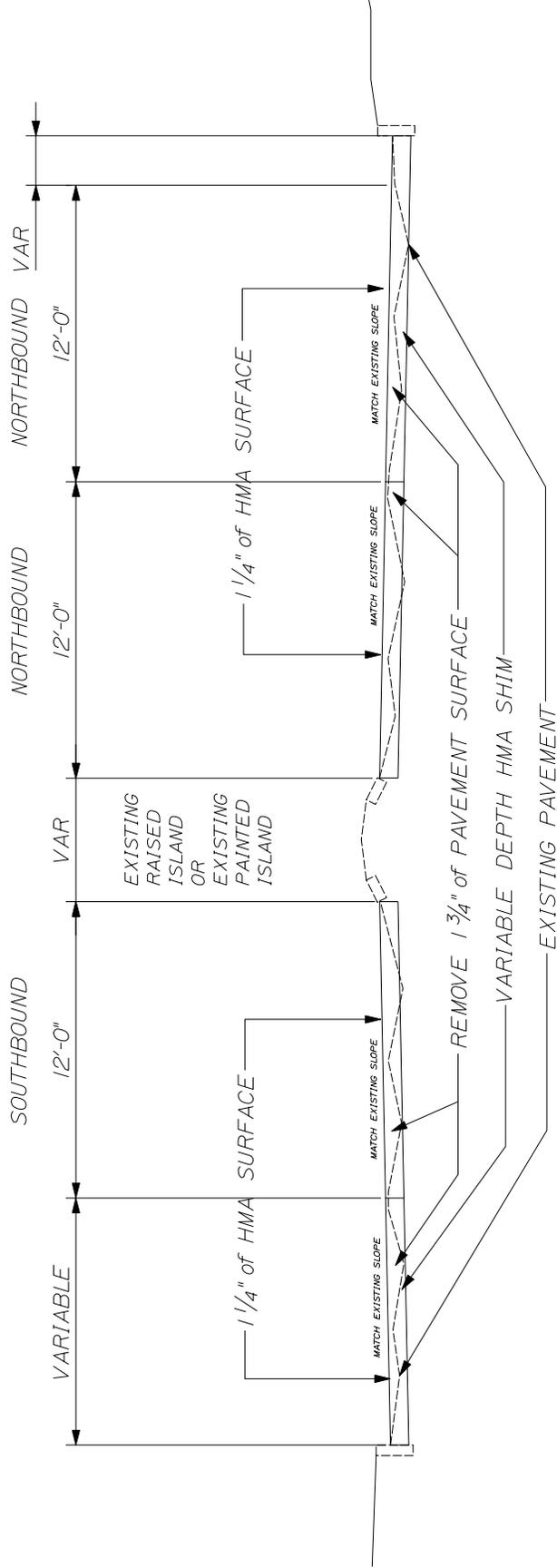


STA 200+40 - 220+00

**NOTE:**

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

1 3/4" MILL & FILL  
 SHOWING ISLANDS  
 BETWEEN NB & SB



STA 220+00 - 227+00

NOT TO SCALE

## PROJECT STATIONING

	End Project	
	227+00	
CMP Pole #24s	220+03	
	216+31	Hydrant
Hydrant	208+28	
	200+21	Halifax Street (100A)
	193+14	Route 137B
Lithgow Street	192+75	
	186+48	CMP Pole #502/29
	183+72	Clifford Ave
CMP Pole # 18s	176+04	
	169+41	Gail Street
Lithgow Street	165+31	
CMP Pole #28/46	159+66	
	155+51	
	Begin Project	

**CONSTRUCTION NOTES**

**Item 202.202 – Removing Pavement Surface**

Sta 155+51 – 127+00 Lt & Rt

Remove the full width of pavement; in curb areas mill from curb to curb. No work between the stations of 193+75 and 197+71.

**Item 604.16 – Alter CB to MH**

Sta 208+10 Lt            1 Each

Existing manhole needs new drain manhole frame and grate.

**Item 604.167 – Alter Catch Basin**

Sta 200+80 Lt            1 Each

**Item 604.18 – Adjust Catch Basin or Manhole to Grade**

<u>Left</u>		<u>Right</u>	
Sta 157+12	1 Each	Sta 156+97	1 Each
Sta 162+76	1 Each	Sta 161+89	1 Each
Sta 188+27	1 Each	Sta 165+80	1 Each
Sta 189+65	1 Each	Sta 169+12	1 Each
Sta 203+73	1 Each	Sta 169+66	1 Each
Sta 213+31	1 Each	Sta 171+09	1 Each
Sta 213+96	1 Each	Sta 175+52	1 Each
Sta 218+07	1 Each	Sta 183+20	1 Each
		Sta 188+36	1 Each
		Sta 190+94	1 Each
		Sta 198+73	1 Each
		Sta 199+91	1 Each
		Sta 206+70	1 Each
		Sta 215+57	1 Each
		Sta 218+05	1 Each

## CONSTRUCTION NOTES

### Item 606.362 – Guardrail Adjusted

#### Left

Sta 164+05 – 165+05

Sta 166+74 – 170+54

Sta 179+95 – 183+45

### Item 609.31 – Curb Type 3

#### Left

Sta 85+34 – 85+69

Sta 125+57 – 125+87

#### Right

Sta 39+75 – 40+68

Sta 40+93 – 42+74

Sta 43+51 – 43+78

Sta 44+05 – 45+31

Sta 46+00 – 47+05

### Item 627.78 Temporary Pavement Marking Line, White or Yellow

- Temporary center lines shall be painted on all matched pavement within one week.
- Temporary edge lines shall be painted on all pavement layers within four weeks.
- All temporary lines shall be painted prior to final striping.
- Multilane sections, truck lanes, and milled surfaces must be striped daily on all matched pavement layers.
- TOMs must be used on all pavement layers until temporary paint is applied.
- TOMs will be removed before final striping.
- TOM removal will be addressed in the Traffic Control Plan.
- Only painted temporary line will be paid under this item. TOMs will be considered incidental to the contract.

### Items 629 & 631 – Hourly Rental

These Items are for use in grading slopes and cleaning below guardrail.

### Item 652.41 – Portable Changeable Message Sign

These boards shall be located on Route 137 B; Route 100A (Halifax St); and on Clinton Avenue, Benton Avenue and the Waterville end of the Waterville/Winslow Bridge.

### GENERAL NOTES

- 1) All joints between existing and proposed hot bituminous pavement shall be butted. Payment shall be made under Item 202.203 Pavement Butt Joints.
- 2) Construct butt joints at all paved drives and entrances.
- 3) A temporary ramp shall be constructed with HMA at the ends of the roadway section paved or milled each day. The use of millings or RAP will not allowed, but cold patch may be temporarily utilized until HMA plants are open for the season.

For Interstate Highways or roadways with speed limits exceeding 50 mph, temporary ramps shall be constructed with one foot of length for every 1/8" of transition depth on the leading end, and one foot of length for every 1/4" of transition depth on the trailing end.

For all other roadways with speed limits less than 50 mph, temporary ramps shall be constructed with one foot of length for every 1/4" of transition depth on the leading and the trailing end.

Materials, placement, maintenance, and removal shall be incidental to contract items.

- 4) Where deemed necessary by the Resident, unsuitable excess material shall be removed from the edges of shoulders and placed in designated areas or disposed of. Payment will be made under the appropriate contract items.
- 5) The Contractor shall place suitable existing or other material acceptable to the Resident on all pavement edges to allow a drop off no greater than the surface pavement thickness. The material shall be graded to match existing in-slope or as directed by the Resident before surface is placed. The contractor will be paid under appropriate equipment rental items. Borrow is not authorized until all acceptable waste material has been utilized. Seed and Mulch will be paid for at the contract unit price.
- 6) All waste material not used on the project shall be disposed of in acceptable waste areas and reviewed by the Resident. Grading, seeding, and mulching of waste areas shall be considered incidental.
- 7) A 3' paved lip shall be placed at all gravel entrances unless otherwise noted in the plans or directed by the Resident.

**GENERAL NOTES**

- 8) Any necessary cleaning of existing pavement prior to paving (or milling) shall be incidental to the related paving (or milling) items.
- 9) All existing paved shoulders and widenings to be resurfaced as directed by the Resident.
- 10) Shoulder shim shall taper to 0 inches prior to face of existing curb and guardrail.
- 11) When super elevation exceeds the slope of the low side shoulder, the shoulder pavement will have same slope as traveled way.
- 12) The following shall be incidental to the 603 Item(s):
  - a. Any cutting of existing culverts and or connectors necessary to install new culvert replacements or extensions
  - b. All pipe excavation including any cutting and removal of pavement
  - c. All ditching at pipe ends
  - d. Furnishing, placing, grading, and compacting of any new gravel and/or fill material. This also includes material used for temporary detours to maintain traffic during pipe installation. Excavation of maintenance of traffic material is also incidental.
  - e. All work necessary to connect to existing pipes and drainage structures
  - f. Flow lines may be changed by up to 1.5 ft
  - g. Any necessary clearing of brush and non-pay trees within 10 feet of culvert ends
  - h. An 18" wide strip of non-woven geo-textile meeting the requirements of 620.58 shall be placed over all RCP joints.
- 13) Existing culverts to remain shall be cleaned as directed by the Resident. Payment will be made under Item 631.32 Culvert Cleaner (Including Operator).
- 14) No existing drainage shall be abandoned, removed or plugged without prior approval of the Resident.
- 15) As directed by the Resident, all existing underdrain outlets shall be located, cleaned out and ditched as required or replaced as necessary. Payment will be made under appropriate contract items.
- 16) A delineator post (Item 606.356) will be installed at the end of each section of bituminous curb.

**GENERAL NOTES**

- 17) Backing up bituminous curb is incidental to the curb items. If directed, loam or dirty borrow will be paid for separately. In areas where new bituminous curb is designated to replace existing, the removal of the old bituminous curb shall be incidental to the new curb.
- 18) The contractor will be responsible for maintaining all existing mailboxes to ensure that the mail will be deliverable each day. Payment will be made under appropriate rental items.
- 19) Any damage to the slopes caused by the contractor's equipment, personnel, or operation shall be repaired to the satisfaction of the resident. All work, equipment, and materials required to make repairs shall be at the contractor's expense.
- 20) No separate payment for superintendent or foreman will be made for the supervision of equipment being paid for under the equipment rental items.
- 21) "Undetermined Locations" shall be determined by the Resident.
- 22) Stations referenced are approximate.
- 23) All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion & Sedimentation Control, February, 2008.
- 24) The contractor will place appropriately marked stakes at the following locations on the project: striping pattern changes, cross-slope changes, and every 500' for stationing. The contractor will paint every full station (100') on the existing roadway and will transfer the painted stationing through all intermediate lifts (not surface). Appropriately sized striping pattern changes will be painted on surface. Stationing control must be placed before work can commence. Cross-slope and striping change controls must be placed before paving can commence.
- 25) All Crack Repair areas that are milled in any portion of the existing roadway shall be paved on the same day.
- 26) Pavement for the crack repair shall be compacted into the crack below the milled surface prior to placing the lift to match the existing pavement surface.

**SPECIAL PROVISIONS**  
**SECTION 104**  
**Utilities**

**UTILITY COORDINATION**

The contractor has primary responsibility for coordinating their work with utilities after contract award. The contractor shall communicate directly with the utilities regarding any utility work necessary to maintain the contractor’s schedule and prevent project construction delays. The contractor shall notify the resident of any issues.

**THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.**

**MEETING**

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications **IS** required.

**GENERAL INFORMATION**

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utilities have been notified and will be furnished a copy of the specification.

**Overview:**

Utility/Railroad	Aerial	Underground
Central Maine Power Company	X	
Kennebec Water District		X
Northern New England Telephone Operations LLC	X	
Summit Natural Gas Of Maine		X
Time Warner Cable (Augusta West Office)	X	
Town of Winslow		X

Central Maine Power Company	Dan Couturier (207)453-5604
Kennebec Water District	Jefferson Longfellow (207)872-2763
Northern New England Telephone Operations LLC	Glen Fournier (207)626-2007
Summit Natural Gas of Maine	Bryan Foster (207)465-6400
Time Warner Cable (Augusta West Office)	David Bouchard (207)620-3411
Town of Winslow	Paul Fongemie (207)872-1972

Temporary utility adjustments are not anticipated on this project however, should the contractor choose to have any poles temporarily relocated, all work will be done by Pole owner at the contractor's request and expense at no additional cost to the Department.

All adjustments are to be made by the respective utility/railroad unless otherwise specified herein. Fire hydrants shall not be disturbed until all necessary work has been accomplished to provide proper fire protection.

Any times and dates mentioned are estimates only and are dependent upon favorable weather, working conditions and freedom from emergencies. The Contractor shall have no claim against the Department if they are exceeded. Utility working days are Monday through Friday, conditions permitting. Times are estimated on the basis of a single crew for each utility.

The contractor shall give all Utilities **10 working days notice** prior to beginning any work on this project.

**AERIAL**

If utility relocations, though unexpected, become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.

***Utility Specific Issues:***

The utilities will work together on transfers to go from old poles to newer poles.

The appropriate utility will remove old poles when all transfers have been done.

The Aerial utilities will work together on fixing an issue where the guy wires are coming down towards the roadway.

The Aerial utilities require **5 working days advance notice** prior to any operations involving work around their lines.

**SUBSURFACE**

Utility	Summary of Work	Estimate of Working Day
Kennebec Water District	Raising valve boxes	12
Town of Winslow	Adjusting sewer manholes	2
<b>Total:</b>		14

*Utility Specific Issues:*

**Kennebec Water District** has a water line located within the project limits. **KWD** is planning to replace 1500'+- of main and several services prior to construction time. **KWD** has **7 valve boxes** and **1 hydrant valve** in the project that will need to be adjusted as a result of this project. The contractor shall give **KWD 5 working days notice** prior to any paving operations on this project.

**Town of Winslow** has **11 sewer manholes** located within the project. **Town of Winslow** plans to adjust these manholes to grade with rings. The contractor shall give **Town of Winslow 5 working days' notice** prior to any paving operations on this project.

**Summit Natural Gas of Maine** has a pipe line within the project limits. Coordinate with Summit Natural Gas of Maine in advance of excavation within the proximity of the main so they can provide on-site representative. **Summit Natural Gas of Maine requires 5 working days advance notice** prior to any operations involving work around their buried lines.

