Updated **11/05/14**

STATE PROJECT

Effective November 05, 2014
Supersedes January 19, 2012

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.

June 3, 2015
Supersedes November 05, 2014

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 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 Rebecca Snowden at rebecca.snowden@maine.gov or Diane Barnes at 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 infrormation:

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, executers, 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.

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.

State of Maine
Department of Transportation

RFI No: _____

REQUEST FOR INFORMATION

Date _____ Time _____

Information Requested for:

WIN(S): _____ Town(s): _____ Bid Date: _____

Question(s):_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

_____

Request by:

Company Name:_____**Phone:(_____)**_____

Email: _____ Fax: (_____)_____

Complete this form and fax to 207-624-3431, Attn: Project Manager (name listed on the "Notice to Contractors"), or Email questions to RFI-Contracts.MDOT@maine.gov, Please include the word "RFI" along with the Project Name and Identification Number in the Subject line, or electronically by using the RFI Tab located on the Individual Projects Detail page.

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 **The placement of Plant Mix Recycled Asphalt Pavement, Hot Mix Asphalt Overlay and Intersection Improvements in the Towns of Exeter, Corinth and Newport**" 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 July 8, 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. 20410.10, 20414.10, 22650.00

Location: In Penobscot County, project 20410.10 is located on Route 11/43 beginning at the intersection of Avenue Road in Exeter and extending northerly 8.26 miles to 0.05 miles south of Route 15 in Corinth.
Project 20414.10 is located on Route 2 at the intersection of Elm Street and School Drive in Newport and extending easterly 1.70 miles (1.00mile east of Ridge Road)
Project 22650.00 is at the intersection of Route 11/43 (Exeter Road) and Route 15 (Main Street).

Outline of Work: Plant Mix Recycled Asphalt Pavement (PMRAP DOT Pugmill), Hot Mix Asphalt Overlay, Intersection Improvements without signals and other incidental work.

The basis of award will be Section 1 only

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 **Project Manager** Rob Clewley at (207) 624-3431, use electronic RFI form or email questions to 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.

Plans, specifications and bid forms may be seen at the Maine DOT Building in Augusta, Maine. 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.

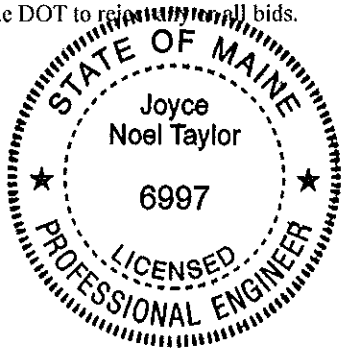
Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of **$50,000** payable to Treasurer, State 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 $10 [$15 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
June 17, 2015



JOYCE NOEL TAYLOR P. E.
CHIEF ENGINEER

TOWNS: Exeter- Corinth, Newport, Corinth
Projects: 20410.10, 20414.10, 22650.00
April 14, 2011
Supersedes August 3, 2004

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: 020410.10 **Project(s):** 020410.10, 020414.10, 022650.00

SECTION: 1 PROJECT ITEMS

Alt Set ID: **Alt Mbr ID:**

Contractor: _____

Proposal Line Number	Item ID / Description	Approximate Quantity and Units	Unit Price Dollars	Unit Price Cents	Bid Amount Dollars	Bid Amount Cents
0010	202.203 PAVEMENT BUTT JOINTS	2,030.000 SY				
0020	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	360.000 T				
0030	403.2104 HOT MIX ASPHALT 9.5 MM - THIN LIFT SURFACE TREATMENT	6,220.000 T				
0040	403.211 HOT MIX ASPHALT (SHIMMING)	5,710.000 T				
0050	403.213 HOT MIX ASPHALT 12.5 MM BASE	60.000 T				
0060	409.15 BITUMINOUS TACK COAT - APPLIED	17,330.000 G				
0070	608.26 CURB RAMP DETECTABLE WARNING FIELD	16.000 SF				
0080	609.237 TERMINAL CURB TYPE 1 - 7 FOOT	2.000 EA				
0090	609.31 CURB TYPE 3	196.000 LF				
0100	631.161 PAVING CREW	160.000 HR				
0110	631.162 PAVING CREW (OVERTIME)	40.000 HR				
	Section: 1		**Total:**			

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020410.10 **Project(s):** 020410.10, 020414.10, 022650.00

SECTION: 2 OPTION 1

Alt Set ID: **Alt Mbr ID:**

Contractor: _____

Proposal Line Number	Item ID / Description	Approximate Quantity and Units	Unit Price Dollars	Unit Price Cents	Bid Amount Dollars	Bid Amount Cents
0120	652.35 CONSTRUCTION SIGNS	384.000 SF				
0130	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	74.000 CD				
0140	652.38 FLAGGER	2,410.000 HR				
	Section: 2		**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

_____

a corporation or other legal entity organized under the laws of the State of _____, 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. 20410.10, 20414.10, and 22650.00 for the placement of Plant Mix Recycled Asphalt Pavement, Hot Mix Asphalt Overlay and Intersection Improvements in the Towns of Exeter, Corinth and Newport, County of Penobscot, 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 13, 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

Section 1 $_____

Section 2 $_____

Performance Bond and Payment Bond each being 100% of the amount awarded under this Contract (see award amount in Section G below).

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. 20410.10, 20414.10, and 22650.00 for the placement of Plant Mix Recycled Asphalt Pavement, Hot Mix Asphalt Overlay and Intersection Improvements in the Towns of Exeter, Corinth and Newport, County of Penobscot** , 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 for (see checked boxes):

Section 1 ❑
Section 2 ❑

Contract Amount: _____

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

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

_____

a corporation or other legal entity organized under the laws of the State of _____, 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. 20410.10, 20414.10, and 22650.00 for the placement of Plant Mix Recycled Asphalt Pavement, Hot Mix Asphalt Overlay and Intersection Improvements in the Towns of Exeter, Corinth and Newport, County of Penobscot, 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 13, 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

Section 1 $_____

Section 2 $_____

Performance Bond and Payment Bond each being 100% of the amount awarded under this Contract (see award amount in Section G below).

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. 20410.10, 20414.10, and 22650.00 for the placement of Plant Mix Recycled Asphalt Pavement, Hot Mix Asphalt Overlay and Intersection Improvements in the Towns of Exeter, Corinth and Newport, County of Penobscot** , 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 for (see checked boxes):

Section 1 ❑
Section 2 ❑

Contract Amount: _____

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

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.

CONTRACTOR

_____ **(Sign Here)**
Date (Signature of Legally Authorized Representative of the Contractor)

____(**Witness Sign Here)** _____ **(Print Name Here)**
Witness (Name and Title Printed)

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 la ws of the State of ..... and having a usual place of business ...., as Surety, are held and firm ly 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 m ade, Principa l and Surety bind them selves, their heirs, executors and adm inistrators, successors a nd 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 Num ber _____ in the Municipality of _____ prom ptly and faithfully perfor ms 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 altera tion 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 .....…….. Print Name Legibly ….....

SURETY:

Signature..... ...….....
Print Name Legibly ..... Print Name Legibly ….....

SURETY ADDRESS: NAME OF LOCAL AGENCY:

...….....ADDRESS ….....
..... ……..... TELEPHONE ..... ……..... viii

March 14, 2007
Supersedes March 3, 1966

Non-federal Projects Only

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).]

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 --------Region 4 Highway Rehabilitation (PMRAP) WIN 20410.10

Location of Project –Corinth, Penobscot County

2015 Fair Minimum Wage Rates
Highway & Earthwork Penobscot County

Occupation Title	Minimum Wage	Minimum Benefit	Total	Occupation Title	Minimum Wage	Minimum Benefit	Total
Asphalt Raker	$14.00	$0.00	$14.00	Ironworker - Reinforcing	$20.00	$1.23	$21.23
Backhoe Loader Operator	$18.00	$0.93	$18.93	Ironworker - Structural	$22.65	$6.06	$28.71
Bricklayer	$23.24	$1.80	$25.04	Laborers (Incl.Helpers & Tenders)	$12.39	$1.31	$13.70
Bulldozer Operator	$17.50	$4.21	$21.71	Laborer - Skilled	$15.00	$2.71	$17.71
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	$17.63	$3.92	$21.55
Cement Mason/Finisher	$16.81	$0.74	$17.55	Mechanic- Maintenance	$17.75	$2.71	$20.46
Concrete Pump Operator	$19.00	$3.35	$22.35	Painter	$16.00	$3.60	$19.60
Crane Operator =>15 Tons)	$24.00	$4.81	$28.81	Paver Operator	$20.75	$10.84	$31.59
Crusher Plant Operator	$20.75	$10.84	$31.59	Pipelayer	$15.16	$0.87	$16.03
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	$19.00	$2.23	$21.23	Roller Operator - Pavement	$20.75	$10.84	$31.59
Electrician Helper/Cable Puller (Licensed)	$16.39	$3.23	$19.62	Screed/Wheelman	$17.00	$5.23	$22.23
Excavator Operator	$19.26	$3.29	$22.55	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	$12.00	$0.28	$12.28
Grader/Scraper Operator	$20.00	$4.90	$24.90	Truck Driver - Heavy	$14.00	$1.92	$15.92
Highway Worker/Guardrail Installer	$16.80	$3.56	$20.36	Truck Driver - Tractor Trailer	$14.88	$5.51	$20.39
Hot Top Plant Operator	$20.75	$10.84	$31.59	Truck Driver - Mixer (Cement)	$13.79	$3.62	$17.41

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-101-2015

Filing Date: June 5, 2015

Expiration Date: 12-31-2015

A true copy

Attest: Pamela Megathlin

Pamela D Megathlin
Director
Bureau of Labor Standards

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

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 --------Region 4 Highway Rehabilitation (PMRAP) WIN 20414.10

Location of Project –Newport, Penobscot County

2015 Fair Minimum Wage Rates
Highway & Earthwork Penobscot County

Occupation Title	Minimum Wage	Minimum Benefit	Total	Occupation Title	Minimum Wage	Minimum Benefit	Total
Asphalt Raker	$14.00	$0.00	$14.00	Ironworker - Reinforcing	$20.00	$1.23	$21.23
Backhoe Loader Operator	$18.00	$0.93	$18.93	Ironworker - Structural	$22.65	$6.06	$28.71
Bricklayer	$23.24	$1.80	$25.04	Laborers (Incl.Helpers & Tenders)	$12.39	$1.31	$13.70
Bulldozer Operator	$17.50	$4.21	$21.71	Laborer - Skilled	$15.00	$2.71	$17.71
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	$17.63	$3.92	$21.55
Cement Mason/Finisher	$16.81	$0.74	$17.55	Mechanic- Maintenance	$17.75	$2.71	$20.46
Concrete Pump Operator	$19.00	$3.35	$22.35	Painter	$16.00	$3.60	$19.60
Crane Operator =>15 Tons)	$24.00	$4.81	$28.81	Paver Operator	$20.75	$10.84	$31.59
Crusher Plant Operator	$20.75	$10.84	$31.59	Pipelayer	$15.16	$0.87	$16.03
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	$19.00	$2.23	$21.23	Roller Operator - Pavement	$20.75	$10.84	$31.59
Electrician Helper/Cable Puller (Licensed)	$16.39	$3.23	$19.62	Screed/Wheelman	$17.00	$5.23	$22.23
Excavator Operator	$19.26	$3.29	$22.55	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	$12.00	$0.28	$12.28
Grader/Scraper Operator	$20.00	$4.90	$24.90	Truck Driver - Heavy	$14.00	$1.92	$15.92
Highway Worker/Guardrail Installer	$16.80	$3.56	$20.36	Truck Driver - Tractor Trailer	$14.88	$5.51	$20.39
Hot Top Plant Operator	$20.75	$10.84	$31.59	Truck Driver - Mixer (Cement)	$13.79	$3.62	$17.41

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-102-2015

Filing Date: June 5, 2015

Expiration Date: 12-31-2015

A true copy

Attest: Pamela Megathlin

Pamela D Megathlin
Director
Bureau of Labor Standards

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

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 --------Region 4 Intersection Improvements WIN 22650.00

Location of Project –Corinth, Penobscot County

2015 Fair Minimum Wage Rates
Highway & Earthwork Penobscot County

Occupation Title	Minimum Wage	Minimum Benefit	Total	Occupation Title	Minimum Wage	Minimum Benefit	Total
Asphalt Raker	$14.00	$0.00	$14.00	Ironworker - Reinforcing	$20.00	$1.23	$21.23
Backhoe Loader Operator	$18.00	$0.93	$18.93	Ironworker - Structural	$22.65	$6.06	$28.71
Bricklayer	$23.24	$1.80	$25.04	Laborers (Incl.Helpers & Tenders)	$12.39	$1.31	$13.70
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Carpenter - Rough	$24.00	$1.90	$25.90	Loader Operator - Front-End	$17.63	$3.92	$21.55
Cement Mason/Finisher	$16.81	$0.74	$17.55	Mechanic- Maintenance	$17.75	$2.71	$20.46
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Excavator Operator	$19.26	$3.29	$22.55	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	$12.00	$0.28	$12.28
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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-100-2015

Filing Date: June 5, 2015

Expiration Date: 12-31-2015

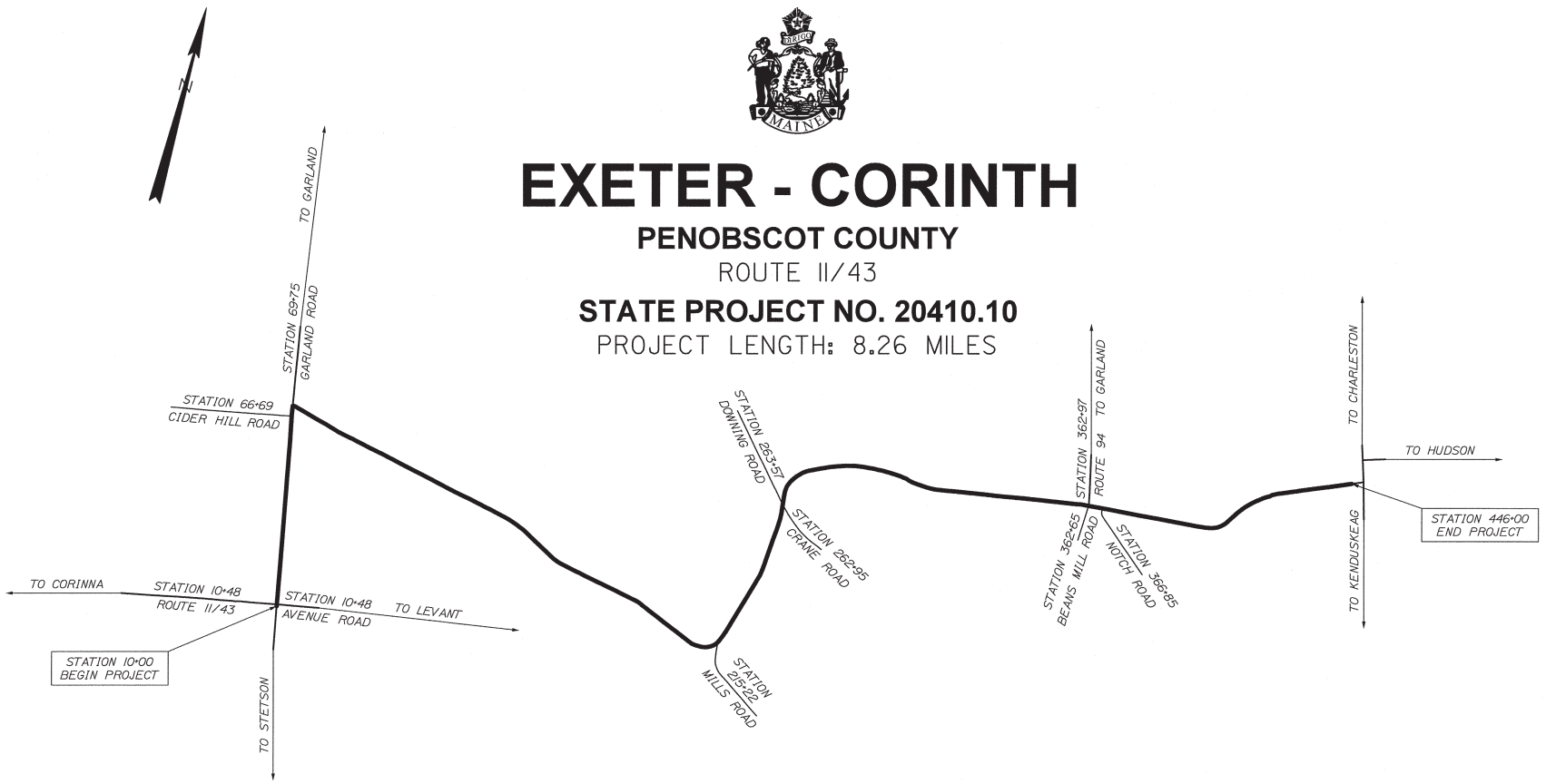
A true copy

Attest: Pamela Megathlin

Pamela D Megathlin
Director
Bureau of Labor Standards

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

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



EXETER - CORINTH

PENOBSCOT COUNTY

ROUTE 11/43

STATE PROJECT NO. 20410.10

PROJECT LENGTH: 8.26 MILES

TRAFFIC DATA	
Current (2015) AADT	3470
Future (2027) AADT	3890
DHV - % of AADT	10%
Design Hour Volume	389
% Heavy Trucks (AADT)	5%
% Heavy Trucks (DHV)	4%
Directional Distribution (DHV)	54%
18 kip Equivalent P 2.0	232
18 kip Equivalent P 2.5	221
Design Speed (mph)	35 - 45
Functional Class:	Major Collector
Highway Corridor Priority:	3

PROJECT LOCATION:	Pugmill project on Route 11/43 beginning at the intersection of Avenue Road in Exeter and extending northerly 8.26 miles to 0.05 miles south of Route 15 in Corinth.
PROGRAM AREA:	Highway Rehabilitation
SCOPE OF WORK:	PMRAP DOT Pugmill

WIN 20410.10 20410.10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

COMMISSIONER: DATE 6/1/15

CHIEF ENGINEER: DATE 6-11-15

STATE OF MAINE · SHAWN R. DAVIS · No. 12272 · LICENSED PROFESSIONAL ENGINEER

SIGNATURE: DATE 5/22/15

P.E. NUMBER 12272

PROJECT INFORMATION	
PROGRAM	HIGHWAY
PROJECT MANAGER	S. DAVIS
DESIGNER	M. RELAND
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

EXETER - CORINTH
ROUTE 11/43

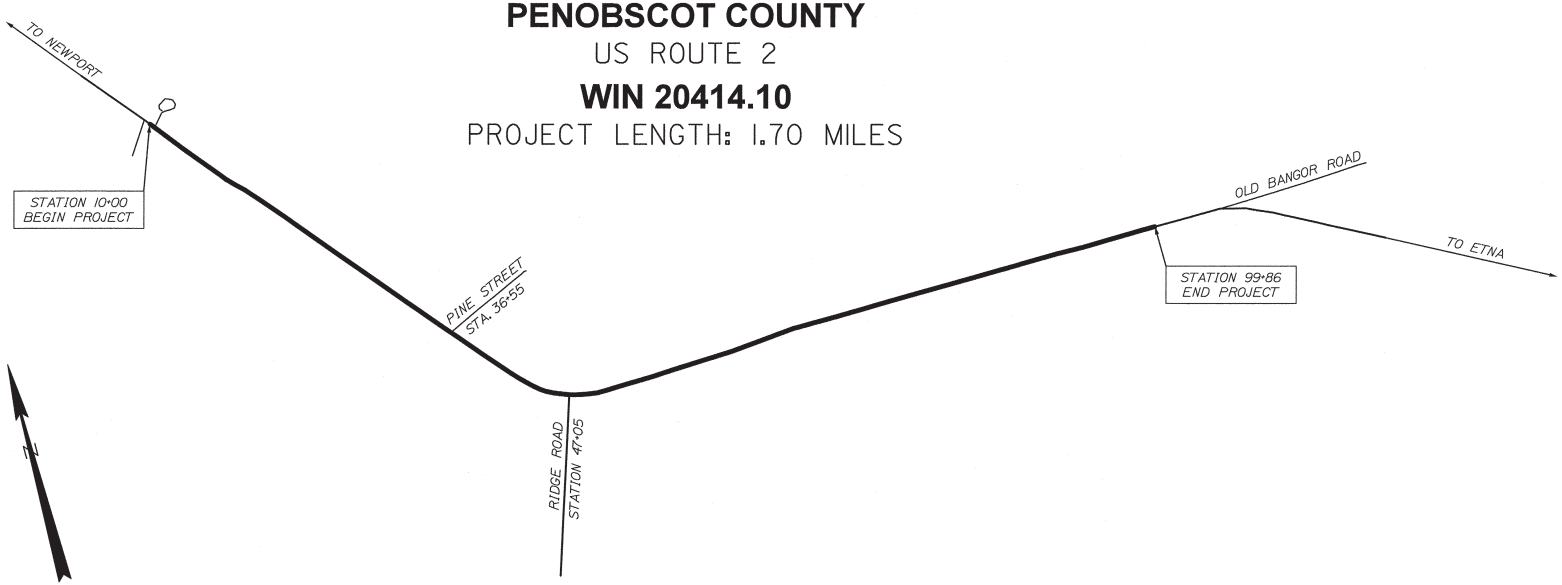
TITLE SHEET

SHEET NUMBER 1 OF 1

Filename: ...\MSTA\001_Title 20410_001.dgn Division: BRIDGE Username: joshua.n.mallman Date:5/22/2015

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

NEWPORT
PENOBSCOT COUNTY
US ROUTE 2
WIN 20414.10
PROJECT LENGTH: 1.70 MILES



TRAFFIC DATA	
Current (2015) AADT	6600
Future (2027) AADT	7390
DHV - % of AADT	10%
Design Hour Volume	739
% Heavy Trucks (AADT)	4%
% Heavy Trucks (DHV)	3%
Directional Distribution (DHV)	59%
18 kip Equivalent P 2.0	148
18 kip Equivalent P 2.5	141
Design Speed (mph)	25 - 45
Functional Class:	Major Collector
Highway Corridor Priority:	3

PROJECT LOCATION:	PMRAP overlay on Route 2 beginning at the intersection of Elm Street and School Drive in Newport and extending easterly 1.70 miles (1.00 mile east of Ridge Road).
PROGRAM AREA:	Highway Rehabilitation
SCOPE OF WORK:	PMRAP DOT Pugmill

WIN 20414.10 020414.10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED — DATE
COMMISSIONER: — 6/12/15
CHIEF ENGINEER: — 6-11-15

Shawn R. Davis No. 12272 Licensed Professional Engineer

PROJECT INFORMATION			
PROGRAM	HIGHWAY		
PROJECT MANAGER	S. DAVIS	SIGNATURE	
DESIGNER	M. IRELAND	P.E. NUMBER	12272
CONSULTANT		DATE	5/22/15
PROJECT RESIDENT			
CONTRACTOR			
PROJECT COMPLETION DATE			

NEWPORT
US ROUTE 2
TITLE SHEET

SHEET NUMBER
1
OF 1

Filename: ...\MSTA\001_Title_20414.dgn Division: BRIDGE Username: joshua.n.mallman Date:5/22/2015

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

Town, County, State		Centerline-Existing	
Property Lines		Centerline-Proposed	
R/W Lines-Existing		Travelway-Existing	
R/W Lines-Proposed		Travelway-Proposed	
Culvert-Existing		Railroad	
Culvert Proposed		Catch Basins	Existing ■ Proposed
Curbing	Existing Proposed	Manholes	Existing ● Proposed
Type 1		Proposed Underdrain	
Type 3		Proposed Ditch	
Type 5		Existing Ditch	
Outline of Bodies of Water		Utility Poles	Existing ♦ Proposed
Ledge		Fire Hydrants	Existing ◈ Proposed
Buildings		Existing Water Line	
Trees	Conifer Deciduous	Existing San. Sewer	
Tree Line		Existing San. Sewer Manhole	
Clearing Limit Line		Guardrail-Existing	
		Guardrail-Proposed	
		Guardrail-Cable, Other	