**MAINTAINING UTILITY LOCATION MARKINGS**

The contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

**UTILITY SIGNING**

Any utility working within the construction limits of this project shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.

**SPECIAL PROVISIONS**  
**SECTION 104**  
**Utilities**

**UTILITY COORDINATION**

The contractor has primary responsibility for coordinating their work with utilities after contract award. The contractor shall communicate directly with the utilities regarding any utility work necessary to maintain the contractor’s schedule and prevent project construction delays. The contractor shall notify the resident of any issues.

**THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.**

**MEETING**

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications **IS** required.

**GENERAL INFORMATION**

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utilities have been notified and will be furnished a copy of the specification.

**Overview:**

<b>Utility/Railroad</b>	<b>Aerial</b>	<b>Underground</b>
Central Maine Power Company	X	
Kennebec Water District		X
Northern New England Telephone Operations Llc	X	
Time Warner Cable (Augusta West Office)	X	
Town of Winslow		X

Central Maine Power Company	Dan Couturier (207)456-5604
Kennebec Water District	Jefferson Longfellow (207)872-2763
Northern New England Telephone Operations Llc	Glen Fournier (207)626-2007
Time Warner Cable (Augusta West Office)	David Bouchard (207)620-3411
Town of Winslow	Paul Fongemie (207)872-1972

Temporary utility adjustments are not anticipated on this project however, should the contractor choose to have any poles temporarily relocated, all work will be done by Pole owner at the contractor’s request and expense at no additional cost to the Department.

Town: **Winslow**  
 Project: **20314.00**  
 Date: **January 09, 2014**

All adjustments are to be made by the respective utility/railroad unless otherwise specified herein. Fire hydrants shall not be disturbed until all necessary work has been accomplished to provide proper fire protection.

Any times and dates mentioned are estimates only and are dependant upon favorable weather, working conditions and freedom from emergencies. The Contractor shall have no claim against the Department if they are exceeded. Utility working days are Monday through Friday, conditions permitting. Times are estimated on the basis of a single crew for each utility.

The contractor shall give all Utilities **10 working days notice** prior to beginning any work on this project.

**AERIAL**

No Aerial Utility adjustments are anticipated as part of this project. If utility relocations, though unexpected, become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.

Utility Specific Issues:

The Aerial utilities require **5 working days advance notice prior** to any operations involving work around their lines.

**SUBSURFACE**

Utility	Summary of Work	Estimate of Working Day
Kennebec Water District	Raising valve boxes	15
Town of Winslow	Adjusting sewer manholes	2
<b>Total:</b>		17

*Utility Specific Issues:*

**Kennebec Water District** has a water line located within the project limits. **KWD** has **10 valve boxes and 3 hydrant valves** in the project that will need to be adjusted as a result of this project. The contractor shall give **KWD 5 working days notice** prior to any paving operation on this project.

Town: **Winslow**  
Project: **20314.00**  
Date: **January 09, 2014**

**Town of Winslow** has 12 **sewer manholes** located within the project. **Town of Winslow** plans to adjust these manholes to grade with rings. The contractor shall give **Town of Winslow** 5 **working days' notice** prior to any paving operation on this project.

#### **MAINTAINING UTILITY LOCATION MARKINGS**

The contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

#### **UTILITY SIGNING**

Any utility working within the construction limits of this project shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.

**SPECIAL PROVISIONS**  
**SECTION 104**  
**Utilities**

**UTILITY COORDINATION**

The contractor has primary responsibility for coordinating their work with utilities after contract award. The contractor shall communicate directly with the utilities regarding any utility work necessary to maintain the contractor’s schedule and prevent project construction delays. The contractor shall notify the resident of any issues.

**THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.**

**MEETING**

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications **IS** required.

**GENERAL INFORMATION**

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utilities have been notified and will be furnished a copy of the specification.

**Overview:**

<b>Utility/Railroad</b>	<b>Aerial</b>	<b>Underground</b>
Brookfield Renewable Energy Partners, L.P.	X	X
Central Maine Power Company	X	X
Kennebec Water District		X
Maine Central Railroad Company		X
Northern New England Telephone Operations Llc	X	X
Time Warner Cable (Augusta West Office)	X	
Town of Winslow		X

Brookfield Renewable Energy Partners, L.P.	Joel Rancourt (207)458-6775
Central Maine Power Company	Dan Couturier (207)453-5604
Kennebec Water District	Jefferson Longfellow (207)872-2763
Maine Central Railroad Company	Shawn Higgins (978)663-1127
Northern New England Telephone Operations LLC	Glen Fournier (207)626-2007
Time Warner Cable (Augusta West Office)	David Bouchard (207)620-3411
Town of Winslow	Paul Fongemie (207)872-1972

Temporary utility adjustments are not anticipated on this project however, should the contractor choose to have any poles temporarily relocated, all work will be done by Pole owner at the contractor's request and expense at no additional cost to the Department.

All adjustments are to be made by the respective utility/railroad unless otherwise specified herein. Fire hydrants shall not be disturbed until all necessary work has been accomplished to provide proper fire protection.

Any times and dates mentioned are estimates only and are dependant upon favorable weather, working conditions and freedom from emergencies. The Contractor shall have no claim against the Department if they are exceeded. Utility working days are Monday through Friday, conditions permitting. Times are estimated on the basis of a single crew for each utility.

The contractor shall give all Utilities or railroads **10 working days notice** prior to beginning any work on this project.

**AERIAL**

If utility relocations, though unexpected, become necessary, they will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the work by the Contractor.

Utility Specific Issues:

The utilities will work together on transfers to go from old poles to newer poles.

The appropriate utility will remove old poles when all transfers have been done.

The Aerial utilities require **5 working days advance notice** prior to any operations involving work around their lines.

**SUBSURFACE**

Utility	Summary of Work	Estimate of Working Day
Kennebec Water District	Raising valve boxes	19
Town of Winslow	Adjusting sewer manholes	2
<b>Total:</b>		21

*Utility Specific Issues:*

**Kennebec Water District** has a water line located within the project limits. **KWD** has **9 valve boxes** and **6 hydrant valve** in the project that will need to be adjusted as a result of this project. The contractor shall give **KWD 5 working days notice** prior to any paving operations on this project.

**Town of Winslow** has **12 sewer manholes** located within the project. **Town of Winslow** plans to adjust these manholes to grade. The contractor shall give **Town of Winslow 5 working days' notice prior** to any paving operations on this project.

**Brookfield Renewable Energy Partners, L.P.** has buried cables and 1 manhole along the project. As a result of this project the contractor will grind around. Coordinate with Brookfield Renewable Energy in advance of excavation within the proximity of the cable so they can provide on-site representative. The contractor shall give **Brookfield Renewable Energy 5 working days advance notice** prior to any operations involving work around their buried lines.

**RAILROAD**

**Maine Central Railroad Company** operates trains that run within the project limits. They do not anticipate doing any work at this time except for flagging and/or inspection. Flagging and/or inspection will be provided. The contact for Maine Central Railroad Company is Ted Krug and he can be reached at (978)793-1004 to coordinate Railroad flagging/ inspection.

For further information and/or details on what is required within the area around or adjacent to the railroad, please see the “**Protection of Railroad and Traffic Structure Special Provisions**”.

**MAINTAINING UTILITY LOCATION MARKINGS**

The contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

**UTILITY SIGNING**

Any utility working within the construction limits of this project shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.

Town: WINSLOW  
Project/PIN: STP-2031(500)X / 20315.00  
Date: NOVEMBER 12, 2013

**SPECIAL PROVISION  
PROTECTION OF RAILROAD TRAFFIC AND STRUCTURES**

**1. GENERAL REQUIREMENTS**

Part of the work required by the Contract will be performed within a railroad right of way and/or adjacent to the tracks, telephone, telegraph, signal and electric supply lines of a railroad or railroads. The Contractor agrees to perform all such work in compliance with all of the terms of this Special Provision and all safety rules, regulations, or standards applicable to the Railroad. The Contractor shall be fully responsible for all damages arising from its failure to comply with the requirements of this Special Provision. The Contractor shall be deemed to have included all costs in the unit prices of the Schedule of Prices and the Proposal.

**2. AMOUNT OF RAILROAD WORK**

The amount of work to be done within 50 feet of the track of the Pan Am Railways is estimated as the following percentage 1% of the contract.

**3. NUMBER OF TRAINS AND TRAIN SPEED**

The Contractor is notified that a maximum speed of 10 mph will be considered as prevailing for the operation of trains of the Railroad at this project and that the approximate number of trains per day at this project is 2.

**4. PRIORITY OF RAILROAD OPERATIONS**

The train movements of the Railroad, and its lessees, and licensees shall have absolute priority over the performance of the Construction Project within the railroad right of way. The Contractor hereby agrees that the hours and times of work within the Railroad right of way must be coordinated through the Railroad and that such hours and times are subject to change without prior notice to the Contractor, unless other prior arrangements have been made through the Railroad.

**5. AUTHORITY OF RAILROAD TO STOP WORK**

If the Contractor fails to comply with the safety terms of this Special Provision, or if the Chief Engineer of the Railroad determines that the Contractor is using unsafe practices that threaten the safety of rail traffic, rail workers, or the general public, the Railroad shall have the right to immediately order the Contractor to cease work and vacate the Railroad's property. The Railroad agrees to confirm any cessation of work in writing by delivering to the Department's Construction Manager a completed Stop Work Order form attached as Exhibit A within 24 hours of giving any such order.

Town: **WINSLOW**  
Project/PIN: **STP-2031(500)X / 20315.00**  
Date: **NOVEMBER 12, 2013**

## **6. ENTRY UPON RAILROAD PROPERTY**

The Railroad hereby agrees to permit the Contractor, together with their subcontractors, suppliers, consultants and engineers (the "Contractor"), to enter upon the Railroad property for the purpose of performing the Construction Project, PROVIDED THAT the Contractor complies with all of the terms of this Special Provision and all safety requirements and directions of the Chief Engineer of the Railroad, or his authorized representative (the "Railroad's Chief Engineer").

## **7. NOTICE REQUIRED BEFORE ENTRY**

The Contractor shall give written notice to the Railroad's Chief Engineer at least **14** calendar day(s) in advance of the time it proposes to do work within the limits of the Railroad right-of-way or perform operations that may create a Hazard as specified by this Special Provision. The Contractor shall give such notice regardless of whether the work may also be within the limits of a public highway.

## **8. HAZARDS**

The Contractor shall assess to its own satisfaction hazards which may be caused by its operations. At a minimum, the Contractor agrees that the following shall constitute Hazards.

An operating track shall be considered fouled and subject to hazard when any object is brought nearer than **15** feet to the gauge line of the near rail of the track.

A signal line or communication line shall be considered fouled and subject to hazard when any object is brought nearer than **10** feet to any wire or cable.

An electric supply line shall be considered fouled and subject to hazard when any object is brought nearer than **10** feet to any wire of the line.

Cranes, trucks, power shovels or any other equipment shall be considered as fouling and subjecting to hazard a track, signal line, communication or electric supply line when working in such position that failure of equipment, with or without load, could foul the track, signal line, communication or electric supply line.

Railroad operation will be considered subject to hazard when explosives are used in the vicinity of railroad premises, or during the driving or pulling of sheeting for any footing adjacent to a track, or when erecting structural steel adjacent to a track, or when performing work under, across or adjacent to a track, or when operations involve, swinging booms or chutes that could in any way come nearer than **10** feet to the gauge line of the near rail of the track, or when erection or removal of staging, false work or forms fouls a track or wire line.

None of the operations specified as a Hazard above shall be carried on during the approach or passing of a train or without permission from the Railroad's Chief Engineer and the presence

Ver: 12/2000

Town: **WINSLOW**  
Project/PIN: **STP-2031(500)X / 20315.00**  
Date: **NOVEMBER 12, 2013**

of a railroad inspector/flagman, unless other prior arrangements have been made through the Railroad.

## **9. MINIMUM CLEARANCES**

During the construction of staging, false work or forms, the Contractor shall at all times maintain a minimum vertical clearance of 22.5 feet above the top of high rail and a minimum side clearance of 10 feet from the gauge line of the near rail where track is tangent. Additional side clearance must be maintained where track is on a curve.

## **10. WORK PLAN SUBMITTAL AND APPROVAL**

The Contractor shall submit in writing to the Railroad's Chief Engineer or duly authorized representative, and the Department's Railroad Property Manager or his appointed representative, at least 14 calendar day(s) in advance of the start of the project, an outline of his plan for work within the Railroad right of way including contemplated method(s) of construction. This plan must meet with the approval of the Railroad's Chief Engineer and the Department's Railroad Property Manager in every respect. If the Contractor contemplates the use of "on the track equipment", it should so state and obtain from the Railroad the conditions pertaining to such operations. All Railroad costs included in this operation will be borne by the Contractor. In a like manner, any of the Contractor's equipment or material on cars for this project shall be handled in conformance with existing traffic rules with all costs borne by the Contractor.

Prior to submitting its Proposal, the Contractor shall have ascertained from the Railroad and from the Department's Railroad Property Manager or his appointed representative, all information relating to its requirements and regulations and all costs in connection with compliance thereto.

## **11. EXCAVATIONS**

Before excavation for footings adjacent to tracks and/or within the Railroad's right-of-way may commence, whether or not also within the limits of a public highway, plans and calculations for such excavations, prepared by a Professional Engineer authorized to practice in Maine, shall be submitted to the Railroad's Chief Engineer for review and approval. Unless other prior arrangements have been made, the Railroad's Chief Engineer shall have 2 week(s) to perform such review and approval and issue a written permission to proceed with the excavation. No excavation shall proceed without such permission.

Town: **WINSLOW**  
Project/PIN: **STP-2031(500)X / 20315.00**  
Date: **NOVEMBER 12, 2013**

At a minimum, excavations must utilize proper bracing, shoring, sheeting or other support as determined by the Railroad's Chief Engineer, to support the tracks with railroad traffic. Open excavation shall be suitably planked over when construction operations are not in progress. No excavation work shall be performed by the Contractor within the limits of the Railroad right of way, whether or not also within the limits of a public highway, until the Contractor has ascertained from the Chief Engineer of the railroad the location of any wires, conduits, pipes, cables or other railroad facilities below the surface of the ground. Damage to any such facilities caused by the failure of the Contractor to ascertain the location of such facilities or by failure to use due care to avoid injury to such facilities shall be at the expense of the Contractor.

## **12. EQUIPMENT**

Equipment of the Contractor shall be in such condition so as to prevent failure that would cause delay in the operation of trains or damage to railroad facilities. Equipment shall not be placed or put in operation adjacent to a track without first obtaining permission of the Railroad. The Railroad agrees that such permission shall not be unreasonably withheld.

## **13. RAILROAD SERVICES - GENERALLY**

When work is to be performed within the Railroad's right-of-way, the Railroad shall provide the services, equipment and materials provided in this Special Provision including, but not limited to, engineering, flagging, inspection, signal protection and/or relocation, and restoration or replacement of the Railroad's track structure of ballast. Further, if the Railroad's Chief Engineer determines that the Contractor's operations do not comply with all of the safety requirements of this Special Provision and all safety requirements and directions of said Chief Engineer, the Railroad will employ the necessary qualified employees to protect its trains and other facilities. The Contractor shall pay to the Railroad the cost for performing all Railroad Services unless said costs are to be paid by the Department as specified in this Special Provision.

## **14. INSPECTION / FLAGGING**

The Railroad shall furnish and assign all inspectors / flaggers for general inspection purposes of general protection of railroad property and operations during construction as the Railroad's Chief Engineer determines are necessary to preserve safety.

(a) Responsibility for Cost. The Department will bear the cost of flagging or inspection (including travel time) or any combination thereof up to **0** man days of said flagging or inspection. If, in the opinion of the Railroad's Chief Engineer, further services of a flagger or inspector will be required due to the operations of the Contractor, the services will be furnished and the cost thereof (salary, expenses, insurance, taxes and vacation allowance, etc.) shall be paid to the Railroad by the Department, and will be recovered by the Department from the Contractor.

Town: **WINSLOW**  
Project/PIN: **STP-2031(500)X / 20315.00**  
Date: **NOVEMBER 12, 2013**

(b) Terms. The minimum hours per day for the Railroad employees engaged in inspection flagging services shall be eight (8) hours. Time at rates for straight time, overtime or for deadheading starts in accordance with established practices in effect in the territory in which the project is located. Information as to these practices should be obtained from the Railroad's Chief Engineer.

The Contractor shall notify the Railroad's Chief Engineer and the Chief Engineer of the Department in writing 7 calendar day(s) before beginning, resuming or suspending work within 25 feet of the track, so that an inspector may be provided or removed in accordance with the requirements of this Special Provision. An inspector may be removed upon 2 calendar day(s) notice. Failure to give notice of intent to suspend work shall be cause of charge to the Contractor the cost of inspection during the period when work is suspended.

(c) Estimated Cost. The following is an estimate of the cost per day of inspection/flagging necessary for this project. The rates shown include all overhead charges, travel time, deadheading and personal expenses.

Date of estimate 11/8/2013.

Estimated daily rate for eight (8) consecutive hours Monday-Friday (straight time): N/A

Estimated daily rate for four (4) consecutive hours Saturday, Sunday, Holiday (overtime): N/A

Estimated rate for hours worked in excess of eight (8) hours in any one day: N/A

Rates charged will be those in effect at the time of the performing the inspection/ flagging which may be different than the rates used at the date of the Estimate. The Railroad agrees to notify the Department if rates used to calculate the above estimates change before the date of bids are received for this Contract.

(d) Definitions.

Man day (M.D.) - eight (8) consecutive hours or any portion thereof.

Overtime - Each additional hour or fraction thereof consecutive to and beyond the standard man day will count as 3/16 of a man day.

Standard Man day - Eight (8) consecutive hour, Monday - Friday between the hours of 7 a.m. to 3:30 p.m. unless otherwise noted and agreed to by all parties. (*Note: Does not include lunch period from 12:00 pm to 12:30 pm or Travel Time*).

Town: **WINSLOW**  
Project/PIN: **STP-2031(500)X / 20315.00**  
Date: **NOVEMBER 12, 2013**

Travel Time - Time required by flagger and/or inspector to commute between his or her point of headquarters to the project site. This time shall not be charged used in determining available man days.

## **15. OTHER CONTRACTOR RESPONSIBILITIES**

The restoring and resurfacing of tracks, if disturbed due to Contractor's operations, shall be at the expense of the Contractor.

Any other changes made or services furnished by the Railroad as a result of the Contractor will be at the Contractor's expense.

## **16. EXTRA-CONTRACT SERVICES**

Temporary and permanent changes of tracks and telephone, signal and electric supply lines made necessary by or to clear the permanent work of the Contractor as shown on the construction plans and included in the Railroad force account as recollect-able from the State will be made or caused to be made by the Railroad without expense to the Contractor.

## **17. INDEMNIFICATION**

Where work is being performed over, under, across or adjacent to Railroad premises, the Contractor shall defend, indemnify and save harmless the Railroad and the Maine Department of Transportation from and against any and all loss, cost, damage, claims, suits, demands, or liability for damages for personal injury including death and for damage to property, which may arise from or out of the operations conducted under his contract, occurring by reason of any act or omission of the Contractor, his agents, servants or employees, or by reason of any act or omission of any subcontractor, his agents, servants or employees.

## **18. INSURANCE**

In addition to any other forms of insurance or bonds required under the terms of the Contract, the Contractor will be required to procure and maintain, at its sole cost and expense, the following insurance coverages naming the Railroad as an insured.

(a) Railroad Protective Liability Insurance with limits not less than **\$2M** per single occurrence and **\$6M** per aggregate total occurrences.

(b) Comprehensive General Liability Insurance protecting against liability from bodily injury or property damage arising out of the Construction Project with limits of not less than **\$2M** per single occurrence and **\$6M** per aggregate total occurrences.

Town: **WINSLOW**  
Project/PIN: **STP-2031(500)X / 20315.00**  
Date: **NOVEMBER 12, 2013**

(c) Workers Compensation and Occupational Disease Insurance, as required by law.

(d) Automobile Liability Insurance covering all motor vehicles used about or in connection with the Construction Project.

If any part of the work is sublet, these insurance coverages shall be provided by or on behalf of the subcontractors to cover their operations

Each policy shall carry an endorsement covering the “save harmless” clause in favor of the Railroad and the Maine Department of Transportation, as set forth in the paragraph, “Responsibility for Damage Claims”.

If blasting is to be done in the vicinity of the Railroad, the insurance policies shall include such coverage.

The policies shall be in force before any work is done on the project and shall remain in effect until all work required to be performed under the terms of the contract is satisfactorily completed as evidenced by the formal acceptance by the State and the Railroad.

Before any work is done on the project, the Department of Transportation and the Railroad's Chief Engineer shall be furnished certificates of each policy. Further, the original policy of the Comprehensive General Liability Insurance and the Railroad Protective Liability Insurance shall be furnished to the Railroad's Chief Engineer and a duplicate shall be furnished to the Department of Transportation.

The policy or policies of the Railroad’s protective public liability and property damage liability shall be written by a Company authorized to do business in the State of Maine, and shall be signed by the President and Secretary of the Insurance Company and shall be countersigned by an authorized representative of the Company.

## **19. ROADWAY WORKER SAFETY REGULATION**

Notice to all Contractors/Subcontractors and individuals must be aware of the Federal Roadway Worker Safety Regulation, CFR 49, Part 214(c). They may be required to comply with this regulation. Any requirements for them to comply will be discussed at the pre-construction utility meeting.



Town: **WINSLOW**  
 Project/PIN: **STP-2031(500)X / 20315.00**  
 Date: **NOVEMBER 12, 2013**

1. Risk Assessment. Each identified/validated hazard shall be assigned a Risk Assessment Code (RAC) by the Safety Office. The RAC represents the degree of risk associated with the deficiency and combines the elements of hazard severity and mishap probability. The RAC is derived as follows:

a. Hazard Severity. The hazard severity is an assessment of the worst potential consequence: Defined by degree of injury, occupational illness, or property damage, which is likely to occur as a result of a deficiency. Hazard severity categories shall be assigned by roman numeral according to the following criteria.

- (1) Category I - Catastrophic: The hazard may cause death or loss of a facility.
- (2) Category II - Critical: May cause severe injury, severe occupational illness, or major property damage.
- (3) Category III - Marginal: May cause minor injury, minor occupational illness, or minor property damage.
- (4) Category IV - Negligible: Probably would not affect personnel safety or health, but is nevertheless in violation of a NAVOSH standard.

b. Mishap Probability. The mishap probability is the probability that a hazard will result in a mishap, based on an assessment of such factors as location, exposure in terms of cycles or hours of operation, and affected population. Mishap probability shall be assigned an Arabic letter according to the following criteria:

- (1) Sub-category A - Likely to occur immediately or within a short period of time.
- (2) Sub-category B - Probably will occur in time.
- (3) Sub-category C - May occur in time.
- (4) Sub-category D - Unlikely to occur.

c. Risk Assessment Code. The RAC is an expression of risk which combines the elements of hazard severity and mishap probability. Using the matrix shown below, the RAC is expressed as a single Arabic number that can be used to help determine hazard abatement priorities.

	Mishap Probability				RAC	
		A	B	C	D	
Hazard Severity	I	1	1	2	3	1 - Critical
	II	1	2	3	4	2 - Serious
	III	2	3	4	5	3 - Moderate
	IV	3	4	5	5	4 - Minor
						5 - Negligible

Project Nos.: STP-2031(300),  
STP-2031(400) & STP-2031(500)

**SPECIAL PROVISION 105**  
**CONSTRUCTION AREA**

Construction Areas located in the **Town of Winslow** have been established by the Maine Department of Transportation (MDOT) in accordance with provisions of 29-A § 2382 Maine Revised Statutes Annotated (MRSA).

The sections of highway under construction in Kennebec County include:

- (a) Project No. STP-2031(300) is located on Route 201/100 beginning 0.01 mi. north of the Vassalboro/Winslow town line and extending northerly 2.40 miles to 0.14 mi. south of Route 137(Carter Memorial Drive).
- (b) Project No. STP-2031(400) is located on Route 201(Bay Street) beginning 2.44 mi. north of the Vassalboro/Winslow town line and extending northerly for 0.35 miles.
- (c) Project No. STP-2031(500) is located on Route 201(Bay Street) beginning 0.17 mi. south of Lithgow Street and extending northerly 1.35 miles to the intersection of Bay Street, Benton Ave and Clinton Ave. (Minus Bridge Deck and Approaches).

Per 29-A § 2382 (7) MRSA, the MDOT may “*issue permits for stated periods of time for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:*

*A. Must be procured from the municipal officers for a construction area within that municipality;*

*B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:*

*(1) Withholding by the agency contracting the work of final payment under contract; or*

*(2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.*

*The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;*

*C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and*

*D. For construction areas, carries no fee and does not come within the scope of this section.”*

The Municipal Officers for the **Town of Winslow** agreed that an Overlimit Permit will be issued to the Contractor for the purpose of using loads and equipment on municipal ways in excess of the limits as specified in 29-A MRSA, on the municipal ways as described in the “Construction Area”.

As noted above, a bond may be required by the municipality, the exact amount of said bond to be determined prior to use of any municipal way. The MDOT will assist in determining the bond amount if requested by the municipality.

**THIS DOCUMENT MUST BE CLEARLY POSTED AT THE PERTAINING STATE FUNDED PREVAILING WAGE CONSTRUCTION SITE**

State of Maine  
 Department of Labor  
 Bureau of Labor Standards  
 Wage and Hour Division  
 Augusta, Maine 04333-0045  
 Telephone (207) 623-7906

Wage Determination - In accordance with 26 MRSA §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid laborers and workers employed on the below titled project.

Title of Project -----Overlay Route 201 Winslow WIN 20313.00

Location of Project -Winslow, Kennebec County

**2015 Fair Minimum Wage Rates  
 Highway & Earthwork Kennebec County**

Occupation Title	Minimum			Occupation Title	Minimum		
	Wage	Benefit	Total		Wage	Benefit	Total
Asphalt Raker	\$13.08	\$0.00	\$13.08	Ironworker - Reinforcing	\$20.00	\$1.23	\$21.23
Backhoe Loader Operator	\$19.00	\$0.76	\$19.76	Ironworker - Structural	\$22.65	\$6.06	\$28.71
Bricklayer	\$23.24	\$1.80	\$25.04	Laborers (Incl. Helpers & Tenders)	\$12.50	\$0.93	\$13.43
Bulldozer Operator	\$18.00	\$2.36	\$20.36	Laborer - Skilled	\$15.50	\$3.40	\$18.90
Carpenter	\$19.00	\$1.75	\$20.75	Line Erector - Power/Cable Splicer	\$27.42	\$8.05	\$35.47
Carpenter - Rough	\$24.00	\$1.90	\$25.90	Loader Operator - Front-End	\$16.50	\$2.27	\$18.77
Cement Mason/Finisher	\$16.81	\$0.74	\$17.55	Mechanic- Maintenance	\$17.00	\$2.47	\$19.47
Concrete Pump Operator	\$19.00	\$3.35	\$22.35	Painter	\$16.38	\$3.50	\$19.88
Crane Operator =>15 Tons)	\$24.00	\$4.81	\$28.81	Paver Operator	\$19.00	\$2.00	\$21.00
Crusher Plant Operator	\$18.00	\$2.85	\$20.85	Pipelayer	\$15.16	\$2.17	\$17.33
Diver	\$23.00	\$8.25	\$31.25	Pump Installer	\$22.00	\$2.70	\$24.70
Driller - Rock	\$17.50	\$4.86	\$22.36	Reclaimer Operator	\$20.75	\$10.84	\$31.59
Earth Auger Operator	\$22.50	\$8.14	\$30.64	Rigger	\$20.00	\$3.18	\$23.18
Electrician - Licensed	\$23.63	\$13.82	\$37.45	Roller Operator - Pavement	\$17.63	\$4.47	\$22.10
Electrician Helper/Cable Puller (Licensed)	\$16.39	\$3.23	\$19.62	Screed/Wheelman	\$17.50	\$2.46	\$19.96
Excavator Operator	\$18.20	\$2.88	\$21.08	Stone Mason	\$17.00	\$0.00	\$17.00
Fence Setter	\$11.00	\$0.00	\$11.00	Truck Driver - Light	\$17.00	\$1.46	\$18.46
Flagger	\$9.00	\$0.00	\$9.00	Truck Driver - Medium	\$13.00	\$0.68	\$13.68
Grader/Scraper Operator	\$20.00	\$4.90	\$24.90	Truck Driver - Heavy	\$15.00	\$1.79	\$16.79
Highway Worker/Guardrail Installer	\$16.80	\$3.56	\$20.36	Truck Driver - Tractor Trailer	\$16.50	\$4.26	\$20.76
Hot Top Plant Operator	\$20.75	\$10.84	\$31.59	Truck Driver - Mixer (Cement)	\$14.60	\$0.68	\$15.28

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

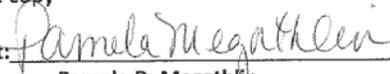
Welders are classified in the trade to which the welding is incidental.