CORINTH

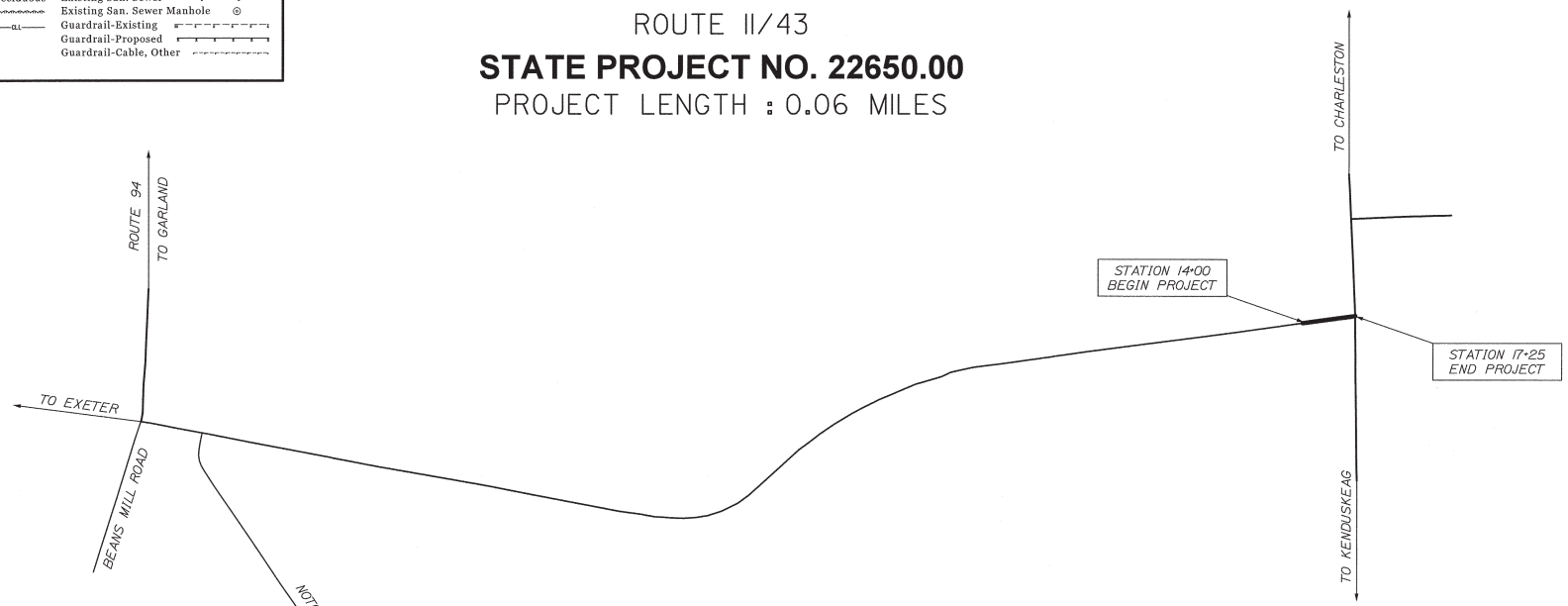
PENOBSCOT

ROUTE 11/43

STATE PROJECT NO. 22650.00

PROJECT LENGTH : 0.06 MILES

INDEX OF SHEETS



TRAFFIC DATA

Current (2015) AADT	3470
Future (2027) AADT	3890
DHV - % of AADT	10%
Design Hour Volume	389
% Heavy Trucks (AADT)	5%
% Heavy Trucks (DHV)	4%
Directional Distribution (DHV)	54%
18 kip Equivalent P 2.0	232
18 kip Equivalent P 2.5	221
Design Speed (mph)	25
Functional Class:	MAJOR COLLECTOR

PROJECT LOCATION:	INTERSECTION IMPROVEMENTS AT INTERSECTION OF RTE 11 / 43 (EXETER ROAD) AND RTE 15 (MAIN STREET).
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	INTERSECTION IMPROVEMENT WITHOUT SIGNAL

WIN 22650.00 22650.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
DATE 6/12/15
COMMISSIONER
CHIEF ENGINEER 6-11-15

SHAWN R. DAVIS No. 12272 REGISTERED PROFESSIONAL ENGINEER

SIGNATURE
P.E. NUMBER 12272
DATE 6/11/15

PROJECT INFORMATION	
PROGRAM	BRADFORD FOLEY
PROJECT MANAGER	SHAWN DAVIS
DESIGNER	
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

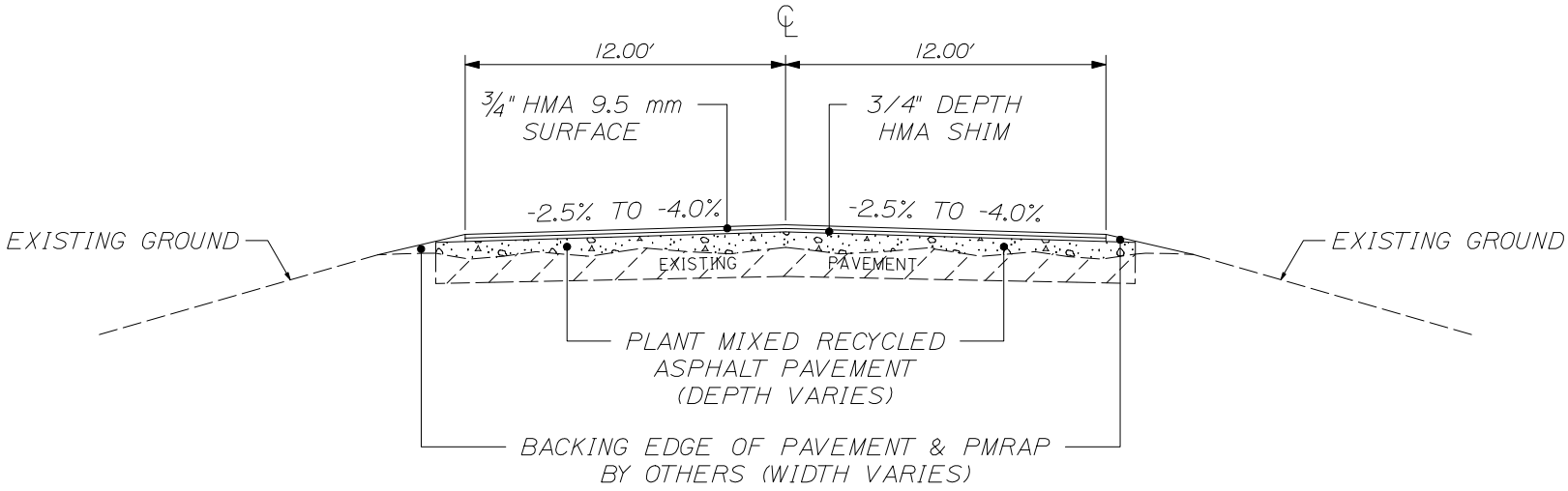
CORINTH
ROUTE 11/43

TITLE SHEET

SHEET NUMBER 1 OF 7

Filename: ...\00\HIGHWAY\MSTA\001_Title.dgn Division: Highway Username: joshua.n.malmon Date:6/1/2015

¾" HOT MIX ASPHALT OVERLAY
VARIABLE DEPTH HOT MIX ASPHALT SHIM
PLANT MIXED RECYCLED ASPHALT PAVEMENT
NORMAL SECTION



NOTES:

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

2. CROWNS FOR NORMAL SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

20410.10

WIN 20414.10

HIGHWAY PLANS

PROJ. MANAGER	S. DAVIS	BY	DATE	
DESIGNED BY	M. RELAND	M. RELAND		SIGNATURE
PLANS PREPARED BY				
DESIGN-DETAILED2				
DESIGN-DETAILED3				P.E. NUMBER
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				DATE
REVISIONS 4				
FIELD CHANGES				

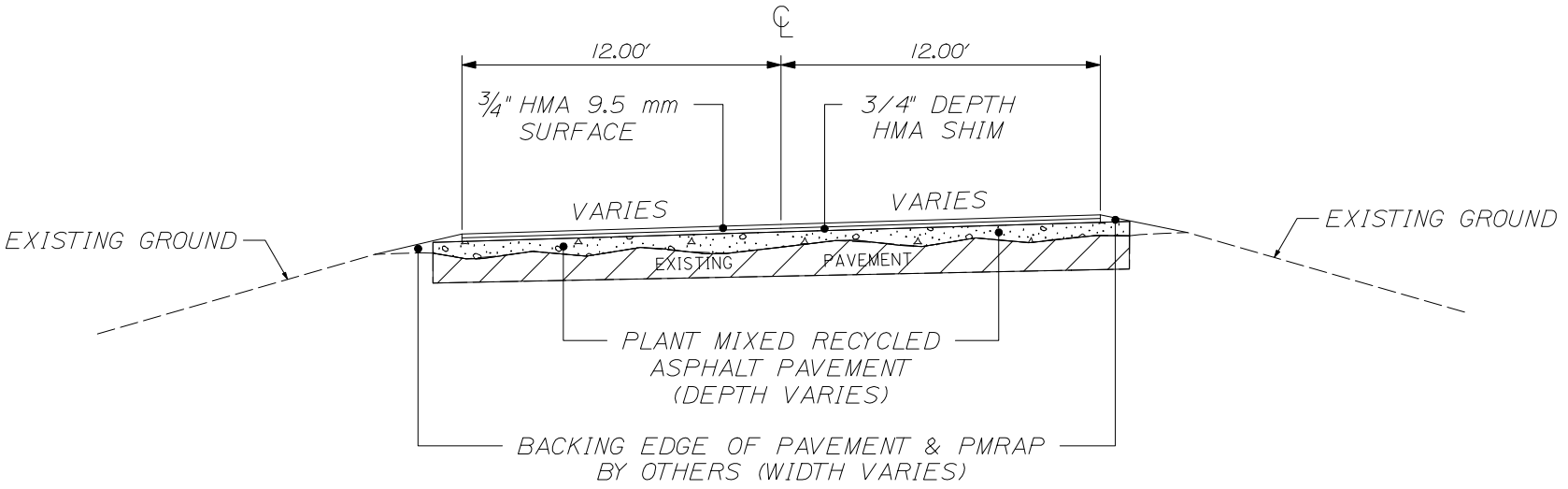
EXETER - CORINTH
ROUTE 11 / 43

TYPICAL SECTIONS

SHEET NUMBER
1
OF 3

Date:$date$ Username: $user$ Division: $wkgroup$ Filename: $file$

¾" HOT MIX ASPHALT OVERLAY
VARIABLE DEPTH HOT MIX ASPHALT SHIM
PLANT MIXED RECYCLED ASPHALT PAVEMENT
SUPERELEVATED SECTION



NOTES:

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR NORMAL SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

20410.10

WIN 20410.10 HIGHWAY PLANS

PROJ. MANAGER	S. DAVIS	BY	DATE
DESIGN-DETAILED1	M. IRELAND	M. IRELAND	
DESIGN-DETAILED1	------	------	------
DESIGN2-DETAILED2	------	------	------
DESIGN3-DETAILED3	------	------	------
REVISIONS 1	------	------	------
REVISIONS 2	------	------	------
REVISIONS 3	------	------	------
REVISIONS 4	------	------	------
FIELD CHANGES	------	------	------

SIGNATURE

P.E. NUMBER

DATE

EXETER - CORINTH
ROUTE 11 / 43

TYPICAL SECTIONS

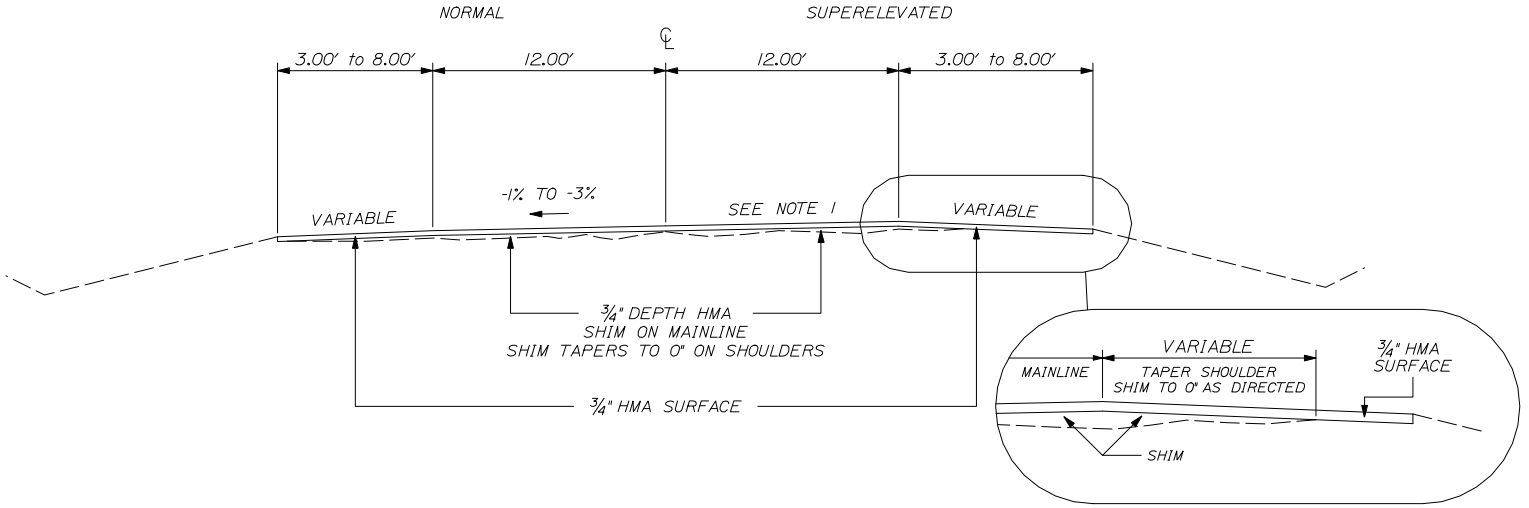
SHEET NUMBER
2
OF 3

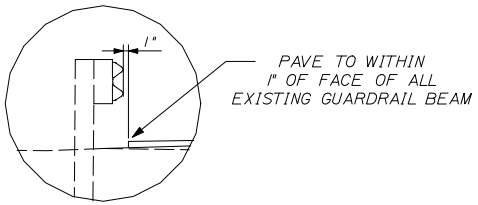
Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$

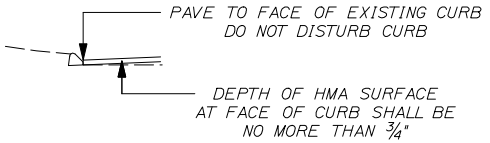
NOTE:

1. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER. THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.