Apprentices - The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.

Posting of Schedule - Posting of this schedule is required in accordance with 26 MRSA §1301 et. seq., by any contractor holding a State contract for construction valued at \$50,000 or more and any subcontractors to such a contractor.

Appeal - Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates with the Secretary of State.

Determination No: HI-034-2015  
 Filing Date: January 20, 2015  
 Expiration Date: 12-31-2015

A true copy  
 Attest:   
 Pamela D. Megathlin  
 Director  
 Bureau of Labor Standards

BLS 424HI (R2015) (Highway & Earthwork Kennebec)

1/29/2015 10:50:18 AM

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**THIS DOCUMENT MUST BE CLEARLY POSTED AT THE PERTAINING STATE FUNDED PREVAILING WAGE CONSTRUCTION SITE**

State of Maine  
 Department of Labor  
 Bureau of Labor Standards  
 Wage and Hour Division  
 Augusta, Maine 04333-0045  
 Telephone (207) 623-7906

Wage Determination - In accordance with 26 MRSA §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid laborers and workers employed on the below titled project.

Title of Project -----Overlay Route 201 Winslow WIN 20314.00

Location of Project -Winslow, Kennebec County

**2015 Fair Minimum Wage Rates  
 Highway & Earthwork Kennebec County**

Occupation Title	Minimum			Occupation Title	Minimum		
	Wage	Benefit	Total		Wage	Benefit	Total
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Backhoe Loader Operator	\$19.00	\$0.76	\$19.76	Ironworker - Structural	\$22.65	\$6.06	\$28.71
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Driller - Rock	\$17.50	\$4.86	\$22.36	Reclaimer Operator	\$20.75	\$10.84	\$31.59
Earth Auger Operator	\$22.50	\$8.14	\$30.64	Rigger	\$20.00	\$3.18	\$23.18
Electrician - Licensed	\$23.63	\$13.82	\$37.45	Roller Operator - Pavement	\$17.63	\$4.47	\$22.10
Electrician Helper/Cable Puller (Licensed)	\$16.39	\$3.23	\$19.62	Screed/Wheelman	\$17.50	\$2.46	\$19.96
Excavator Operator	\$18.20	\$2.88	\$21.08	Stone Mason	\$17.00	\$0.00	\$17.00
Fence Setter	\$11.00	\$0.00	\$11.00	Truck Driver - Light	\$17.00	\$1.46	\$18.46
Flagger	\$9.00	\$0.00	\$9.00	Truck Driver - Medium	\$13.00	\$0.68	\$13.68
Grader/Scraper Operator	\$20.00	\$4.90	\$24.90	Truck Driver - Heavy	\$15.00	\$1.79	\$16.79
Highway Worker/Guardrail Installer	\$16.80	\$3.56	\$20.36	Truck Driver - Tractor Trailer	\$16.50	\$4.26	\$20.76
Hot Top Plant Operator	\$20.75	\$10.84	\$31.59	Truck Driver - Mixer (Cement)	\$14.60	\$0.68	\$15.28

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

Welders are classified in the trade to which the welding is incidental.

Apprentices - The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.

Posting of Schedule - Posting of this schedule is required in accordance with 26 MRSA §1301 et. seq., by any contractor holding a State contract for construction valued at \$50,000 or more and any subcontractors to such a contractor.

Appeal - Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates with the Secretary of State.

Determination No: HI-035-2015  
 Filing Date: January 20, 2015  
 Expiration Date: 12-31-2015

A true copy  
 Attest: Pamela D. Megathlin  
 Pamela D. Megathlin  
 Director  
 Bureau of Labor Standards

BLS 424HI (R2015) (Highway & Earthwork Kennebec)

1/29/2015 10:52:54 AM

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**THIS DOCUMENT MUST BE CLEARLY POSTED AT THE PERTAINING STATE FUNDED PREVAILING WAGE  
CONSTRUCTION SITE**

State of Maine  
Department of Labor  
Bureau of Labor Standards  
Wage and Hour Division  
Augusta, Maine 04333-0045  
Telephone (207) 623-7906

Wage Determination - In accordance with 26 MRSA §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid laborers and workers employed on the below titled project.

Title of Project -----Mill & Fill Route 201 Winslow WIN 20315.00

Location of Project -Winslow, Kennebec County

**2015 Fair Minimum Wage Rates  
Highway & Earthwork Kennebec County**

Occupation Title	Minimum	Minimum	Total	Occupation Title	Minimum	Minimum	Total
	Wage	Benefit			Wage	Benefit	
Asphalt Raker	\$13.08	\$0.00	\$13.08	Ironworker - Reinforcing	\$20.00	\$1.23	\$21.23
Backhoe Loader Operator	\$19.00	\$0.76	\$19.76	Ironworker - Structural	\$22.65	\$6.06	\$28.71
Bricklayer	\$23.24	\$1.80	\$25.04	Laborers (Incl.Helpers & Tenders)	\$12.50	\$0.93	\$13.43
Bulldozer Operator	\$18.00	\$2.36	\$20.36	Laborer - Skilled	\$15.50	\$3.40	\$18.90
Carpenter	\$19.00	\$1.75	\$20.75	Line Erector - Power/Cable Splicer	\$27.42	\$8.05	\$35.47
Carpenter - Rough	\$24.00	\$1.90	\$25.90	Loader Operator - Front-End	\$16.50	\$2.27	\$18.77
Cement Mason/Finisher	\$16.81	\$0.74	\$17.55	Mechanic- Maintenance	\$17.00	\$2.47	\$19.47
Concrete Pump Operator	\$19.00	\$3.35	\$22.35	Painter	\$16.38	\$3.50	\$19.88
Crane Operator =>15 Tons)	\$24.00	\$4.81	\$28.81	Paver Operator	\$19.00	\$2.00	\$21.00
Crusher Plant Operator	\$18.00	\$2.85	\$20.85	Pipelayer	\$15.16	\$2.17	\$17.33
Diver	\$23.00	\$8.25	\$31.25	Pump Installer	\$22.00	\$2.70	\$24.70
Driller - Rock	\$17.50	\$4.86	\$22.36	Reclaimer Operator	\$20.75	\$10.84	\$31.59
Earth Auger Operator	\$22.50	\$8.14	\$30.64	Rigger	\$20.00	\$3.18	\$23.18
Electrician - Licensed	\$23.63	\$13.82	\$37.45	Roller Operator - Pavement	\$17.63	\$4.47	\$22.10
Electrician Helper/Cable Puller (Licensed)	\$16.39	\$3.23	\$19.62	Screed/Wheelman	\$17.50	\$2.46	\$19.96
Excavator Operator	\$18.20	\$2.88	\$21.08	Stone Mason	\$17.00	\$0.00	\$17.00
Fence Setter	\$11.00	\$0.00	\$11.00	Truck Driver - Light	\$17.00	\$1.46	\$18.46
Flagger	\$9.00	\$0.00	\$9.00	Truck Driver - Medium	\$13.00	\$0.68	\$13.68
Grader/Scraper Operator	\$20.00	\$4.90	\$24.90	Truck Driver - Heavy	\$15.00	\$1.79	\$16.79
Highway Worker/Guardrail Installer	\$16.80	\$3.56	\$20.36	Truck Driver - Tractor Trailer	\$16.50	\$4.26	\$20.76
Hot Top Plant Operator	\$20.75	\$10.84	\$31.59	Truck Driver - Mixer (Cement)	\$14.60	\$0.68	\$15.28

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

Welders are classified in the trade to which the welding is incidental.

Apprentices - The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.

Posting of Schedule - Posting of this schedule is required in accordance with 26 MRSA §1301 et. seq., by any contractor holding a State contract for construction valued at \$50,000 or more and any subcontractors to such a contractor.

Appeal - Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates with the Secretary of State.

Determination No: HI-033-2015  
Filing Date: January 20, 2015  
Expiration Date: 12-31-2015

A true copy

Attest:   
Pamela D. Megathlin  
Director  
Bureau of Labor Standards

BLS 424HI (R2015) (Highway & Earthwork Kennebec)

**SPECIAL PROVISION  
SECTION 105  
(LIMITATION OF OPERATION)**

1. The Contractor will only be allowed to close one lane at any time on WIN 20315.00 from the intersection of Route 201/137 to the intersection of Route 201 and Clinton Avenue.
2. The Contractor will not be allowed to work on (WIN 20315.00 station 202+50 to 227+00) prior to July 6, 2015, because of utility issues.
3. The Contractor will not be allowed to work on (WIN 20313.00 station 125+50 to 136+86), (WIN 20314.00) and (WIN 20315.00 from station 155+50 to 202+50) prior to August 10, 2015, because of utility issues.
4. A 24 hour notice is required for any changes in work schedule.
5. A 48 hour notice is required for a change in paving operations according to the Department's Standard Specification Section 105.3.1.
6. A 48 hour notice is required prior to working any Saturdays.
7. Unless otherwise directed by the Resident the Contractor will be limited to one paving operation per day (excluding hand work paving.)
8. The Contractor will be required to remove the specified pavement course over each direction nightly and the full width of the mainline traveled ways prior to opening the sections to contractors' suspension of work, weekend or holiday traffic.

During any period that a centerline vertical or tapered edge exists, the Contractor will be responsible for installing additional warning signage that clearly defines the centerline vertical or tapered edge and elevation differential hazard, as well as additional centerline delineation such as double RPM application, or temporary painted line. The Traffic Control Plan shall include 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 the effected roadway section. All additional signing, labor, traffic control devices, or incidentals will not be paid for directly, but will be considered incidental to the appropriate 652 bid items.

**SPECIAL PROVISION  
SECTION 105  
(LIMITATION OF OPERATION)**

9. In milled sections, 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.
  
10. 100% of the millings/grindings will become property of the State of Maine and will be delivered and stockpiled as follows unless otherwise directed. Pavement millings/grindings shall be delivered and stockpiled at the MaineDOT Maintenance Lot on the Lyons Road in Sidney. Payment for delivery and stockpiling will be incidental to Item 202.202. Stockpiling shall include all equipment, personnel, and all other necessary incidentals required to construct stockpiles as per normal construction practices.

Winslow  
STP-2031(300)  
STP-2031(400)  
STP-2031(500)  
Route 201  
January 12, 2015

SPECIAL PROVISION  
SECTION 107  
PROSECUTION AND PROGRESS  
(Contract Time)

This Contract shall be completed within **101** continuous calendar days. The Contractor may begin work **anytime after June 1, 2015** in accordance with Standard Specification 104.4.2 and upon approval of all required submittals. The Contract Completion Date will be no later than **October 31, 2015**. Work on (WIN 20313.00 station 10+00 to 125+50) shall be completed prior to starting work elsewhere on the Contract if work is started prior to July 6, 2015.

At least 21 calendar days prior to the desired Begin Construction Date **no later than June 15<sup>th</sup>** the Contractor will submit an **electronic copy of their signed request to begin work and the Begin Construction Date**. This signed request will be sent read receipt through **email** with their **Schedule of Work**, in accordance with Standard Specification 107.4.2, to the Project Manager (Shawn Smith, [Shawn.Smith@Maine.gov](mailto:Shawn.Smith@Maine.gov)) and the Assistant Highway Program Manager (Scott Bickford, [Scott.Bickford@Maine.gov](mailto:Scott.Bickford@Maine.gov)) with carbon copy to all the utility contacts listed in the 104 Special Provision. Upon receipt of the schedule, a pre-construction meeting will be scheduled. A Contract Modification will be executed to document the new Contract Completion Date based upon the Begin Construction Date.

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

The December 2002 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 by the use of 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 grade wire, or from the existing pavement surface using a 30 foot minimum contact ski (floating beam), or 24 foot non-contact grade control beam.

The Contractor shall locate and remove all objects in the pavement through the work area that would be detrimental to the planing 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 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 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 highways or expressways with directional traffic, the Contractor will be required to remove the pavement surface on the adjacent sections of travel lane and designated portions of adjacent shoulder before the end of the following calendar day unless the centerline edge is tapered to a 12:1. Failure to remove the centerline vertical edge by milling, using the approved taper, or matching the adjacent course the following day will constitute a traffic control violation unless an excusable delay is granted by the Department. The Contractor will be required to remove the specified pavement course over the full width of the mainline traveled ways prior to opening the sections to weekend or holiday traffic.

On roadways with two-way traffic, the Contractor will be required to remove the specified pavement course over the full width of the mainline traveled ways prior to opening the sections to weekend or holiday traffic.

During any period that a centerline vertical or tapered edge exists, the Contractor will be responsible for installing additional warning signage that clearly defines the centerline vertical or tapered edge and elevation differential hazard, as well as additional centerline delineation such as double RPM application, or temporary painted line. The Traffic Control Plan shall include 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 the effected roadway section. All additional signing, labor, traffic control devices, or incidentals will not be paid for directly, but will be considered incidental to the appropriate 652 bid items.

When pavement milling operations leave a 2 inch or less exposed vertical face at the edge of the traveled way, 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 pavement milling operations leave an exposed vertical face at the edge of travelway.

When pavement milling operations on directional or bi-directional traffic roadways leave an exposed vertical face greater than 2 inches at the edge of the traveled way the edge shall be either;

1. 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. Have 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. Payment will be made under the pavement removal item.
3. A pavement layer will be placed to reduce the vertical edge to 2 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. 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.

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. Issues that arise after 7 calendar days will be the responsibility of the Contractor unless otherwise noted in Special Provision Section 105 – Limitations Of Operations.

**SPECIAL PROVISION**  
**SECTION 401 - HOT MIX ASPHALT PAVEMENT**

The Standard Specification 401 – Hot Mix Asphalt Pavement, has been modified with the following revisions. All sections not revised by this Supplemental Specification shall be as outlined in Section 401 of the Standard Specifications.

401.18 Quality Control Method A, B & C The Contractor shall operate in accordance with the approved Quality Control Plan (QCP) to assure a product meeting the contract requirements. The QCP shall meet the requirements of Section 106.6 - Acceptance and this Section. The Contractor shall not begin paving operations until the Department approves the QCP in writing.