¾" HOT MIX ASPHALT OVERLAY WITH VARIABLE DEPTH SHIM







NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

20410.10

WIN
20410.10

HIGHWAY PLANS

PROJ. MANAGER	S. DAVIS	BY	DATE
DESIGN-DETAILED1	M. RELAND	M. RELAND	-------
DESIGN-DETAILED2	-------	-------	-------
DESIGN2-DETAILED3	-------	-------	-------
DESIGN3-DETAILED3	-------	-------	-------
REVISIONS 1	-------	-------	-------
REVISIONS 2	-------	-------	-------
REVISIONS 3	-------	-------	-------
REVISIONS 4	-------	-------	-------
FIELD CHANGES	-------	-------	-------

SIGNATURE

P.E. NUMBER

DATE

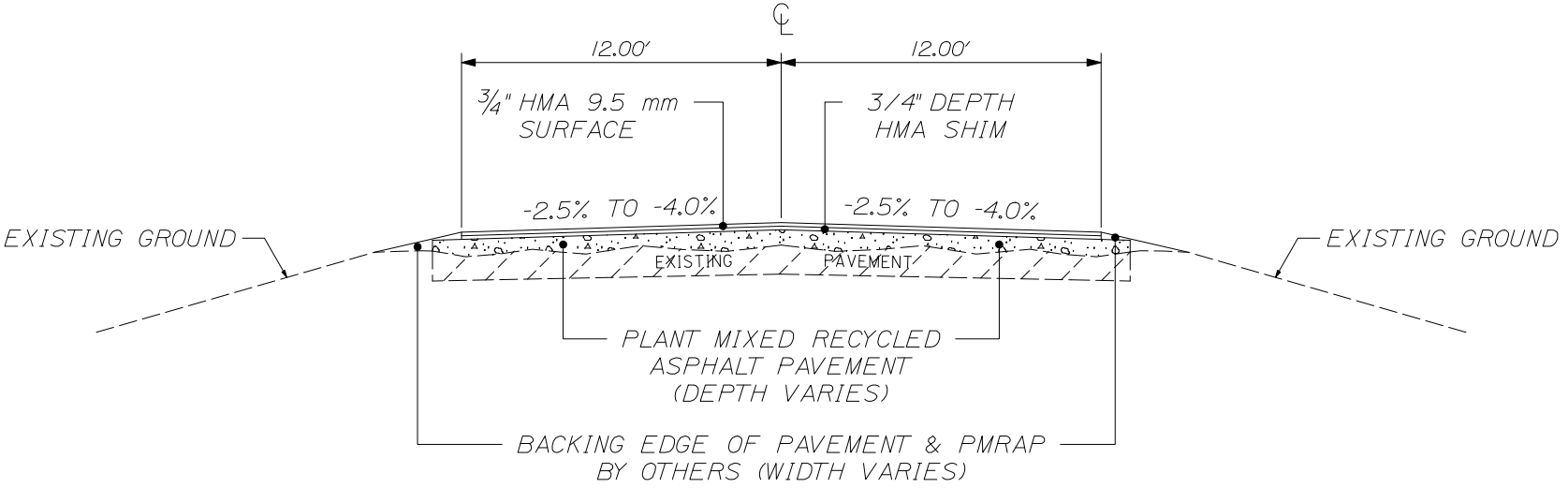
EXETER - CORINTH
ROUTE 11 / 43

TYPICAL SECTIONS

SHEET NUMBER
3
OF 3

Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$

3/4" HOT MIX ASPHALT OVERLAY
VARIABLE DEPTH HOT MIX ASPHALT SHIM
PLANT MIXED RECYCLED ASPHALT PAVEMENT
NORMAL SECTION - STATIONS 33+50 TO 42+00 AND 53+00 TO 99+86



NOTES:

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

2. CROWNS FOR NORMAL SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

020414.10

WIN 20414.10

HIGHWAY PLANS

PROJ. MANAGER	S. DAVIS	BY	DATE
DESIGN-DETAILED1	M. IRELAND	M. IRELAND	
DESIGN-DETAILED2			SIGNATURE
DESIGN-DETAILED3			
REVISIONS 1			P.E. NUMBER
REVISIONS 2			
REVISIONS 3			DATE
REVISIONS 4			
FIELD CHANGES			

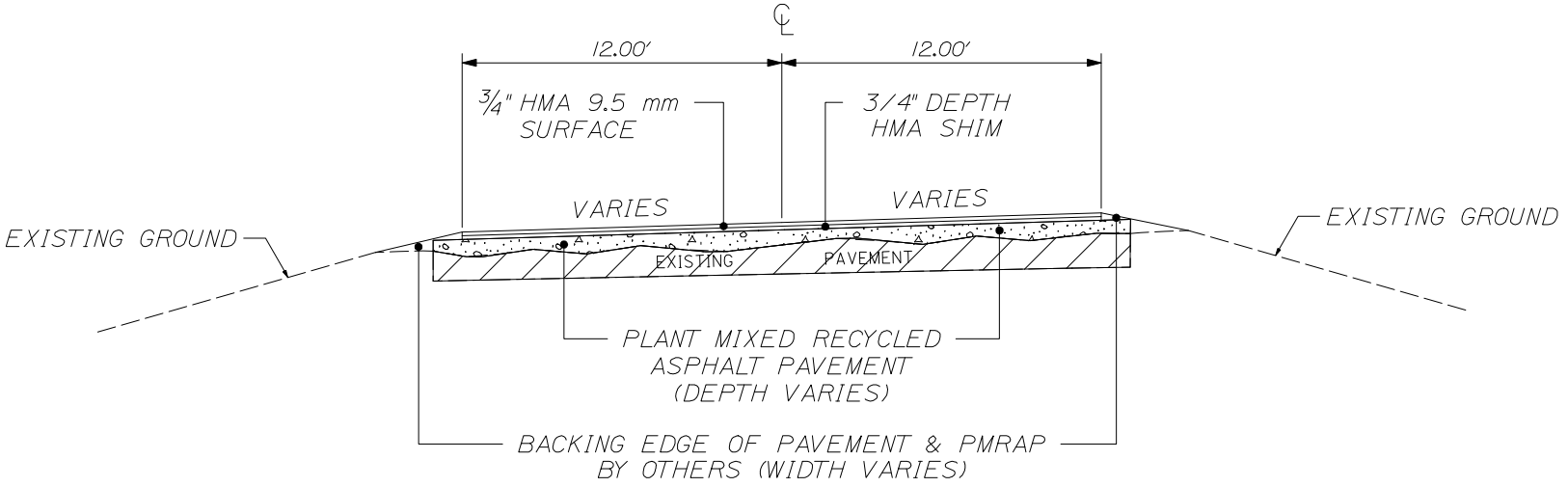
NEWPORT
US ROUTE 2

TYPICAL SECTIONS

SHEET NUMBER
1
OF 3

Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$

3/4" HOT MIX ASPHALT OVERLAY
VARIABLE DEPTH HOT MIX ASPHALT SHIM
PLANT MIXED RECYCLED ASPHALT PAVEMENT
SUPERELEVATED SECTION - STATIONS 42+00 TO 53+00



NOTES:

1. THE PAVEMENT DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

2. CROWNS FOR NORMAL SECTIONS FOR ALL COURSES OF PAVEMENT SHALL BE STRAIGHT.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

020414.10

WIN 20414.10

HIGHWAY PLANS

PROJ. MANAGER	S. DAVIS	BY	DATE
DESIGNED BY	M. RELAND	M. RELAND	
DESIGN-DETAILED1			SIGNATURE
DESIGN-DETAILED2			
DESIGN-DETAILED3			P.E. NUMBER
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			DATE
REVISIONS 4			
FIELD CHANGES			

NEWPORT
US ROUTE 2

TYPICAL SECTIONS

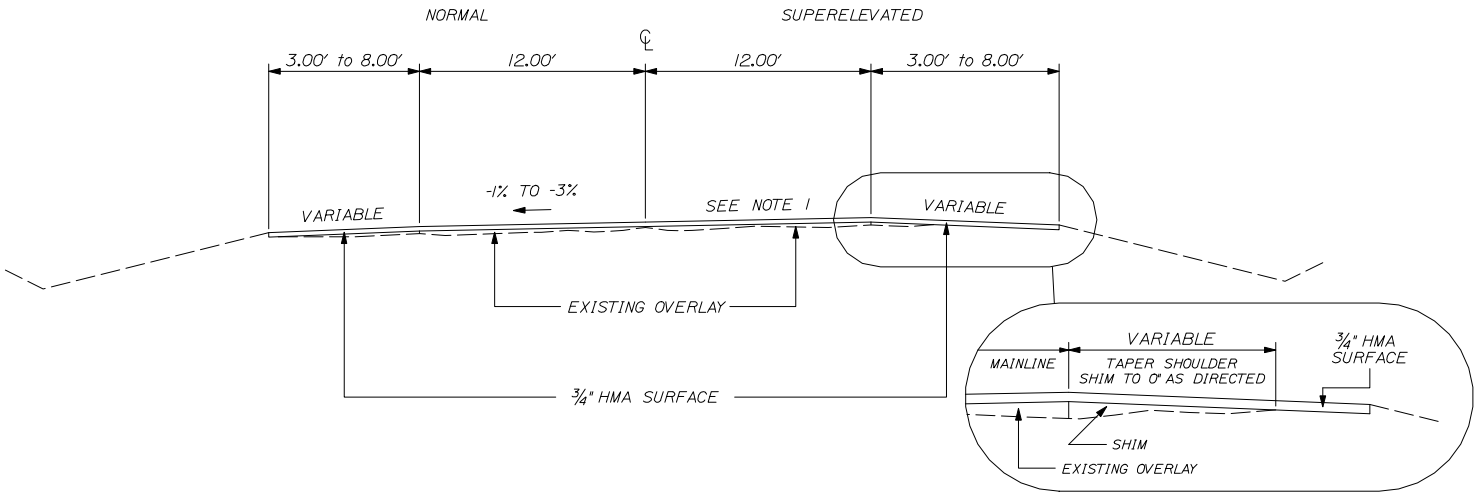
SHEET NUMBER
2
OF 3

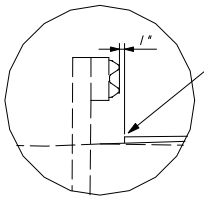
Division: $wkgroup$ Username: $user$ Date:$date$
Filename: $file$

NOTE:

1. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.