The Contractor shall cease paving operations whenever one of the following occurs on a lot in progress:

- a. Method A: The Pay Factor for VMA, Voids @  $N_d$ , Percent PGAB, composite gradation, VFB, fines to effective binder or density using all Acceptance or all Quality Control tests for the current lot is less than 0.85. No ceasing of paving operations shall be required for fines to effective binder if the mean test value is equal to the LSL or USL and  $s = 0$ .
- b. Method B: The Pay Factor for VMA, Voids @  $N_d$ , Percent PGAB, composite gradation, VFB, fines to effective binder or density using all Acceptance or all Quality Control tests for the current lot is less than 0.90. No ceasing of paving operations shall be required for fines to effective binder if the mean test value is equal to the LSL or USL and  $s = 0$ .
- c. Method C: The Pay Factor for Percent PGAB, percent passing the nominal maximum sieve, percent passing 2.36 mm sieve, percent passing 0.300 mm sieve, percent passing 0.075 mm sieve or density using all Acceptance or all available Quality Control tests for the current lot is less than 0.85. No ceasing of paving operations shall be required for percent passing the nominal maximum sieve, percent passing 2.36 mm sieve, percent passing 0.300 mm sieve, or percent passing 0.075 mm sieve if the mean test value is equal to the LSL or USL and  $s = 0$ .
- d. The Coarse Aggregate Angularity or Fine Aggregate Angularity value falls below the requirements of Table 3: Aggregate Consensus Properties Criteria in Section 703.07 for the design traffic level.
- e. Each of the first 2 control tests for a Method A or B lot fall outside the upper or lower limits for VMA, Voids @  $N_d$ , or Percent PGAB; or under Method C, each of the first 2 control tests for the lot fall outside the upper or lower limits for the nominal maximum, 2.36 mm, 0.300 mm or 0.075 mm sieves, or percent PGAB.
- f. The Flat and Elongated Particles value exceeds 10% by ASTM D4791.
- g. There is any visible damage to the aggregate due to over-densification other than on variable depth shim courses.
- h. The Contractor fails to follow the approved QCP.

401.203 Method C Lot Size will be the entire production per JMF for the project, or if so agreed at the Pre-paving Conference, equal lots of up to 4500 tons, with unanticipated over-runs of up to 1500 ton rolled into the last lot. Sublot sizes shall be 750 ton for mixture properties, 500 ton for base or binder densities and 250 ton for surface densities. The minimum number of sublots for mixture properties shall be 4, and the minimum number of sublots for density shall be five.

TABLE 7: METHOD C ACCEPTANCE LIMITS

Property	USL and LSL
Passing 4.75 mm and larger sieves	Target +/-7%
Passing 2.36 mm to 1.18 mm sieves	Target +/-5%
Passing 0.60 mm	Target +/-4%
Passing 0.30 mm to 0.075 mm sieve	Target +/-2%
PGAB Content	Target +/-0.4%
% TMD (In place density)	95.0% +/- 2.5%

### Pay Adjustment Method C

The Department will use density, Performance Graded Asphalt Binder content, and the percent passing the nominal maximum, 2.36 mm, 0.300 mm and 0.075 mm sieves for the type of HMA represented in the JMF. If the PGAB content falls below 0.80, then the PGAB pay factor shall be 0.55.

Density: For mixes having a density requirement, the Department will determine a pay factor using Table 7: Method C Acceptance Limits:

$$PA = (\text{density PF} - 1.0)(Q)(P) \times 0.50$$

PGAB Content and Gradation The Department will determine a pay factor using Table 7: Method C Acceptance Limits. The Department will calculate the price adjustment for Mixture Properties as follows:

$$PA = (\% \text{ Passing Nom. Max PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 2.36 mm PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 0.30 mm PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 0.075 mm PF} - 1.0)(Q)(P) \times 0.10 + (\text{PGAB PF} - 1.0)(Q)(P) \times 0.25$$

**SPECIAL PROVISION SECTION 401**  
**HOT MIX ASPHALT**

(Thin Lift Surface Treatment – ¾ inch and 1 inch)

**Description** The Contractor shall furnish a uniformly blended, homogeneous mixture placed as one or more courses of Hot Mix Asphalt Pavement (HMA) on an approved base in accordance with the contract documents and in reasonably close conformity with the lines, grades, thickness, and typical cross sections shown on the plans or established by the Resident. The Department shall accept this work under Quality Assurance provisions as specified in Special Provision Section 400; Subsection 401 - Hot Mix Asphalt Pavement, and Standard Specifications Section 106 - Quality.

The Thin Lift Surface Treatment shall meet all of the Materials, Seasonal Limitations, Equipment, and Construction requirements of Section 401, with the following additions and changes.

**Materials** 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.

**Compaction** As a minimum, compaction of the Thin Lift Surface Treatment will be obtained using a minimal roller train consisting of a 10 ton vibratory roller, 16 ton pneumatic roller, and a 10 ton finish roller. Once the methods are established, rolling patterns, equipment, and methods will become part of the QCP. Failure to conform to these requirements will be treated as a second incident under 106.4.6 QCP Non-compliance.

**Acceptance Method A, B & C - Test Strip Requirements** If the proposed JMF has been used and approved under Method A or B testing requirements for mix volumetric and density on a current MaineDOT project, including carryover mix designs used the previous year, a test strip will not be required. A test strip at a nominal depth of 1¼ inch, full lane width, shall be required with any new JMF's. The test strip is intended to allow the Contractor to establish a method of compaction for the Thin Lift Surface Treatment areas. The Contractor may elect to forgo the test strip in favor of the Control Strip Option as detailed in this specification.

All test strips (onsite or offsite) shall be evaluated using Method B testing protocol. Mix samples and cores will be obtained from the test strip. A minimum of three mix samples shall be randomly selected from the test strip. Three cores shall be randomly sampled from the mat and tested for density. If the pay factor for Density falls below 0.86 for Method B, all of the cores will be randomly re-cut. A new pay factor will be calculated that combines all initial and retest results. If the resulting pay factor is below 0.86 for Method B, the Department will reject the test strip. The Contractor will remove and replace rejected test strips at their expense. After completion of the test strip, the Contractor shall make any final adjustments to the job mix formula in accordance to Standard Specifications, Section 401, subsection 401.03 – Composition of Mixtures, or compaction method. Paving operations shall not resume until the Contractor and the Department determines that material meeting the Contract requirements can be produced, and any changes to the Job Mix Formula have been approved by the Department. The Department shall pay for an accepted test strip as determined Section 401.222 – Pay Factor A and B, for this item.

The Contractor shall notify the Department at least 48 hours in advance of placing the test strip. Onsite test strips will not be excluded from the Project QA analysis, but will be evaluated in accordance with Section 401.03. On roads open to two way traffic, the test strip shall be placed over the full width of the travel way section, not to exceed 2000 ft in length, or 400 ton production. Prior to the placement of the test strip a passing verification test is required. A fog coat of bituminous tack coat shall be applied to the level course prior to surfacing. Payment will be made under the 409.15 – Bituminous Tack Coat pay item.

The Department may allow the Contractor to establish offsite test strips. If the Contractor proposes an offsite test strip the Department will require it to meet the onsite test strip requirements outlined in this specification with the exception that the offsite test strip will be excluded from the Project QA analysis.

Once the methods are established, the rolling patterns, equipment, and methods will become part of the QCP. The test strip will allow for any necessary adjustments to the mix design and or plant mixing procedures, as well as for the Department to evaluate the quality of the pavement. Changes to the compaction effort, number, or type of rollers may be permitted by the Department if damage to the HMA course becomes evident on the Thin Lift Surface Treatment areas. The use of a 10 ton vibratory roller, 16 ton pneumatic roller, and a 10 ton finish roller is required on all mixtures placed under this specification, unless otherwise authorized by the Department.

Control Strip Option The Contractor may elect to forgo the test strip for the Thin Lift Surface Treatment. If this option is selected, the Contractor will be required to provide a QCT onsite for the placement of the Thin Lift Surface Treatment to monitor placement activities and maximize the density of the material for each day of placement. The QCT will be required to perform density testing of the mixture using a density meter (according to ASTM D 2950). A control section will be established at the beginning of the first day of production to establish roller patterns. The control section mixture will be rolled until the density readings show less than 1 pcf change for the final roller passes. This density will be used as the target TMD for the mixture. The remainder of the areas to be paved shall be compacted to a minimum density of 98% of the target density as determined in the control section.

The Contractor shall record and provide reports of each day's results, including a daily paving report listing the mixture type, mixture temperatures, equipment used, environmental conditions, and number of roller passes used to obtain the target TMD. Reports shall be signed by the QCT and presented to the Department's representative by the end of the working day. If this option is selected, the QCT will be required to monitor the densities for the entire production run. The QCT shall be required to be onsite during all mainline paving operations.

The Department may halt the production and placement of the Thin Lift Surface Treatment and require the construction of a new test strip if the Department finds that material being produced, hauled, or placed does not meet the requirements of Sections 401.08 through 401.18.

Method of Measurement The Department will measure Hot Mix Asphalt pavement by the ton in accordance with Section 109 - Measurement and Payment.

Basis of Payment The Department will pay for the Work, in place and accepted, in accordance with the applicable sections of this Special Provision; at the contract unit price per ton for the Pay Item listed in Special Provision Section 403 – Hot Mix Asphalt.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
403.2104 9.5mm HMA - Thin Lift Surface Treatment	Ton

**SPECIAL PROVISION**  
**SECTION 403**  
**HOT MIX ASPHALT**

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<b><u>1 1/4" HMA Overlay with Shim</u></b>					
<b><u>Mainline Travelway &amp; Shoulders (As Indicated)</u></b>					
Wearing	9.5 mm	403.210	1 1/4"	1	1,4,7,20
Shim	9.5 mm	403.211	variable	1/more	1,2,4,9,11,14,20
<b><u>3/4" HMA Overlay with Shim</u></b>					
<b><u>Mainline Travelway &amp; Shoulders (As Indicated)</u></b>					
Wearing	9.5 mm	403.2104	3/4"	1	1,4,8,11,14,20,22
Shim	9.5 mm	403.211	variable	1/more	1,2,4,9,11,14,20
<b><u>1 3/4" Mill &amp; 1 1/4" HMA Overlay with Shim</u></b>					
<b><u>Mainline Travelway &amp; Shoulders (As Indicated)</u></b>					
Wearing	9.5 mm	403.210	1 1/4"	1	1,4,7,20
Shim	9.5 mm	403.211	variable	1/more	1,2,4,9,11,14,20
<b><u>Catchbasin Patching Areas</u></b>					
Base	12.5 mm	403.213	6"	3/more	1,2,4,10
<b><u>Drives, Misc.</u></b>					
Wearing	9.5 mm	403.209	3/4" – 1 1/4"	1/more	2,3,10,11,14

**COMPLEMENTARY NOTES**

1. The required PGAB for this mixture will meet a **PG 64-28** grading.
2. 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.
3. The design traffic level for mix placed shall be <0.3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations**.
4. The design traffic level for mix placed shall be 0.3 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at **50 gyrations**.
7. Section 106.6 Acceptance, (1) Method A.
8. Section 106.6 Acceptance, (2) Method B. The Contractor may request a contract modification to change to testing method "A" prior to work starting on this item.
9. Section 106.6 Acceptance, (2) Method C. The Contractor may request a contract modification to change to testing method "A" prior to work starting on this item.
10. Section 106.6 Acceptance, (2) Method D.
11. The combined aggregate gradation required for this item shall be classified as a 9.5mm "**fine graded**" mixture, (using the Primary Control Sieve control point) as defined in 703.09.
14. 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.

20. The Contractor may place the specified HMA pavement course, not to exceed 2” inch compacted depth, over the full single travel lane width, for each production day. If this option is utilized the Contractor will be required to place a matching course of HMA over the adjacent section of travel lane before the end of the following calendar day. The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard. Additional centerline delineation such as double RPM application or temporary painted line shall be required for centerline depths exceeding ¾” inch. Pavement layers ¾” inch or less shall require a single RPM application placed on the newly placed pavement as a minimum. 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. On roadways with two-way traffic, the Contractor will be required to place the specified course over the full width of the mainline traveled way being paved prior to opening the sections to weekend or holiday traffic. 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.
22. See Special Provision 401 – Thin Lift Surface Treatment for project specifics.

Tack Coat

A tack coat of emulsified asphalt, RS-1, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.025 gal/yd<sup>2</sup>, and on milled pavement approximately 0.05 gal/yd<sup>2</sup> 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 0.025 gal/yd<sup>2</sup>. Tack used will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION  
SECTION 652  
MAINTENANCE OF TRAFFIC

Approaches Approach signing shall include the following signs as a minimum. Field conditions may warrant the use of additional signs as determined by the Resident.

- Road work Next x Miles
- Road work 500 Feet
- End Road Work

Work Area At each work site, signs and channelizing devices shall be used as directed by the Resident. Signs include:

- Road Work xxxx <sup>1</sup>
- One Lane Road Ahead
- Flagger Sign

Other typical signs include:

- Be Prepared to Stop
- Low Shoulder
- Bump
- Pavement Ends

The above lists of Approach signs and Work Area signs are representative of the contract Requirements. Other sign legends may be required.