3/4 " HOT MIX ASPHALT OVERLAY WITH 3/4" DEPTH SHIM (SHOULDERS ONLY) STATION 10+00 TO 33+50





PAVE TO WITHIN 1" OF FACE OF ALL EXISTING GUARDRAIL BEAM

PAVE TO FACE OF EXISTING CURB DO NOT DISTURB CURB

DEPTH OF HMA SURFACE AT FACE OF CURB SHALL BE NO MORE THAN ¾"

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

20414.10

WIN 20414.10

HIGHWAY PLANS

PROJ. MANAGER	S. DAVIS	BY	DATE
DESIGNED	M. RELAND	M. RELAND	
DESIGN REVIEWED	----------	----------	SIGNATURE
DESIGN2 - DETAILED2	----------	----------	
DESIGN3 - DETAILED3	----------	----------	P.E. NUMBER
REVISIONS 1	----------	----------	
REVISIONS 2	----------	----------	
REVISIONS 3	----------	----------	DATE
REVISIONS 4	----------	----------	
FIELD CHANGES	----------	----------	

NEWPORT
ROUTE 2

TYPICAL SECTIONS

SHEET NUMBER 3 OF 3

Filename: $file$ Division: $wkgroup$ Username: $user$ Date: $date$

PROJ. MANAGER	SHAWN DAVIS	BY	DATE	SIGNATURE
DESIGN-DETAILED	J. WALJAN	$date1r$	$pro.date1r$	
CHECKED-REVIEWED	-----	-----	-----	
DESIGN2-DETAILED2	$designer2$	$date2r$	$pro.date2r$	
DESIGN3-DETAILED3	$designer3$	$date3r$	$pro.date3r$	
REVISIONS 1	------		$revdate1$	P.E. NUMBER
REVISIONS 2	-------		$revdate2$	
REVISIONS 3	$revision3$		$revdate3$	DATE
REVISIONS 4	$revision4$		$revdate4$	
REVISIONS 5	$revision5$		$revdate5$	
FIELD CHANGES	$fieldchange$		$fieldate$	

CORINTH
ROUTE 11/43
TYPICAL SECTIONS

SHEET NUMBER 1 OF 1

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

22650.00

WIN
WIN 22650.00 HIGHWAY PLANS

Filename: ...\HIGHWAY\WSTA\002_Typical.dgn Division: Highway Username: joshua.n.malman Date:6/5/2015

PROJECT STATIONING

Lt	Station	Rt
Pole # 41	134+72	
Pole # 37	126+35	
Pole # 30	117+37	
Drive	109+86	
Pole # 21	98+04	
Pole # 14	87+77	
Pole # 6	76+58	
Garland Road	69+75	
Cider Hill Road	66+69	
Pole # 14	45+79	
Pole # 8	30+28	
	19+41	Pole # 144
Route 11/43	10+48	Avenue Road
Begin Project	10+00	**Begin Project**

PROJECT STATIONING

Lt	Station	Rt
	239+62	Drive
	233+78	Pole # 81
	224+96	Pole # 78
	215+22	Mills Road
Drive	201+70	
Pole # 65	193+52	
Pole # 61	182+97	
Pole # 57	172+55	
Drive	160+84	
Pole # 49	152+72	
Pole # 47	147+47	
	141+77	Drive

PROJECT STATIONING

Lt	Station	Rt
	320+24	Pole # 68
	315+48	Pole # 70
Bridge 3559	310+93	Bridge 3559
	301+94	Pole # A/75
Exeter/Corinth	291+28	Town Line
	284+70	Drive
	277+48	Pole # 98
Pole # 94	267+07	
Downing Road	263+57	
	262+95	Crane Road
	254+91	Pole # 89
	243+95	Pole # 85

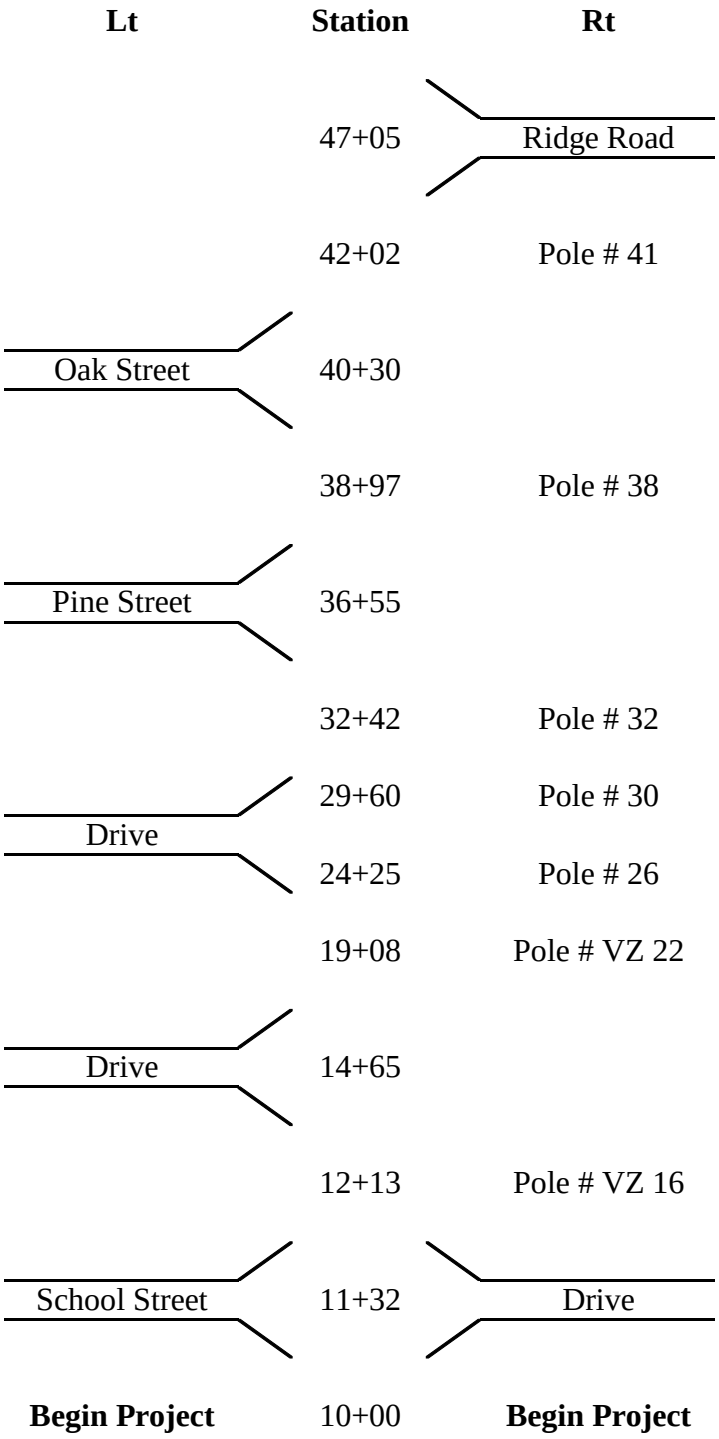
PROJECT STATIONING

Lt	Station	Rt
	389+83	Pole # 33
	382+37	Drive
	376+38	Pole # 41
	370+34	Pole # 45
	366+85	Notch Road
Route 94	362+97	
	362+65	Beans Mill Road
	354+25	Pole # 54
Drive	347+60	
	336+62	Pole # 62
	325+95	Drive

PROJECT STATIONING

Lt	Station	Rt
End Project	446+00	**End Project**
Pole # 4-1	445+43	
Drive	440+10	
Drive	437+90	
Pole # 10	433+44	
Pole # 14	428+41	
Manor Drive	424+35	
	420+42	Drive
Drive	417+95	
	413+69	Pole # 23
	405+84	Pole # 4/25.5
Pit Entrance	397+77	

PROJECT STATIONING



PROJECT STATIONING

Lt	Station	Rt
End Project	99+86	**End Project**
	96+47	Pole # 70
	94+41	Pole # 69
	90+50	Pole # 67
	86+91	Pole # 65
	84+82	Drive
	82+95	Pole # 63
	77+16	Pole # 60
	73+15	Pole # 58
	68+94	Pole # 56
	65+38	Pole # 54
Grogin Avenue	61+86	
	57+75	Pole # 50
	53+81	Pole # 48
Pole # 11	49+72	Pole # 46

CONSTRUCTION NOTES

202.203 PAVEMENT BUTT JOINTS

Mainline & Driveway

Station	to	Station	Side	Description
10+00		10+50	Lt./Rt.	Mainline
310+63		310+83	Lt./Rt.	Bridge
311+03		311+23	Lt./Rt.	Bridge
445+50		446+00	Lt./Rt.	Mainline
10+36		10+60	Lt.	Exeter Rd.
65+36		65+87	Lt.	Cider Hill Rd.
88+29		88+53	Lt.	
89+45		89+70	Lt.	
108+82		109+05	Lt.	
109+72		110+00	Lt.	
130+41		130+71	Lt.	
160+70		160+98	Lt.	
201+55		201+85	Lt.	
239+80		240+10	Lt.	
251+60		251+90	Lt.	
260+55		261+60	Lt.	Downing Rd.
296+95		297+35	Lt.	
303+29		303+65	Lt.	
347+40		347+80	Lt.	
348+80		349+10	Lt.	
353+20		353+55	Lt.	
355+40		355+70	Lt.	
356+65		356+90	Lt.	
357+75		358+10	Lt.	
359+30		360+20	Lt.	Garland Rd.
372+95		373+30	Lt.	
376+10		376+40	Lt.	
380+10		380+50	Lt.	
417+85		418+05	Lt.	
419+10		419+30	Lt.	
424+10		424+60	Lt.	
425+05		425+30	Lt.	
425+50		425+70	Lt.	
429+30		429+55	Lt.	
437+00		438+80	Lt.	
440+10		440+35	Lt.	

CONSTRUCTION NOTES

202.203 PAVEMENT BUTT JOINTS

Mainline & Driveways

Station	to	Station	Side	Description
424+10		424+60	Lt.	
425+05		425+30	Lt.	
425+50		425+70	Lt.	
429+30		429+55	Lt.	
437+00		438+80	Lt.	
440+10		440+35	Lt.	
10+36		10+60	Rt.	Avenue Rd.
57+54		57+79	Rt.	
58+48		58+63	Rt.	
141+65		141+90	Rt.	
161+33		161+55	Rt.	
214+60		215+85	Rt.	Mills Rd.
281+50		282+40	Rt.	
284+50		284+90	Rt.	
325+85		326+05	Rt.	
327+65		327+90	Rt.	
329+60		329+80	Rt.	
350+85		351+05	Rt.	
353+60		354+00	Rt.	
359+00		359+90	Rt.	Beans Mill Rd.
363+40		364+05	Rt.	Notch Rd.
370+50		370+85	Rt.	
382+25		382+50	Rt.	
412+20		412+45	Rt.	
416+80		417+05	Rt.	
418+60		418+85	Rt.	
420+30		420+55	Rt.	
421+55		421+95	Rt.	
424+10		424+25	Rt.	
425+65		425+85	Rt.	
426+45		426+65	Rt.	
428+85		429+05	Rt.	
437+00		437+35	Rt.	
440+35		440+55	Rt.	

CONSTRUCTION NOTES

403.209 HOT MIX ASPHALT 9.5 mm INCIDENTALS

This item is to be used to pave approximately (52) existing paved entrances and to add paved aprons on approximately (107) gravel drives as directed.

631.161 PAVING CREW

Note: This item to be used as payment for the placement of Plant Mixed Recycled Asphalt Pavement as directed by the resident.

CONSTRUCTION NOTES

202.203 PAVEMENT BUTT JOINTS

Mainline & Driveways

Station	to	Station	Side	Description
10+00		10+50	Lt./Rt.	Mainline
99+36		99+86	Lt./Rt.	Mainline

Station	to	Station	Side	Description
9+84		10+19	Lt.	
11+18		11+47	Lt.	
12+61		12+79	Lt.	
13+92		15+37	Lt.	
16+32		16+50	Lt.	
17+85		18+00	Lt.	
19+33		19+60	Lt.	
24+58		24+77	Lt.	
25+57		28+20	Lt.	
29+85		30+20	Lt.	
32+10		32+35	Lt.	
33+85		34+20	Lt.	
35+25		35+65	Lt.	Pine St.
37+65		38+15	Lt.	Spruce St.
40+30		40+80	Lt.	Oak St.
61+52		62+21	Lt.	Grogin Ave.
69+60		69+87	Lt.	
70+40		70+72	Lt.	
82+50		83+05	Lt.	Peck St.
88+20		88+58	Lt.	
90+85		91+06	Lt.	
91+58		91+85	Lt.	
92+90		93+12	Lt.	
95+20		95+32	Lt.	

CONSTRUCTION NOTES

202.203 PAVEMENT BUTT JOINTS

Mainline & Driveways

Station	to	Station	Side	Description
10+31		10+97	Rt.	
12+47		12+70	Rt.	
13+25		13+57	Rt.	
14+00		14+30	Rt.	
15+72		16+12	Rt.	
17+35		17+58	Rt.	
18+95		19+23	Rt.	
19+50		19+70	Rt.	
19+98		20+27	Rt.	
20+57		20+81	Rt.	
22+62		22+92	Rt.	
24+67		25+07	Rt.	
29+08		29+82	Rt.	
30+33		30+63	Rt.	
33+19		33+67	Rt.	
34+93		35+13	Rt.	
42+35		42+77	Rt.	
43+66		44+01	Rt.	
46+00		47+09	Rt.	Ridge Rd.
53+20		53+48	Rt.	
57+34		57+54	Rt.	
58+00		58+20	Rt.	
58+88		59+18	Rt.	
62+40		62+84	Rt.	
69+53		69+83	Rt.	
83+40		83+80	Rt.	

403.209 HOT MIX ASPHALT 9.5 mm INCIDENTALS

This item is to be used to pave approximately (44) existing paved entrances and to add paved aprons on approximately (34) gravel drives as directed.

631.161 PAVING CREW

Note: This item to be used as payment for the placement of Plant Mixed Recycled Asphalt Pavement as directed by the resident.

CONSTRUCTION NOTES

403.209 HOT MIX ASPHALT, 9.5 MM
(sidewalks, drives, islands, and incidentals)

Station	to	Station	Side	Comments
16+20		17+20	Rt	Sidewalk
15+85		16+20	Rt	Commercial Drive

403.2104 HOT MIX ASPHALT, 9.5 MM, THIN LIFT SURFACE TREATMENT

Station	to	Station	Side	Comments
15+00		17+25	Rt	Widening

403.213 HOT MIX ASPHALT, 12.5 MM, BASE

Station	to	Station	Side	Comments
15+00		17+25	Rt	Widening

609.31 CURB TYPE 3

Station	to	Station	Side
14+96		15+85	Rt.
16+20		17+20	Rt.

CONSTRUCTION NOTES

Note: If section 2 is awarded the following will apply: to All WINs
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.

TOMs will be considered incidental to the contract.

Exeter - Cornith
WIN 20410.10
Route 11/43
4/21/2015

SLOPE WORKSHEET

Left Slope %	Station	Right Slope %
0.0	71+50	-2.0
MATCH	**71+22**	**MATCH**
MATCH	**68+72**	**MATCH**
-1.0	68+50	-2.0
-3.0	**68+00**	**-1.5**
-3.0	**42+50**	**-1.5**
-3.0	42+00	-2.0
-2.0	**41+50**	**-2.0**
-2.0	**38+50**	**-2.0**
-3.0	38+00	-2.0
-3.0	37+50	-3.0
-2.0	**37+00**	**-3.0**
-2.0	**36+00**	**-3.0**
-3.0	35+50	-2.0
-3.0	35+00	-2.0
-3.0	**34+50**	**-1.5**
-3.0	**27+00**	**-1.5**
-3.0	**26+50**	**-2.0**
-3.0	**20+50**	**-2.0**
-2.0	**20+00**	**-3.0**
-2.0	**13+50**	**-3.0**
-3.0	**13+00**	**-3.0**
-3.0	**10+50**	**-3.0**
MATCH	**10+00**	**MATCH**

Left Slope %	Station	Right Slope %
-3.0	**150+00**	**-1.5**
-3.0	149+50	-2.0
-3.0	149+00	-3.0
-3.0	148+50	-3.0
-1.0	148+00	-3.0
1.0	**147+50**	**-3.0**
1.0	**142+00**	**-3.0**
1.0	141+50	-2.0
0.0	141+00	-2.0
-2.0	140+50	-2.0
-3.0	**140+00**	**-2.0**
-3.0	**126+00**	**-2.0**
-3.0	**125+50**	**-1.5**
-3.0	**121+50**	**-1.5**
-2.0	**121+00**	**-2.0**
-2.0	**116+00**	**-2.0**
-3.0	**115+50**	**-2.0**
-3.0	**111+00**	**-2.0**
-2.0	**110+50**	**-3.0**
-2.0	**87+00**	**-3.0**
-3.0	**86+50**	**-2.0**
-3.0	**81+00**	**-2.0**
-2.0	**80+50**	**-2.0**
-2.0	**72+00**	**-2.0**

Left Slope %	Station	Right Slope %
-3.0	**192+00**	**-1.5**
-3.0	191+50	-2.0
-3.0	191+00	-3.0
-2.0	**190+50**	**-3.0**
-2.0	**187+00**	**-3.0**
-3.0	**186+50**	**-3.0**
-3.0	**182+50**	**-3.0**
-2.0	**182+00**	**-3.0**
-2.0	**179+50**	**-3.0**
-2.0	**179+00**	**-2.0**
-2.0	**178+00**	**-2.0**
-3.0	**177+50**	**-2.0**
-3.0	**166+50**	**-2.0**
-3.0	166+00	0.0
-4.0	165+50	2.0
-4.0	165+00	2.0
-5.0	164+50	2.0
-6.0	164+00	2.0
-6.0	163+50	3.0
-6.0	163+00	3.0
-6.0	162+50	4.0
-7.0	162+00	5.0
-7.0	161+50	5.0
-7.0	161+00	3.0
-5.0	160+50	1.0
-3.0	**160+00**	**-1.5**

SLOPE WORKSHEET

Left Slope %	Station	Right Slope %
-2.0	240+50	-1.0
-2.0	**240+00**	**-3.0**
-2.0	**234+50**	**-3.0**
-3.0	**234+00**	**-3.0**
-3.0	**221+00**	**-3.0**
-3.0	220+50	-2.0
-3.0	220+00	0.0
-5.0	219+50	1.0
-6.0	219+00	1.0
-6.0	218+50	1.0
-8.0	218+00	2.0
-8.0	217+50	3.0
-8.0	217+00	4.0
-8.0	**216+50**	**5.0**
-8.0	**215+00**	**5.0**
-8.0	**214+50**	**3.0**
-8.0	**210+50**	**3.0**
-7.0	210+00	3.0
-5.0	209+50	3.0
-4.0	209+00	1.0
-3.0	208+50	1.0
-3.0	208+00	-1.0
-3.0	**207+50**	**-3.0**
-3.0	**202+00**	**-3.0**
-3.0	201+50	-2.0
-3.0	201+00	-2.0
-3.0	**200+50**	**-1.5**

Left Slope %	Station	Right Slope %
-1.0	264+50	-4.0
-2.0	**264+00**	**-6.0**
-2.0	**263+00**	**-3.0**
-4.0	262+50	-2.0
-4.0	262+00	-1.0
-4.0	261+50	-1.0
-4.0	261+00	1.0
-4.0	260+50	2.0
-4.0	**260+00**	**3.0**
-4.0	**259+00**	**3.0**
-6.0	**258+50**	**3.0**
-6.0	**257+50**	**3.0**
-6.0	257+00	2.0
-6.0	256+50	1.0
-4.0	256+00	-1.0
-4.0	**255+50**	**-2.0**
-4.0	**254+00**	**-2.0**
-4.0	253+50	-3.0
-4.0	253+00	-3.0
-3.0	252+50	-3.0
-1.5	**252+00**	**-3.0**
-1.5	**243+50**	**-3.0**
-1.5	243+00	-2.0
-1.5	242+50	0.0
-2.0	**242+00**	**1.0**
-2.0	**241+00**	**1.0**

Left Slope %	Station	Right Slope %
-3.0	**296+00**	**-3.0**
-2.0	295+50	-3.0
-1.0	295+00	-3.0
1.0	294+50	-4.0
1.0	294+00	-6.0
3.0	**393+50**	**-8.0**
3.0	**291+00**	**-8.0**
3.0	290+50	-6.0
3.0	**290+00**	**-4.0**
3.0	**286+00**	**-4.0**
0.0	285+50	-4.0
-1.0	285+00	-3.0
-2.0	**284+50**	**-3.0**
-2.0	**280+50**	**-3.0**
-1.0	280+00	-3.0
1.0	279+50	-6.0
2.0	279+00	-8.0
3.0	278+50	-8.0
4.0	278+00	-8.0
5.0	**277+50**	**-8.0**
5.0	**276+50**	**-8.0**
3.0	**276+00**	**-8.0**
3.0	**271+50**	**-8.0**
2.0	**271+00**	**-8.0**
2.0	**265+50**	**-8.0**
1.0	265+00	-6.0

-3.0	**321+00**	**-2.0**
-3.0	**320+50**	**-3.0**

-8.0	407+00	1.0
-8.0	**406+50**	**3.0**

MATCH	**418+50**	**MATCH**
3.0	**418+00**	**-6.0**

SLOPE WORKSHEET

-3.0	**316+50**	**-3.0**
-3.0	316+00	-1.0
-4.0	315+50	1.0
-6.0	315+00	3.0
-8.0	**314+50**	**3.0**
-8.0	**313+50**	**3.0**
-6.0	**313+00**	**2.0**
-6.0	**312+00**	**2.0**
-4.0	311+75	2.0
MATCH	**311+53**	**MATCH**
BRIDGE	**310+93**	**BRIDGE**
MATCH	**310+33**	**MATCH**
-4.0	310+00	-3.0
-2.0	309+50	-3.0
-1.5	**309+00**	**-3.0**
-1.5	**307+50**	**-3.0**
1.0	**307+00**	**-4.0**
1.0	**305+00**	**-4.0**
-1.0	304+50	-4.0
-1.0	304+00	-4.0
-1.0	303+50	-5.0
0.0	303+00	-6.0
2.0	302+50	-6.0
3.0	**302+00**	**-6.0**
3.0	**299+50**	**-6.0**
1.0	299+00	-6.0
-1.0	298+50	-4.0
-1.0	298+00	-3.0
-2.0	297+50	-3.0
-3.0	**297+00**	**-3.0**

-8.0	**398+00**	**3.0**
-8.0	397+50	2.0
-8.0	397+00	1.0
-6.0	396+50	-1.0
-3.0	**396+00**	**-2.0**
-3.0	**379+50**	**-2.0**
-3.0	**379+00**	**-3.0**
-3.0	**372+50**	**-3.0**
-2.0	**372+00**	**-3.0**
-2.0	**370+00**	**-3.0**
-2.0	**369+50**	**-2.0**
-2.0	**363+00**	**-2.0**
0.0	362+50	-2.0
1.0	362+00	-2.0
1.0	361+50	-3.0
1.0	**361+00**	**-4.0**
1.0	**359+50**	**-4.0**
0.0	359+00	-4.0
-2.0	**358+50**	**-3.0**
-2.0	**345+00**	**-3.0**
-3.0	**344+50**	**-3.0**
-3.0	**342+00**	**-3.0**
-3.0	**341+50**	**-2.0**
-3.0	**336+00**	**-2.0**
-3.0	**335+50**	**-3.0**
-3.0	**330+50**	**-3.0**
-3.0	**330+00**	**-2.0**

3.0	**414+50**	**-6.0**
3.0	**414+00**	**-5.0**
3.0	**413+00**	**-5.0**
3.0	412+50	-4.0
3.0	412+00	-2.0
-1.0	411+50	-2.0
-3.0	**411+00**	**-2.0**
-3.0	**409+50**	**-2.0**
-3.0	409+00	-1.0
-3.0	408+50	-1.0
-4.0	408+00	1.0
-6.0	407+50	1.0

Newport
WIN 20414.10
Route 2
4/21/2015

SLOPE WORKSHEET

Left Slope %	Station	Right Slope %
-5.0	**85+00**	**5.0**
-5.0	**76+50**	**5.0**
-5.0	76+00	3.6
-5.0	75+50	2.2
-5.0	75+00	0.8
-3.5	74+50	-0.6
-2.0	74+00	-2.0
-2.0	73+50	-4.0
0.0	73+00	-5.0
2.0	72+50	-6.5
4.0	72+00	-6.5
6.0	71+50	-6.5
6.5	**71+00**	**-6.5**
6.5	**67+00**	**-6.5**
6.5	66+50	-6.0
6.0	66+00	-5.0
4.0	65+50	-4.0
2.0	65+00	-3.0
2.0	64+50	-2.0
0.0	64+00	-2.0
-2.0	**63+50**	**-2.0**
-2.0	**14+50**	**-2.0**
-2.0	14+00	-0.8
-2.0	13+50	0.8
-3.0	**13+00**	**2.0**
-3.0	**11+00**	**2.0**
-3.0	10+50	1.7
Match	10+00	Match

Left Slope %	Station	Right Slope %
-0.8	127+00	-2.0
-2.0	**126+50**	**-2.0**
-2.0	**121+00**	**-2.0**
-1.0	120+50	-2.0
0.0	120+00	-2.0
1.0	119+50	-2.0
2.0	**119+00**	**-2.0**
2.0	**116+00**	**-2.0**
1.0	115+50	-2.0
0.0	115+00	-2.0
-1.0	114+50	-2.0
-2.0	**114+00**	**-2.0**
-2.0	**108+00**	**-2.0**
-3.0	107+50	-0.8
-3.0	107+00	1.2
-3.0	106+50	2.2
-4.0	**106+00**	**3.0**
-4.0	**102+50**	**3.0**
-4.0	102+00	2.2
-3.5	101+50	1.2
-3.0	101+00	-0.8
-2.0	**100+50**	**-2.0**
-2.0	**87+50**	**-2.0**
-2.0	87+00	-0.6
-2.0	86+50	0.8
-3.5	86+00	2.2
-3.5	85+50	3.6