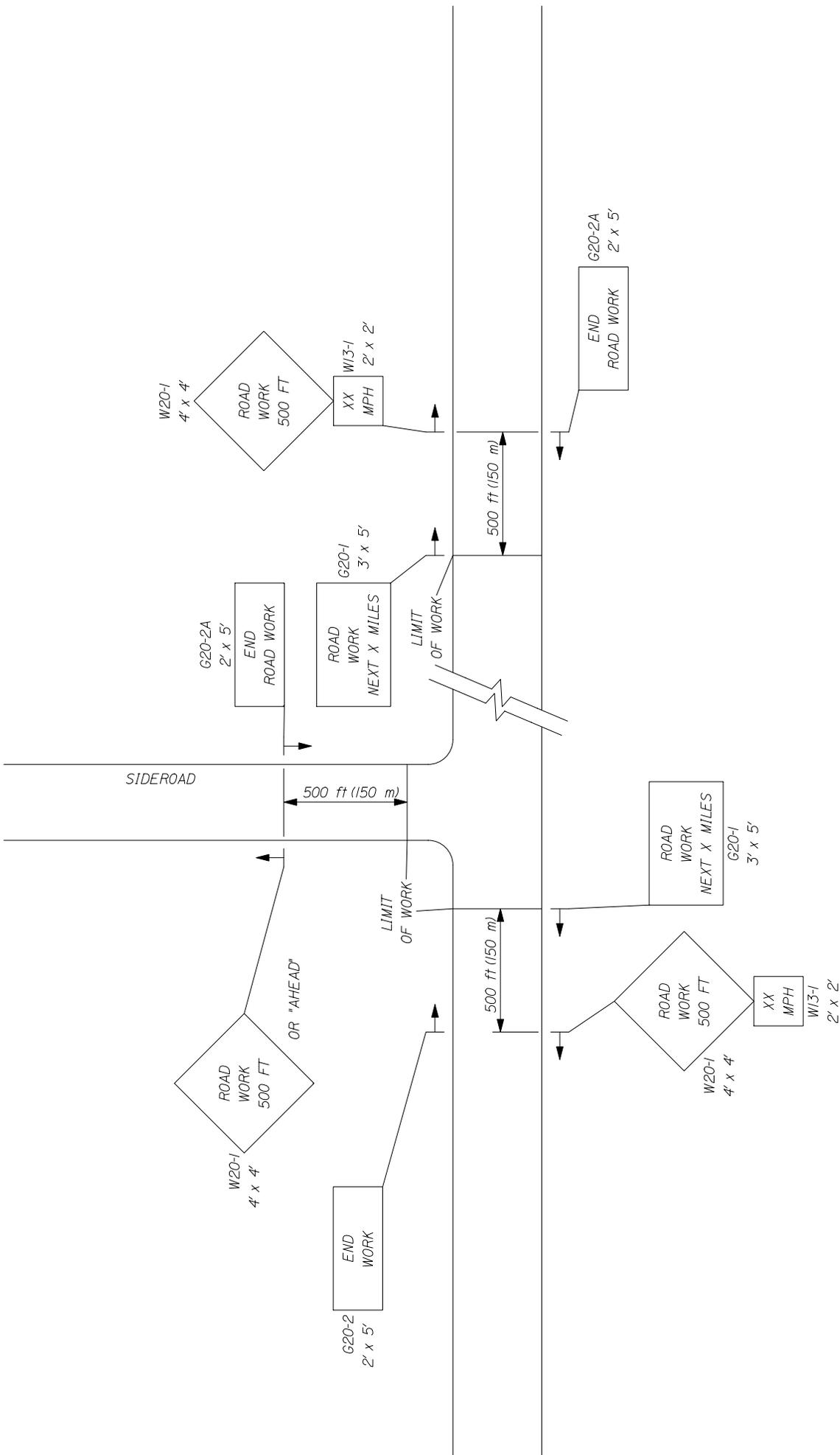
The Contractor shall conduct their operations in such a manner that the roadway will not be restricted to one lane for more than 800 m [2,500 ft] at each work area. To encourage quality paving in warm-weather conditions, the length can be extended to 4,000 ft depending on the traffic impacts. Where more than one work area restricts traffic to one lane operation, these work areas shall be separated by at least 1.6 km [1 mile] of two way operation.

**Temporary Centerline** A temporary centerline shall be placed each day on all new pavement to be used by traffic. The temporary centerline, when specified of reflectorized traffic paint, shall conform to the standard marking patterns used for permanent markings.

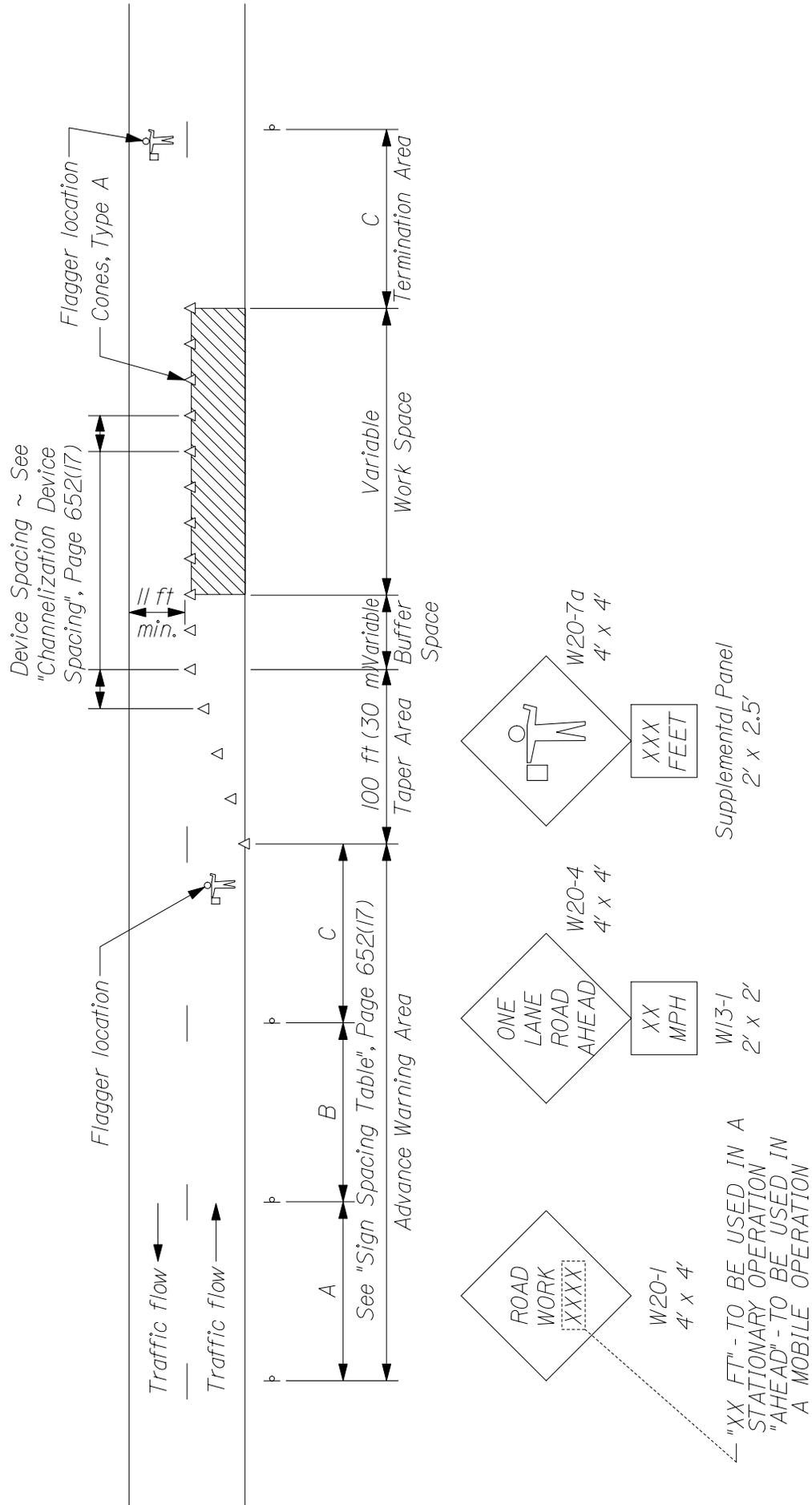
Failure to apply a temporary centerline daily will result in a Traffic Control Violation and suspension of paving operations until temporary markers are applied to all previously placed pavement.

<sup>1</sup> “Road Work Ahead” to be used in mobile operations and “Road Work xx ft” to be used in stationary operations as directed by the Resident.

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-- PROJECT APPROACH SIGNING --  
TWO WAY TRAFFIC



TYPICAL APPLICATION: TWO - WAY, TWO LANE ROADWAY, CLOSING ONE LANE USING FLAGGERS

\* Formulas for L are as follows:

For speed limits of 40 mph (60 km/h) or less:

$$L = \frac{WS^2}{60} \quad (L = \frac{WS^2}{155})$$

For speed limits of 45 mph (70 km/h) or greater:

$$L = WS \quad (L = \frac{WS}{1.6})$$

\* Formulas for L are as follows:

A minimum of 5 channelization devices shall be used in the taper.

TYPE OF TAPER	TAPER LENGTH (L)*
Merging Taper	at least L
Shifting Taper	at least 0.5L
Shoulder Taper	at least 0.33L
One-Lane, Two-Way Traffic Taper	100 ft (30 m) maximum
Downstream Taper	100 ft (30 m) per lane

#### CHANNELIZATION DEVICE SPACING

The spacing of channelization devices shall not exceed a distance equal to 1.0 times the speed limit in mph when used for taper channelization, and a distance in feet of 2.0 times the speed limit in mph when used for tangent channelization.

#### GENERAL NOTES;

1. Final placement of signs and devices may be changed to fit field conditions as approved by the Resident.

Road Type	SIGN SPACING TABLE		
	Distance Between Signs**		
	A	B	C
Urban 30 mph (50 km/h) or less	100 (30)	100 (30)	100 (30)
Urban 35 mph (55 km/h) and greater	350 (100)	350 (100)	350 (100)
Rural	500 (150)	500 (150)	500 (150)
Expressway / Urban Parkway	2,640 (800)	1,500 (450)	1000 (300)

\*\*Distances are shown in feet (meters).

#### SUGGESTED BUFFER ZONE LENGTHS

Speed (mph)	Length (feet)	Speed (mph)	Length (feet)
20	115	40	325
25	155	45	360
30	200	50	425
35	250	55	495

**SPECIAL PROVISION  
SECTION 656**

**Temporary Soil Erosion and Water Pollution Control**

Standard Specification 656 of the Standard Specifications is deleted and replaced by this Special Provision.

The following information and requirements will constitute the Soil Erosion and Water Pollution Control Plan for this Project. The soil erosion and water pollution control measures associated with this work are as follows:

All work shall be done in accordance with the latest revision of the Maine Department of Transportation Best Management Practices for Erosion and Sediment Control (a.k.a. Best Management Practices manual or BMP Manual). The latest version is dated February 2008 and is available at:

<http://www.maine.gov/mdot/env/documents/pdf/bmp2008/BMP2008full.pdf>

**Procedures specified shall be according to the BMP Manual unless stated otherwise.**

1. The on-site person responsible for implementation of this plan, shall be the Contractor's Superintendent or other supervisory employee (the "Environmental Coordinator") with the authority to immediately remedy any deficient controls and shall provide the Resident with their numbers (telephone number, cellular phone and pager numbers, if applicable) where the Environmental Coordinator can be reached 24 hours a day.
2. All areas where soil is disturbed shall be permanently mulched on a daily basis and seeded on a weekly basis (if seeded by hand, it shall be done on a daily basis). All previously mulched areas shall be maintained and re-mulched on a daily basis if bare areas develop until an acceptable growth of grass has been obtained.
3. All disturbed ditches shall receive erosion control blanket or stone rip rap, as required, prior to leaving the site each day.
4. Winter stabilization BMPs shall be applied in accordance with the MDOT BMP Manual between November 1 and April 15 or during frozen ground conditions.
5. If the Work includes the handling or storage of petroleum products or Hazardous Materials including the on site fueling of Equipment, the Resident must be provided with a Spill Prevention Control and Countermeasure Plan (SPCCP) plan. At a minimum, the SPCCP shall include:
  - The name and emergency response numbers (telephone number, cellular phone and pager numbers, if applicable) of the Contractor's representative responsible for spill prevention;
  - General description and location of (1) handling, transfer, storage, and containment facilities of such products or Materials ("activities and facilities") and (2) potential receptors of such products or Materials including oceans, lakes, ponds, rivers, streams, wetlands, and sand and gravel aquifers ("sensitive resources") including the distances between said activities and facilities and said sensitive resources;

**SPECIAL PROVISION**  
**SECTION 656**

Temporary Soil Erosion and Water Pollution Control

- Description of preventative measures to be used to minimize the possibility of a spill including Equipment and/or Materials to be used to prevent discharges including absorbent Materials,
  - A contingency response plan to be implemented if a spill should occur including a list of emergency phone/pager numbers including the Contractor's representative, MDEP Spill Response, the Resident, and local police and fire authorities. For a related provision, see *Standard Specification, Section, 105.2.2 - Project Specific Emergency Planning*.
6. The Environmental Coordinator must inspect and maintain daily all controls for the duration of the project.
  7. If the Project Resident directs new soil disturbance that requires temporary erosion and sedimentation control, all permits shall be obtained by the MaineDOT and a full SEWPCP will be required and paid for as Extra Work.

Any costs related to this plan shall be considered incidental to the contract.

**SPECIAL PROVISION**  
**SECTION 656**  
Temporary Soil Erosion and Water Pollution Control

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**Procedures specified shall be according to the BMP Manual unless stated otherwise.**

1. The on-site person responsible for implementation of this plan, shall be the Contractor's Superintendent or other supervisory employee (the "Environmental Coordinator") with the authority to immediately remedy any deficient controls and shall provide the Resident with their numbers (telephone number, cellular phone and pager numbers, if applicable) where the Environmental Coordinator can be reached 24 hours a day.
2. All areas where soil is disturbed shall be permanently mulched on a daily basis and seeded on a weekly basis (if seeded by hand, it shall be done on a daily basis). All previously mulched areas shall be maintained and re-mulched on a daily basis if bare areas develop until an acceptable growth of grass has been obtained.
3. All disturbed ditches shall receive erosion control blanket or stone rip rap, as required, prior to leaving the site each day.
4. Winter stabilization BMPs shall be applied in accordance with the MDOT BMP Manual between November 1 and April 15 or during frozen ground conditions.
5. If the Work includes the handling or storage of petroleum products or Hazardous Materials including the on site fueling of Equipment, the Resident must be provided with a Spill Prevention Control and Countermeasure Plan (SPCCP) plan. At a minimum, the SPCCP shall include:
  - The name and emergency response numbers (telephone number, cellular phone and pager numbers, if applicable) of the Contractor's representative responsible for spill prevention;
  - General description and location of (1) handling, transfer, storage, and containment facilities of such products or Materials ("activities and facilities") and (2) potential receptors of such products or Materials including oceans, lakes, ponds, rivers, streams, wetlands, and sand and gravel aquifers ("sensitive resources") including the distances between said activities and facilities and said sensitive resources;

**SPECIAL PROVISION  
SECTION 656**

Temporary Soil Erosion and Water Pollution Control

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6. The Environmental Coordinator must inspect and maintain daily all controls for the duration of the project.
  7. If the Project Resident directs new soil disturbance that requires temporary erosion and sedimentation control, all permits shall be obtained by the MaineDOT and a full SEWPCP will be required and paid for as Extra Work.

Any costs related to this plan shall be considered incidental to the contract.

November 05, 2014  
Supersedes March 25, 2014

## STANDARD DETAIL UPDATES

Standard Details and Standard Detail updates are available at:

<http://maine.gov/mdot/contractors/publications/standarddetail/>

<u>Detail #</u>	<u>Description</u>	<u>Revision Date</u>
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	No Changes to the November 2014 Standard Detail Book	
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SUPPLEMENTAL SPECIFICATION  
(Corrections, Additions, & Revisions to Standard Specifications - November 2014)

**SECTION 101**  
**CONTRACT INTERPRETATION**

101.2 Definitions

Page 1-5 – Remove the definition of Bridge in its entirety and replace with:

**“Bridge A structure that is erected over a depression or an obstruction, such as water, a highway or a railway, and has an opening measured along the centerline of the Roadway of more than 20 feet between: The faces of abutments; spring line of arches; extreme ends of openings of box culverts, pipes or pipe arches; or the extreme ends of openings for multiple box culverts, pipes or pipe arches.”**

Page 1-12 – Remove the definition of Large Culvert in its entirety and replace with:

**“Large Culvert Any structure not defined as a Culvert or Bridge that provides a drainage or non-drainage opening under the Roadway or Approaches to the Roadway, with an opening that is 5 feet but less than 10 feet.”**

Remove the definition of Minor Span in its entirety and replace with:

**“Minor Span Same definition as Bridge, except having an opening of between 10 feet and 20 feet, inclusive.”**

**SECTION 104**  
**GENERAL RIGHTS AND RESPONSIBILITIES**

104.5.5 Prompt Payment of Subcontractors Add the following paragraph to this subsection:

**C. Payment Tracking Federal Projects On federally funded projects, the prime contractor, subcontractors and lower-tier subcontractors will track and confirm the delivery and receipt of all payments through the Elation System. They will be responsible for entering all payments to all sub and lower tier contractors. MaineDOT will run a query monthly to ensure that contractors are complying and generate an e-mail to contractors who have not responded to confirm receipt of MaineDOT payment or contractor payment to lower tier subcontractors.**

**SECTION 105**  
**GENERAL SCOPE OF WORK**

105.4.5 Special Detours Remove this subsection in its entirety and replace with:

**“105.4.5 Maintenance of Existing Structures When a new Bridge or Minor Span is being installed on a new alignment and the existing structure is to remain in service, the Department will maintain the existing structure and the portions of the roadway required for maintaining traffic until such time that the new structure is opened to traffic and the existing structure is taken out of service. A similar situation exists when a new Bridge or Minor Span is being installed on the same alignment as the existing structure, requiring a temporary detour to be installed by the Contractor per Section 510, Special Detours, prior to removal of the existing structure. In this case, the Department will maintain the existing structure and the portions of the existing roadway required for maintaining traffic until such time that either the temporary detour is opened to traffic or the Contractor begins any work on the existing structure, including, but not limited to, repairs, modifications, moving, demolition or removal. In either case, once the new structure or temporary detour is opened to traffic, or the Contractor begins any work on the existing structure, the Contractor shall be solely responsible for all maintenance of the existing structure and the portions of the existing approaches that lie outside the new roadway or the temporary detour, respectively. This specification is not intended to supersede Standard Specification Section 104.3.11, Responsibility for Property of Others.”**

**APPENDIX A TO DIVISION 100**

Remove Section D in its entirety as this is now covered in Section 105.10 EQUAL OPPORTUNITY AND CIVIL RIGHTS.

**SECTION 203**  
**EXCAVATION AND EMBANKMENT**

203.02 Materials

At the bottom of page 2-12, add as the first item in the list:

**Crushed Stone,  $\frac{3}{4}$  inch      703.13**

**SECTION 304**  
**AGGREGATE BASE AND SUBBASE COURSE**

304.02 Aggregate

Remove the sentence “Aggregate for base and subbase courses shall be material meeting the aggregate type requirements specified in the following table” in its entirety and the table that follows it with headings of ‘Material’ and ‘Aggregate Type’.

**SECTION 307**  
**FULL DEPTH RECYCLED PAVEMENT**

Remove this Section in its entirety and replace with:

**SECTION 307**  
**FULL DEPTH RECYCLING**  
**(UNTREATED OR TREATED WITH EMULSIFIED ASPHALT STABILIZER)**

**307.01 Description** This work shall consist of pulverizing a portion of the existing roadway structure into a homogenous mass, adding an emulsified asphalt stabilizer (if required) to the depth of the pulverized material specified in the contract, placing and compacting this material to the lines, grades, and dimensions shown on the plans or established by the Resident.

**MATERIALS**

**307.02 Pulverized Material** Pulverized material shall consist of the existing asphalt pavement layers and one inch or more as specified of the underlying gravel, pulverized and blended into a homogenous mass. Pulverized material will be processed to 100% passing a 2 inch square mesh sieve.

**307.021 New Aggregate and Additional Recycled Material** New aggregate, if required by the contract, shall meet the requirements of Subsection 703.10 - Aggregate for Untreated Surface Course and Leveling Course, Type A. Aggregate Subbase Course Gravel Type D processed to 100 percent passing a 2 inch square mesh sieve and meeting the requirements of 703.06 – Aggregate for Base and Subbase may be used in areas requiring depths greater than 2 inches. New aggregate, will be measured and paid for under the appropriate item.

Recycled material, if required, shall consist of salvaged asphalt material from the project or from off-site stockpiles that has been processed before use to 100 percent passing a 2 inch square mesh sieve. Recycled material shall be conditionally accepted at the source by the Resident. It shall be free of winter sand, granular fill, construction debris, or other materials not generally considered asphalt pavement.

Recycled material generated and salvaged from the project shall be used within the roadway limits to the extent it is available as described in 307.09. No additional payment will be made for material salvaged from the project.

Recycled material supplied from off-site stockpiles shall be paid for as described in the contract, or by contract modification.

**307.022 Emulsified Asphalt Stabilizer.** If required, the emulsified asphalt stabilizer shall be grade MS-2, MS-4, SS-1, or CSS-1 meeting the requirements of Subsection 702.04 Emulsified Asphalt.

**307.023 Water** Water shall be clean and free from deleterious concentrations of acids, alkalis, salts or other organic or chemical substances.

**307.024 Portland Cement** If required, Portland Cement shall be Type I or II meeting the requirements of AASHTO M85.

**307.025 Hydrated Lime** If required, Hydrated Lime shall meet the requirements of AASHTO M216.

## EQUIPMENT

**307.03 Pulverizer** The pulverizer shall be a self-propelled machine, specifically manufactured for full-depth recycling work and capable of reducing the required existing materials to a size that will pass a 2 inch square mesh sieve. The machine shall be equipped with standard automatic depth controls and must maintain a consistent cutting depth and width. The machine also shall be equipped with a gauge to show depth of material being processed.

**307.04 Liquid Mixer Unit or Distributor.** If treatment of the recycled layer with emulsified asphalt is required by the contract, a liquid mixing unit or distributor shall be used to introduce the emulsified asphalt stabilizer into the pulverized material. The mixing unit shall contain a liquid distribution and mixing system which has been specifically manufactured for full-depth recycling work, capable of mixing the pulverized material with an evenly metered distribution of emulsified asphalt into a homogeneous mixture, to the depth and width required.

The mixing unit shall be designed, equipped, maintained, and operated so that emulsified asphalt stabilizer at constant temperature may be applied uniformly on variable widths of pulverized material up to 6 feet at readily determined and controlled rates from 0.01 to 1.06 gal/yd<sup>2</sup> with uniform pressure and with an allowable variation from any specified rate not to exceed 0.01 gal/ yd<sup>2</sup>. Mixing units shall include a tachometer, pressure gages, and accurate volume measuring devices or a calibrated tank and a thermometer for measuring temperatures of tank contents.

**307.041 Cement or Lime Spreader** If required by the contract, spreading of the Portland Cement or Hydrated Lime shall be done with a spreader truck designed to spread dry particulate (such as Portland Cement or Lime) or other approved means to insure a uniform distribution across the roadway and minimize fugitive dust. Pneumatic application, including through a slotted pipe, will not be permitted. Other systems that have been developed include fog systems, vacuum systems, etc. Slurry applications may also be accepted. The Department reserves the right to accept or reject the method of spreading cement. The Contractor shall provide a method for verifying that the correct amount of cement is being applied.

**307.05 Placement Equipment** Placement of the Full Depth recycled material to the required slope and grade shall be done with an approved highway grader or by another method approved by the Resident.

**307.06 Rollers** The full depth recycled material shall be rolled with a vibratory pad foot roller, a vibratory steel drum soil compactor and a pneumatic tire roller. The pad foot roller drum shall have a minimum of 112 tamping feet 3 inches in height, a minimum contact area per foot of 17 inch<sup>2</sup>, and a minimum width of 84 inches. The vibratory steel drum roller shall have a minimum 84 inch width single drum. The pneumatic tire roller shall meet the requirements of Section 401.10 and the minimum allowable tire pressure shall be 85 psi.

### MIX DESIGN

If treatment of the recycled layer with emulsified asphalt is required by the contract, the Department will supply a mix design for the emulsified asphalt stabilized material based on test results from pavement and soil analysis taken to the design depth. The Department will provide the following information prior to construction:

1. Percent of emulsified asphalt to be used.
2. Quantity of lime or cement to be added.
3. Optimum moisture content for proper compaction.
4. Additional aggregate (if required).

After a test strip has been completed or as the work progresses, it may be necessary for the Resident to make necessary adjustments to the mix design. Changes to compensation will be in accordance with the Mix Design Special Provision.

### CONSTRUCTION REQUIREMENTS

**307.06 Pulverizing** The entire depth of existing pavement shall be pulverized together with 1 inch or more of the underlying gravel into a homogenous mass. All pulverizing shall be done with equipment that will provide a homogenous mass of pulverized material, processed in-place, which will pass a 2 inch square mesh sieve.

**307.07 Weather Limitations** Full depth recycled work shall be performed when;

- A. Recycling operations will be allowed between May 15<sup>th</sup> and September 15<sup>th</sup> inclusive in Zone 1 - Areas north of US Route 2 from Gilead to Bangor and north of Route 9 from Bangor to Calais.
- B. The atmospheric temperature, as determined by an approved thermometer placed in the shade at the recycling location, is 50°F and rising.
- C. When there is no standing water on the surface.
- D. During generally dry conditions, or when weather conditions are such that proper pulverizing, mixing, grading, finishing and curing can be obtained using proper procedures, and when compaction can be accomplished as determined by the Resident.
- E. When the surface is not frozen and when overnight temperatures are expected to be above 32°F.
- F. Wind conditions are such that the spreading of lime or cement on the roadway ahead of the recycling machine will not adversely affect the operation.

**307.08 Surface Tolerance** The complete surface of the Full Depth Recycled course shall be shaped and maintained to a tolerance, above or below the required cross sectional shape, of  $\frac{3}{8}$  inch.

**307.09 Full Depth Recycling Procedure** New aggregate or recycled material meeting the requirements of Section 307.021 - New Aggregate and Additional Recycled Material, shall be added as necessary to restore cross-slope and/or grade before pulverizing. Locations will be shown on the plans or described in the construction notes. The Resident may add other locations while construction of the project is in progress. The Contractor will use recycled material to the extent it is available, in lieu of new aggregate. The material shall then be pulverized, processed, and blended into a homogeneous mass passing a 2 inch square mesh sieve. Material found not pulverized down to a 2 inch size will be required to be reprocessed by the recycler with successive passes until approved by the Resident.

Should the Contractor be required to add new aggregate or recycled material to restore cross-slope and/or grade after the initial pulverizing process, those areas will require re-processing to blend into a homogenous mass passing a 2 in square mesh sieve.

Sufficient water shall be added during the recycling process to maintain optimum moisture for compaction.

The resultant material from the initial pulverizing processes shall be graded and compacted to the cross-slope and profile shown on the plans or as directed by the Resident. The Contractor will also be responsible for re-establishing the existing profile grade. The completed surface of the full depth recycled course shall be shaped and maintained to a tolerance, above or below the required cross sectional shape, of  $\frac{3}{8}$  inch. Areas not meeting this tolerance will be repaired as described in Section 307.091. The initial pulverizing process density requirements will be the same as Section 307.101 unless otherwise directed by the Resident.

Additives, if required, shall be introduced following completion of the initial pulverizing and blending process. Emulsified asphalt stabilizer shall be incorporated into the top of the processed material as specified in section 307.04 to the depth specified in the contract by use of the liquid mixer unit or a distributor, at the rate specified in the mix design. The emulsified asphalt shall then be uniformly blended into a homogeneous mass until an apparent uniform distribution has occurred. The rate of application may be adjusted as necessary by the Resident. Cement or lime shall be introduced as described in section 307.041. The resultant material shall be graded and compacted to the cross-slope and profile shown on the plans or as directed by the Resident. The Contractor will also be responsible for re-establishing the existing profile grade.

After final compaction, the roadway surface shall be treated with a light application of water, and rolled with pneumatic-tired rollers to create a close-knit texture. The finished layer shall be free from:

- A. Surface laminations.
- B. Segregation of fine and coarse aggregate.
- C. Corrugations, centerline differential, potholes, or any other defects that may adversely affect the performance of the layer, or any layers to be placed upon it.

The Contractor shall protect and maintain the recycled layer until a lift of pavement is applied. Any damage or defects in the layer shall be repaired immediately. An even and uniform surface shall be maintained. The recycled surface shall be swept prior to hot mix asphalt overlay placement.

**307.091 Repairs** Repairs and maintenance of the recycled layers, resulting from damage caused by traffic, weather or environmental conditions, or resulting from damage caused by the Contractor's operations or equipment, shall be completed at no additional cost to the Department.

For recycled layers stabilized with emulsified asphalt, low areas will be repaired using a hot mix asphalt shim. Areas up to 1 inch high can be repaired by milling or shimming with hot mix asphalt. Areas greater than 1 inch high will be repaired using a hot mix asphalt shim. All repair work will be done with the Resident's approval at the Contractor's expense.

## TESTING REQUIREMENTS

**307.10 Quality Control** The Contractor shall operate in accordance with the approved Quality Control Plan (QCP) to assure a product meeting the contract requirements. The QCP shall meet the requirements of Section 106.4 - Quality Control and this Section. The Contractor shall not begin recycling operations until the Department approves the QCP in writing.