Left Slope %	Station	Right Slope %
-5.7	172+00	6.0
-7.0	**171+50**	**6.0**
-7.0	**169+50**	**6.0**
-7.0	169+00	4.0
-5.7	168+50	2.0
-4.5	168+00	0.0
-3.3	167+50	-2.0
-2.0	**167+00**	**-2.0**
-2.0	**153+50**	**-2.0**
-3.0	153+00	-1.0
-3.0	152+50	0.0
-3.0	152+00	2.0
-4.0	**151+50**	**3.0**
-4.0	**147+50**	**3.0**
-3.0	147+00	2.0
-3.0	146+50	0.0
-3.0	146+00	-1.0
-2.0	**145+50**	**-2.0**
-2.0	**136+50**	**-2.0**
-0.8	136+00	-2.0
0.4	135+50	-3.0
1.6	135+00	-4.0
4.0	**134+50**	**-6.0**
4.0	**129+00**	**-6.0**
2.8	128+50	-5.0
1.6	128+00	-4.0
0.4	127+50	-3.0

SLOPE WORKSHEET

Left Slope %	Station	Right Slope %
-5.0	192+00	4.0
-5.0	191+50	4.0
-5.0	**191+00**	**3.0**
-5.0	**189+00**	**3.0**
-5.0	188+50	1.7
-5.0	188+00	0.0
-4.0	187+50	-1.0
-3.0	187+00	-2.0
-3.0	186+50	-2.0
-2.0	**186+00**	**-2.0**
-2.0	**184+00**	**-2.0**
-1.0	183+50	-3.0
0.2	183+00	-4.0
1.8	182+50	-5.0
3.4	182+00	-6.0
5.0	181+50	-6.0
6.0	181+00	-6.0
5.0	180+50	-6.0
5.0	180+00	-5.0
3.4	179+50	-4.0
1.8	179+00	-3.0
0.2	178+50	-3.0
-1.0	178+00	-2.0
-2.0	**177+50**	**-2.0**
-2.0	**174+50**	**-2.0**
-2.0	174+00	-0.4
-2.0	173+50	1.2
-3.3	173+00	2.8
-4.5	172+50	4.4

Left Slope %	Station	Right Slope %
4.0	246+00	-5.0
5.0	**245+50**	**-5.0**
5.0	**242+00**	**-5.0**
3.8	241+50	-3.0
2.3	241+00	-2.0
0.4	240+50	-2.0
-0.6	240+00	-2.0
-2.0	**239+50**	**-2.0**
-2.0	**208+00**	**-2.0**
-1.0	207+50	-2.0
0.0	207+00	-3.0
1.0	206+50	-5.0
2.0	206+00	-5.0
3.0	**205+50**	**-5.0**
3.0	**204+50**	**-5.0**
4.0	**204+00**	**-5.0**
4.0	**202+50**	**-5.0**
4.0	202+00	-4.0
4.0	201+50	-4.0
2.0	201+00	-2.0
0.0	200+50	-2.0
-2.0	**200+00**	**-2.0**
-2.0	**194+50**	**-2.0**
-2.0	194+00	0.0
-2.0	193+50	1.7
-3.0	193+00	3.0
-4.0	192+50	4.0

Left Slope %	Station	Right Slope %
-4.0	250+00	4.0
-4.0	249+50	2.6
-3.0	249+00	1.6
-1.6	248+50	0.0
-0.6	248+00	-0.6
0.6	247+50	-2.6
1.6	247+00	-4.0
2.6	246+50	-5.0

GENERAL NOTES

1. The Department will provide all traffic control including signs and flaggers for all operations, unless Section 2 of this contract is awarded.

2. The Department will produce the entire PMRAP product.

3. PMRAP will be produced at the MaineDOT millings pile located on the **Grant Road** in **Cornith.**

4. The Department will truck/haul all PMRAP material.

5. Once started, PMRAP lay down shall be continuous (excluding inclement weather days) until all PMRAP is complete.

6. PMRAP will be allowed to cure for a minimum of five (5) days prior to the placement of HMA. All PMRAP lay down must be complete before HMA paving operations can commence, unless permission is given from the Resident.

7. No more than one paving operation (HMA or PMRAP) will be allowed at any time without prior approval of MaineDOT.

8. The Department will be responsible for backing up all PMRAP and pavement on the shoulders and driveways.

9. The Department will be responsible for both temporary and permanent striping of the roadway.

10. The Contractor will truck/haul all Hot Mix Asphalt.

GENERAL NOTES

1) The Department will provide all traffic control including signs and flaggers for all operations, unless Section 2 of this contract is executed.

2) Any necessary cleaning of existing pavement prior to paving (or milling) shall be incidental to the related paving (or milling) items.

3) All work shall be done in accordance with the Maine Department of Transportation's Best Management Practices for Erosion & Sedimentation Control, February, 2008.

4) "Undetermined Locations" shall be determined by the Resident.

5) Stations referenced are approximate.

Town: **Exeter-Corinth**
Project: **20410.00 & 22650.00**
Date: **June 12, 2015**

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 work to be undertaken in conjunction with this project. The following list identifies all known utilities having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utility	Aerial	Underground
Emera Maine Don King 973-2696	X	
Time Warner Cable Jamie Labelle 404-5517	X	
Fairpoint Communications Mike Atwater 626-2012	X	
West Penobscot Telephone Company (TDS) Reggie Palmer 938-9750	X	X
Town of Exeter Water Department Tom Todd 379-2191		X

AERIAL

There are no Aerial Utility conflicts anticipated with Project. Should a conflict arise, the Contractor shall immediately contact both Maine DOT and the Aerial Utility, at that time any relocations will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the Contractor schedule.

There may be project construction activities which will occur around existing aerial conductors. The contractor shall conduct their work accordingly. Should the Contractor have question about line voltage they need to contact Central Maine Power.

SUBSURFACE

The Town of Exeter Water Department has a drinking water system running along a section of the Project. As a result of this Project, **the Town** will need to adjust **3 valve boxes. The Town** needs **15 working days** notice to make the adjustments.

West Penobscot Telephone Company (TDS) has a buried communication line running along a section of the Project. No conflict is anticipated with this line.

The Contractor shall notify all Utilities 15 working days prior to the start of any work 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.

Town: **Newport**
Project: **20414.10**
Date: **January 5, 2015**

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 work to be undertaken in conjunction with this project. The following list identifies all known utilities having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utility	Aerial	Underground
Central Maine Power Company Scott Raymond 564-8539	X	
Time Warner Cable Jamie Labelle 404-5517	X	
Fairpoint Communications Sarah Hunnewell 991-6717	X	
OTT Communications Jim Taplin 688-8824		X
Newport Sanitary District Dan Stevens 368-5129		X
Newport Water District AJ Newhall 368-4314		X

AERIAL

There are no Aerial Utility conflicts anticipated with Project. Should a conflict arise, the Contractor shall immediately contact both Maine DOT and the Aerial Utility, at that time any

relocations will be scheduled in compliance with Section 104 of the Standard Specifications and will be done by the utilities in conjunction with the Contractor schedule.

There may be project construction activities which will occur around existing aerial conductors. The contractor shall conduct their work accordingly. Should the Contractor have question about line voltage they need to contact Central Maine Power.

SUBSURFACE

Newport Sanitary District (NSD) has a sanitary sewer system running along the Project. As a result of this Project, **NSD** will need to adjust **2 manholes. NSD** needs **2 working days** to make these adjustments.

Newport Water District (NWD) has a drinking water system running along the Project. As a result of this Project, **NWD** will need to adjust **40 valve boxes. NWD** needs **up to 10 working days** to inspect and make any necessary adjustments.

OTT Communications has buried lines along sections of the Project, no conflict is anticipated with these buried lines.

The Contractor shall notify all Utilities 15 working days prior to the start of any work on this Project.

BUY AMERICA

Utility construction work performed as part this federal-aid project is subject to the requirements of Buy America in accordance with Federal Regulation 23 CFR 635.410 Section 1518. Specific requirements are presented in Maine DOT Standard Specification Section 100, Appendix A, Section 3.A., Buy America.

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 PROVISION
SECTION 105
General Scope of Work
(Limitations of Operations)

1. Daily operating hours for PMRAP placement will be determined by MaineDOT. A typical full production day can range from 10 to 16 hours. See section 631.07 for explanation of overtime pay.

2. Hourly payment shall begin 15 minutes prior to commencement of placement (placement time will be determined the previous day). No payment will be made if placement does not commence due to inclement weather unless the Department authorizes the Contractor to stand by.

3. HMA paving may commence any time after the required (5) day curing period for the PMRAP and shall be continuous until completed unless otherwise agreed upon by MaineDOT.

4. The Contractor will not be allowed to work Saturdays placing PMRAP. The Contractor may work Saturdays placing HMA if they provide flagging and traffic control at their expense. Saturday work for the placement of HMA will be allowed if Section 2 items are accepted by the Department. Notification of Saturday work must be made 48 hours in advance to the Department.

5. MaineDOT and the Contractor shall hold a coordination meeting a minimum of 7 calendar days prior to beginning work. Tentative date for Pugmill to be on site and ready to go is 8/5/2015.

6. A 48 hour notice is required for a change in HMA paving operations according to the Departments Standard Specification Section 105.3.1.

7. The Contractor will suspend all operations and have all lanes open to traffic on the following dates:

   Sept. 4, 2015 at the end of the work day and will not be allowed to resume work until Sept. 8, 2015. (3 Day)

   Nov. 10, 2015 at the end of the work day and will not be allowed to resume work until Nov. 12, 2015. (1 Day)

SPECIAL PROVISION
SECTION 107
PROSECUTION & PROGRESS
(CONTRACT TIME)

1. The Contractor will be allowed to commence work on **August 17, 2015** provided that all required plans/submittals have been received and approved by the Department in preparation for the Department's pug mill to start production on **August 17, 2015**.

2. Completion date for this Contract is **November 13, 2015**.

3. Once operations commence, for every weekday not worked the Contractor will be charged supplemental liquidated damages per Section 107.7.2 of the Standard Specifications; excluding days lost to inclement weather, holidays, and approved absences.

   Absences must be requested at least 72 hours in advance and are subject to Department approval based on existing roadway condition, paving deadlines, adherence to schedule, traffic restrictions, detours, etc. The Contractor must assure that the roadway surface and signage are maintained for safe passage of the traveling public during any approved absences. The Contract Completion Date will not be modified due to approved absences.

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 @ Nd, 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 = (density PF- 1.0)(Q)(P)x0.50

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 = (% Passing Nom. Max PF-1.0)(Q)(P)X0.05+(% passing 2.36 mm PF-1.0)(Q)(P)X0.05+(%passing 0.30 mm PF-1.0)(Q)(P)X0.05+(%passing 0.075 mm PF-1.0)(Q)(P)X0.10+(PGAB PF-1.0)(Q)(P)X0.25

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:

Pay Item		Pay Unit
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
¾" HMA Overlay Areas with Shim					
Mainline Travelway, Shoulders, & Approach Roads					
Wearing	9.5 mm	403.2104	¾"	1	4,9,11,14,20,22
Shim	9.5 mm	403.211	variable	1/more	2,4,9,11,14,20
Drives, Misc.					
Wearing	9.5 mm	403.209	2"	1/more	2,3,10,11,14

COMPLEMENTARY NOTES

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**.
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 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/yd², and on milled pavement approximately 0.05 gal/yd² prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and surface course as well as to any bridge membrane prior to the placement of HMA layers at a rate not to exceed 0.025 gal/yd². Tack used will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
		Turn Lane Construction Areas			
Base	12.5 mm	403.213	2 ½"	1	2,4,10,17
		Sidewalks, Misc.			
Wearing	9.5 mm	403.209	2"	1/more	2,3,10,11,14

COMPLEMENTARY NOTES

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**.
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.
17. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **10 ton** vibratory, **12 ton** pneumatic, and a **10 ton** finish roller for roadway work. A daily paving report, summarizing the mixture type, mixture temperature, equipment used, environmental conditions, and number of roller passes, shall be recorded and signed by the QCT and presented to the Department's representative by the end of the working day. An approved release agent is required to ensure the mixture dose not adhere to hand tools, rollers, pavers, and truck bodies. The use of petroleum based fuel oils, or asphalt stripping solvents will not be permitted.