Prior to performing any recycling process, the Department and the Contractor shall hold a Pre-recycle conference to discuss the recycling schedule, type and amount of equipment to be used, sequence of operations, and traffic control. A copy of the QC random numbers to be used on the project shall be provided to the Resident. All field supervisors including the responsible onsite recycling process supervisor shall attend this meeting.

The QCP shall address any items that affect the quality of the Recycling Process including, but not limited to, the following:

- A. Sources for all materials, including New Aggregate and Additional Recycled Material.
- B. Make and type of rollers including weight, weight per inch of steel wheels, and average contact pressure for pneumatic tired rollers.
- C. Testing Plan.
- D. Recycling operations including recycling speed, methods to ensure that segregation is minimized, grading and compacting operations.

- E. Methods for protecting the finished product from damage and procedures for any necessary corrective action.
- F. Method of grade checks.
- G. Examples of Quality Control forms.
- H. Name, responsibilities, and qualifications of the Responsible onsite Recycling Supervisor experienced and knowledgeable with the process.
- I. A note that all testing will be done in accordance with AASHTO and MDOT/ACM procedures.

The Project Superintendent shall be named in the QCP, and the responsibilities for successful implementation of the QCP shall be outlined.

The Contractor shall sample, test, and evaluate the full depth reclamation process in accordance with the following minimum frequencies:

#### MINIMUM QUALITY CONTROL FREQUENCIES

Test or Action	Frequency	Test Method
Density	1 per 1000 feet / lane	AASHTO T 310
Air Temperature	4 per day at even intervals	
Surface Temperature	At the beginning and end of each days operation	
Yield of all materials (Daily yield, yield since last test, and total project yield.)	1 per 1000 ft/lane	

The Department may view any QC test and request a QC test at any time. The Contractor shall submit all QC test reports and summaries in writing, signed by the appropriate technician, to the Department's onsite representative by 1:00 P.M. on the next working day, except when otherwise noted in the QCP due to local restrictions. The Contractor shall make all test results, including randomly sampled densities, available to the Department onsite.

The Contractor shall cease recycling operations whenever one of the following occurs:

- A. The Contractor fails to follow the approved QCP.
- B. The Contractor fails to achieve 98 percent density after corrective action has been taken.
- C. The finished product is visually defective, as determined by the Resident.
- D. The computed yield differs from the mix design by 10 percent or more.

Recycling operations shall not resume until the Department approves the corrective action to be taken.

**307.101 Test Strip** The contractor shall assemble all items of equipment for the recycling operation on the first day of the recycling work. The Contractor shall construct a test strip for the project at a location approved by the Resident. The Responsible onsite Recycling Supervisor will work with Department personnel to determine the suitability of the mixed material, moisture control within the mixed material, and compaction and surface finish. The test strip section is required to:

- A. Demonstrate that the equipment and processes can produce recycled layers to meet the requirements specified in these special provisions.
- B. Determine the effect on the gradation of the recycled material by varying the forward speed of the recycling machine and the rotation rate of the milling drum.
- C. Determine the optimum moisture necessary to achieve proper compaction of the recycled layer.
- D. Determine the sequence and manner of rolling necessary to obtain the compaction requirements and establish a target density. The Contractor and the Department will both conduct testing with their respective gauges at this time.

The test strip shall be at least 300 feet in length of a full lane-width (or a half-road width). Full recycling production will not start until a passing test strip has been accomplished. If a test strip fails to meet the requirements of this specification, the Contractor will be required to repair or replace the test strip to the satisfaction of the Resident. Any repairs, replacement, or duplication of the test strip will be at the Contractor's expense.

After the test strip has been pulverized, and the roadway brought to proper shape, the Contractor shall add water until it is determined that optimum moisture has been obtained. The test strip shall then be rolled using the specified compaction equipment as directed until the density readings show an increase in dry density of less than 1 pcf for the final four roller passes of each roller. The Contractor and Department will each determine a target density using their respective gauges by performing several additional density tests and averaging them. The average of these tests will be used as the target density of the recycled material for QC and Acceptance purposes.

Following completion of the test strip, compaction of the material shall continue until a density of not less than 98 percent of the test strip target density has been achieved for the full width and depth of the layer. During the construction and compaction of the Full Depth Recycled base, should three consecutive Acceptance test results for density fail to meet a minimum of 95 percent of the target density, or exceed 102 percent of target density, a new test strip shall be constructed.

**ACCEPTANCE TEST FREQUENCY**

Property	Frequency	Test Method
In-place Density	1 per 2000 ft / lane	AASHTO T 310

**308.102 Curing.** No new pavement shall be placed on the full depth recycled pavement until curing has reduced the moisture content to 1 percent or less by total weight of the mixture, or a curing period of 4 days has elapsed, whichever comes first.

**307.11 Method of Measurement** Full Depth Recycled Pavement (Untreated or Treated with Emulsified Asphalt Stabilizer) will be measured by the square yard.

**307.12 Basis of Payment** The accepted quantity of Full Depth Recycled Asphalt Pavement (Untreated or Treated with Emulsified Asphalt Stabilizer) will be paid for at the contract unit price per square yard, complete in-place which price will be full compensation for furnishing all equipment, materials and labor for pulverizing, blending, placing, grading, compacting, and for all incidentals necessary to complete the work.

The addition of materials to restore profile grade and/or cross-slope in areas shown on the plans or described in the construction notes will be paid separately under designated pay items within the contract. No additional payment will be made for materials salvaged from the project.

Payments will be made under:

<b><u>Pay Item</u></b>	<b><u>Pay Unit</u></b>
307.331 Full Depth Recycled Pavement (Untreated) Yard	Square
307.332 Full Depth Recycled Pavement (with Emulsified Asphalt Stabilizer) 5 in. depth Yard	Square
307.333 Full Depth Recycled Pavement (with Emulsified Asphalt Stabilizer) 6 in. depth Yard	Square

**SECTION 502**  
**STRUCTURAL CONCRETE**

**502.05 Composition and Proportioning**  
Replace Table 1 with

TABLE 1

Concrete CLASS	Minimum Compressive Strength (PSI)	Permeability as indicated by Surface Resistivity (KOhm-cm)	Entrained Air (%)		Notes
			LSL	USL	
S	3,000	N/A	N/A	N/A	4,5
A	4,000	14	6.0	9.0	1,4,5
P	-----	-----	5.5	7.5	1,2,3,4
LP	5,000	17	6.0	9.0	1,4,5
Fill	3,000	N/A	6.0	9.0	4,5

In the list of information submitted by the contractor for a mix design:

Item J Replace “Target Coulomb Value.” with “Target KOhm-cm Value.”

502.1703 Acceptance Methods A and B

In the paragraph that starts with “The Department will take Acceptance...” Remove the word chloride from chloride permeability in the last sentence.

Replace the paragraph starting with “Rapid Chloride Permeability specimens...” With the following:

“Surface Resistivity specimens will be tested by the Department in accordance with AASHTO TP-95 at an age  $\geq$  56 days. Four 4 inch x 8 inch cylinders will be cast per subplot placed. The average of three concrete specimens per subplot will constitute a test result and this average will be used to determine the permeability for pay adjustment computations.”

502.1706 Acceptance Method C

Remove in its entirety and Replace with:

**502.1706 Acceptance Method C The Department will determine the acceptability of the concrete through Acceptance testing. Acceptance tests will include compressive strength, air content and permeability. Method C concrete with a failing permeability as indicated by the surface resistivity test may be tested for permeability in accordance with the Rapid Chloride Permeability Test AASHTO T-277 averaging the results from two specimens cut from the samples prepared for the surface resistivity test. Method C concrete not meeting the requirements listed in Table 1 or if the Rapid Chloride Permeability test results in values exceeding 2000 coulombs for Class LP or 2400 for Class A, shall be removed and replaced at no cost to the Department. At the Department’s sole discretion, material not meeting requirements may be left in place and paid for at a reduced price as described in Section 502.195.**

502.1707 Resolution of Disputed Acceptance Test Results

Section B

Remove “Rapid Chloride” from the section heading.  
In paragraph 4 replace T-277 with TP-95

502.192 Pay Adjustment for Chloride Permeability

Remove “Chloride” from the heading and from the first sentence.

Replace the sentence that starts with “values greater than...” and replace with “values less than 10 KOHms-cm for Class A concrete or 11 KOHms-cm for Class LP concrete shall be subject to rejection and replacement, at no additional cost to the Department.”

502.194 Pay Adjustments for Compressive Strength, Chloride Permeability and Air Content, Methods A and B

Remove the word “Chloride” from the section heading and from the equation for CPF.

502.195 Pay Adjustment Method C

Table 6: Method C Pay Reductions (page 5-53)  
Under “Entrained Air” for “Class Fill”, in the first line,  
change from “< 4.0 (Removal)” to “< **4.5 (Removal)**”

In Table 6: Method C PAY REDUCTIONS remove the word ‘Chloride’ from ‘Chloride Permeability’.

**SECTION 619**  
**MULCH**

619.07 Basis of Payment

In the list of Pay Items add “**619.12 Mulch**” with a Pay Unit of “**Unit**”.  
Change the description of 619.1201 from “Mulch” to “**Mulch – Plan Quantity**”

**SECTION 621**  
**LANDSCAPING**

621.0002 Materials - General

In the list of items change “Organic Humus” to “**Humus**”.

621.0019 Plant Pits and Beds

c Class A Planting

In the third paragraph beginning with “ The plant pit...” change “½ inch” to “**1 inch**”

## SECTION 660 ON-THE-JOB TRAINING

### 660.06 Method of Measurement

Remove the first sentence in its entirety and replace with “ **The OJT item will be measured by the number of OJT hours by a trainee who has successfully completed an approved training program.**”

### 660.07 Basis of payment to the Contractor

Remove the last word in the first sentence so that the first sentence reads “ The OJT shall be paid for once successfully completed at the contract unit price per **hour.**”

### Payment will be made under

Change the Pay Item from “660.22” to “**660.21**” and change the Pay Unit from “Each” to “**Hour**”.

## SECTION 703 AGGREGATES

### 703.06 Aggregate for Base and Subbase

Remove the first two paragraphs in their entirety and replace with these:

**“The following shall apply to Sections (a.) and (c.) below. The material shall have a Micro-Deval value of 25.0 or less as determined by AASHTO T 327. If the Micro- Deval value exceeds 25.0, the Washington State Degradation DOT Test Method T113, Method of Test for Determination of Degradation Value (January 2009 version) shall be performed, except that the test shall be performed on the portion of the sample that passes the ½ in sieve and is retained on the No. 10 sieve. If the material has a Washington Degradation value of less than 15, the material shall be rejected.**

**The material used in Section (b.) below shall have a Micro-Deval value of 25.0 or less as determined by AASHTO T 327. If the Micro-Deval value exceeds 25.0 the material may be used if it does not exceed 25 percent loss on AASHTO T 96, Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine. “**

### 703.33 Stone Ballast

In the third paragraph, remove the words “ less than” before 2.60 and add the words “**or greater**” after 2.60.

**SECTION 717**  
**ROADSIDE IMPROVEMENT MATERIAL**

717.02 Agricultural Ground Limestone

In the table after the third paragraph which starts with “Liquid lime...” change the Specification for Nitrogen (N) from “15.5 percent of which 1% is from ammoniac nitrogen and 14.5 /5 is from Nitrate Nitrogen” to read “**15.5 % of which 1% is from Ammoniacal Nitrogen and 14.5 % is from Nitrate Nitrogen**”



### Environmental Summary Sheet

Win: 20313.00  
Town: Winslow  
CPD Team Leader: Laurie Rowe  
ENV Field Contact: Val Derosier

Date Submitted: 1/3/14

NEPA Complete: Programmatic CE issued 1/3/14

Section 106  
PA  
Section 106 Resources:

Section 4(f) and 6(f)  
Section 4(f)  
Review Complete  
Section 6(f)  
Not Applicable

Maine Department of Inland Fisheries and Wildlife Essential Habitat  
  
Not Applicable                      Timing Window: Not Applicable

Section 7  
No Jeopardy- BATS (No Clearing)  
No Effect- Atlantic Salmon DPS and Critical Habitat – (no instream work)

Maine Department of Conservation/Public Lands, Submerged Land Lease  
Not Applicable

Maine Department of Environmental Protection  
Not Applicable  
*\*Applicable Standards and Permits are included with the contract*

Army Corps of Engineers, Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.  
Not Applicable  
*\*Applicable Standards and Permits are included with the contract*

Stormwater Review  
N/A

<input checked="" type="checkbox"/> Special Provisions Required		
Special Provision 105-Timing of Work Restriction	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
<b>Special Provision 656-Erosion Control Plan</b>	N/A <input type="checkbox"/>	<b>Applicable <input checked="" type="checkbox"/></b>
Special Provision 203-Dredge Spec	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
General Note for Hazardous Waste	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 203-Hazardous Waste	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 105.9	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>

*\*All permits and approvals based on plans/scope as of: 12/31/13*



### Environmental Summary Sheet

Win: 20314.00  
Town: Winslow  
CPD Team Leader: Laurie Rowe  
ENV Field Contact: Val Derosier

Date Submitted: 1/2/14

NEPA Complete: Programmatic CE issued 1/2/14

Section 106  
PA  
Section 106 Resources:

Section 4(f) and 6(f)  
Section 4(f)  
Review Complete  
Section 6(f)  
Not Applicable

Maine Department of Inland Fisheries and Wildlife Essential Habitat  
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Not Applicable  
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Stormwater Review  
N/A

<input checked="" type="checkbox"/> Special Provisions Required		
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Special Provision 203-Hazardous Waste	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 105.9	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>

*\*All permits and approvals based on plans/scope as of: 12/31/13*



### Environmental Summary Sheet

Win: 20315.00  
Town: Winslow  
CPD Team Leader: Laurie Rowe  
ENV Field Contact: Val Derosier

Date Submitted: 12/31/13

NEPA Complete: Programmatic CE issued 12/31/13

Section 106  
PA  
Section 106 Resources:

Section 4(f) and 6(f)  
Section 4(f)  
Review Complete  
Section 6(f)  
Not Applicable

Maine Department of Inland Fisheries and Wildlife Essential Habitat  
  
Not Applicable                      Timing Window: Not Applicable

Section 7  
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Stormwater Review  
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Special Provision 105.9	N/A <input checked="" type="checkbox"/>	Applicable <input type="checkbox"/>

*\*All permits and approvals based on plans/scope as of:12/16/13*