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/yd², and on milled pavement approximately 0.05 gal/yd² prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and surface course as well as to any bridge membrane prior to the placement of HMA layers at a rate not to exceed 0.025 gal/yd². Tack used will be paid for at the contract unit price for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 631 EQUIPMENT RENTAL
(PAVING CREW)

631.01 Description This work shall consist of placing processed recycled asphalt pavement (PMRAP) produced by the MaineDOT pugmill in one or more courses in areas designated in the contract. The Department will notify the Contractor two weeks prior to the planned placement of PMRAP. All PMRAP shall be placed on an approved base in accordance with these specifications and in reasonably close conformity with the lines, grades, and thicknesses established in the contract, or as directed by the Department.

EQUIPMENT

631.031 Loading and Hauling Equipment Trucks will be loaded using Department supplied equipment.

631.032 Bituminous Pavers Pavers shall be equipped with a 10 foot heated and activated main screed, and shall be equipped with power extendible, activated extensions and automatic grade and slope controls. Pavers shall conform to the 401 Specification; subsection 401.09 - Pavers.

631.033 Rollers One 10 ton dual drum steel roller equipped with vibratory or oscillatory compaction will be required. Two pneumatic-tired rollers shall be required, one ballasted to 16 ton minimum, and the second pneumatic-tired roller ballasted to 8-10 ton. The roller sequence and pattern will be as determined by a control strip at the beginning of the first day of full lane width PMRAP placement. All rollers shall conform to the 401 Specification; subsection 401.10 – Rollers, unless otherwise authorized by the Department.

631.034 Crew At a minimum, the crew shall consist of a paver operator, three roller operators, two screed/wheel men, a laborer, and a foreperson.

631.042 Spreading and Finishing The mixture shall be spread and finished in accordance with Section 401.15, or as otherwise established by the contract documents. Thicknesses may vary. Localized spot shims or partial width shim layers may be required. With the exception of localized spot or partial width shim layers, the minimum compacted layer thickness will be 1 inch. Areas requiring the placement of PMRAP in excess of 4 inches total depth shall be paved in multiple layers. Each layer will not exceed 4 inches. Extended cure times may be needed for multiple lift areas.

631.043 Compaction Compaction of the mixture shall be in accordance with Section 401.16 and the PMRAP Special Provision. Rolling effort, timing, or sequence of rollers may be changed as directed by the Department to avoid excessive pushing, shoving, cracking, or other damage to the layer.

631.044 Joints Joints shall be constructed in accordance with Section 401.17.

631.07 Method of Measurement Placement of PMRAP shall be paid by the hour to the nearest ¼ hour. Up to 8 hours per day will be paid under 631.161. Hours past the 8 hour period will be paid under 631.162.

631.08 Basis of Payment The accepted quantity of placement of PMRAP will be paid for at the contract unit price per hour complete in-place. The unit price will be full compensation for furnishing all equipment and labor for placing, compacting, and for all other incidentals necessary to complete the work.

Pay Item	Pay Unit
631.161 Paving Crew	Hour
631.162 Paving Crew (Overtime)	Hour

February 4, 2011
Supersedes February 27, 2003

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 [1]
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.

[1] "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.

Environmental Summary Sheet

Pin: 22650.00 **Date Submitted: 6/2/15**
Town: Corinth
CPD Team Leader: Colin Greenan
ENV Field Contact: Galen Hale

NEPA Complete: n/a

☒ **Section 106**
No Federal Action
Section 106 Resources: none

☒ **Section 4(f) and 6(f)**
Section 4(f)
Review Complete - No federal money
Section 6(f)
Not Applicable - No takes

☒ **Maine Department of Inland Fisheries and Wildlife Essential Habitat**

Not Applicable **Timing Window:** Not Applicable

☒ **Section 7**
No Effect
Species of Concern: Northern Long-Eared Bat
Atlantic Salmon
Comments/References: no tree clearing and no in-water work proposed in scope

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

☒ **Maine Land Use Planning Commission**

**Applicable Standards and Permits are included with the contract*

☒ **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

☒ **Special Provisions Required**

Special Provision 105-Timing of Work Restriction	N/A☒	Applicable☐
Standard Specification 656 (November 2014)	N/A☒	Applicable☐
Special Provision 656-Minor Soil Disturbance	**N/A☐**	**Applicable☒**
Special Provision 203-Dredge Spec	N/A☒	Applicable☐
General Note for Hazardous Waste	N/A☒	Applicable☐
Special Provision 203-Hazardous Waste	N/A☒	Applicable☐
Special Provision 105.9	N/A☒	Applicable☐

**All permits and approvals based on plans/scope as of: 5*/13/15

SPECIAL PROVISION
SECTION 656
Temporary Soil Erosion and Water Pollution Control

Standard Specification, Section 656.1 and 656.2 are deleted. All applicable Sections of Standard Specification 656 will remain in effect for this Contract.

The information and requirements set forth in this Special Provision will constitute the Soil Erosion and Water Pollution Control Plan (SEWPCP) for this Project. Any costs associated with this Special Provision will be considered incidental to the Contract.

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/hydro.htm

The soil erosion and water pollution control measures associated with this Work are as follows:

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 the end of the working day.
4. Winter stabilization BMPs shall be applied in accordance with the MaineDOT BMP Manual between November 1 and April 15 or during frozen ground conditions.
5. Where necessary, catch basins and drainage inlets shall utilize Storm Drain Inlet Protection in accordance with the MaineDOT BMP Manual.
6. 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 from the Contractor. 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 and response;
    - General description and location of (1) handling, transfer, storage, and containment facilities of such products or hazardous Matter/Substances ("activities and facilities") and (2) potential receptors of such products or hazardous Matter/Substance including oceans, lakes, ponds, rivers, streams, wetlands, and sand and gravel aquifers

SPECIAL PROVISION
SECTION 656
Temporary Soil Erosion and Water Pollution Control

("sensitive resources") including potential conveyances (adjacent open and closed drainage systems), the distances between said activities and facilities and said sensitive resources;

- 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 containment and diversionary structures, inspections and personnel training;
- 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, Maine DEP Spill Response, the National Response Center (if spill enters the water), the Resident, and local police and fire authorities, a list of emergency response equipment and locations and description of the capabilities of the equipment, a description of the general response and clean up protocols by product or Matter/Substances and an overview of the verbal and written notification procedures for federal, state and local officials. For a related provision, see *Standard Specification, Section, 105.2.3 - Project Specific Emergency Planning*.

7. The Environmental Coordinator must inspect and maintain, daily, all controls for the duration of the project.
8. If the Project Resident directs additional soil disturbance that requires temporary erosion and sedimentation control measures included within this Special Provision, all additional Work will be paid for as Changes Permitted.
9. If the Project Resident directs additional soil disturbance that requires temporary erosion and Sedimentation control measures not included within this Special Provision, Standard Specification, Section 656.1 will be reinstituted and the Contractor shall prepare and submit a SEWPCP and properly implement its approved SEWPCP. All associate costs will be paid for as Extra Work. Any applicable permits shall be obtained by MaineDOT .

June 03, 2015
Supersedes March 05, 2015

STANDARD DETAIL UPDATES

Standard Details and Standard Detail updates are available at:
http://maine.gov/mdot/contractors/publications/standarddetail/

Detail #	Description	Revision Date
501(02)	Pipe Pile Splice	3/05/2015
501(03)	H – Pile Splice	3/05/2015
507(13)	Steel Bridge Railing	6/03/2015
507(14)	Steel Bridge Railing	6/03/2015

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 RESPONSIBILITES

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."

105.6.2.4 Department Verification Add the following to the end of the first sentence:
"**or other approved method, such as reference staking, to allow the Department to independently verify the accuracy of the work, as approved by the Department."**

SECTION 109
CHANGES

109.5.1 Definitions - Types of Delays In Paragraph 'A' delete "Equitable Adjustment" and replace with "adjustment of time".

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, ¾ inch 703.13

203.042 Rock Excavation and Blasting
On page 2-16, add the word "**No**" to the third sentence in Section 5 Submittals, Subsection V, 1 so that it reads:
"***No* blasting products will be allowed on the job site if the date codes are missing**."

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'.

304.02 – Aggregate Add the following sentence before the sentence starting with "When designated on the plans…": **"Aggregate Base Course – Type C will be capped with 2" of millings or Untreated Aggregate Surface Course – Type B. Payment for this material will be made under 304.16"**

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^2 with uniform pressure and with an allowable variation from any specified rate not to exceed 0.01 gal/ yd^2. 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^2, 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 15th and September 15th 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 ⅜ 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 ⅜ 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:

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

SECTION 411
UNTREATED AGGRAGATE SURFACE COURSE

411.02 – Aggregate Add the following to the end of the first sentence: **"- Type A"**

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	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 ≥ 56 days. Four 4 inch x 8 inch cylinders will be cast per sublot placed. The average of three concrete specimens per sublot 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**"

In the list of Pay Items add "**619.13 Bark Mulch**" with a Pay Unit of " **CY** ".
Change the description of 619.1301 from "Bark Mulch" to "**Mulch – Plan Quantity**"

In the list of Pay Items add "**619.14 Erosion Control Mix**" with a Pay Unit of " **CY** ".
Change the description of 619.1401 from "Erosion Control Mix" 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 626
FOUNDATIONS, CONDUIT AND JUNTION BOXES FOR HIGHWAY SIGNING, LIGHTING AND SIGNALS

626.034 Concrete Foundations

On Page 6-85, add the following paragraph before the paragraph beginning with "Drilled shafts shall not be…".

No foundation design will be required for 18- and 24-inch diameter foundations for structures less than 30-feet tall and with no projecting arms. A foundation design prepared by a Professional Engineer licensed in accordance with the laws of the State of Maine will be required for all other foundations Precast foundations will be permitted for 18 and 24-inch diameter foundations for structures less than 30-feet tall and with no projecting arms. Where precast foundations are permitted flowable concrete fill shall be used as backfill in the annular space, and placed from the bottom up. Construction of precast foundations shall conform to the Standard Details and all requirements of Section 712.061 except that the concrete shall have a minimum permeability of 17 kOhm-cm and the use of calcium nitrite will not be required.

On Page 6-86, add the following to the paragraph beginning with "Concrete for drilled shafts…" so that it reads as follows:

"….The Contractor shall provide temporary dewatering of excavations for foundations such that concrete is placed in the dry. **Concrete for drilled shafts shall be placed in accordance with Section 502.10 as temporary casing is withdrawn to prevent debris from contaminating the foundation and to ensure concrete is cast against the surrounding soil. Concrete for drilled shafts and spread footings shall be Class A in accordance with Section 502 - Structural Concrete. Precast foundations will not be permitted except as specified above in this Section.** Backfill for spread footing foundations shall be Gravel Borrow meeting the requirements of Section 703.20 - Gravel Borrow….."

SECTION 652
MAINTENANCE OF TRAFFIC

652.3 Submittal of Traffic Control Plan On page **6-148**, note **f,** in the last sentence change the 105.2.2 to 105.2.3 so that the last sentence reads, "**For a related provision, see Section 105.2.3 – Project Specific Emergency Planning**.".

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 677

On page 6 - 203 change "636.041" to "677.041"

SECTION 703
AGGREGATES

703,0201 Alkali Silica Reactive Aggregates
Remove this section in its entirety and replace with the following:

703.0201 Alkali Silica Reactive Aggregates. All coarse and fine aggregates proposed for use in concrete shall be tested for Alkali Silica Reactivity (ASR) potential under AASHTO T 303 (ASTM C 1260), Accelerated Detection of Potentially Deleterious Expansion of Mortar Bars Due to Alkali-Silica Reaction, prior to being accepted for use. Acceptance will be based on testing performed by an accredited independent lab submitted to the Department. Aggregate submittals will be required on a 5-year cycle, unless the source or character of the aggregate in question has changed within 5 years from the last test date.

As per AASHTO T 303 (ASTM C 1260): Use of a particular coarse or fine aggregate will be allowed with no restrictions when the mortar bars made with this aggregate expand less than or equal to 0.10 percent at 30 days from casting. Use of a particular coarse or fine aggregate will be classified as potentially reactive when the mortar bars made with this aggregate expand greater than 0.10 percent at 30 days from casting. Use of this aggregate will only be allowed with the use of cement-pozzolan blends and/or chemical admixtures that result in mortar bar expansion of less than 0.10 percent at 30 days from casting as tested under ASTM C 1567.

Acceptable pozzolans and chemical admixtures that may be used when an aggregate is classified as potentially reactive include, but are not limited to the following:

Class F Coal Fly Ash meeting the requirements of AASHTO M 295.
Ground Granulated Blast Furnace Slag (Grade 100 or 120) meeting the requirements of AASHTO M 302.
Densified Silica Fume meeting the requirements of AASHTO M 307.
Lithium based admixtures
Metakaolin

Pozzolans or chemical admixtures required to offset the effects of potentially reactive aggregates will be incorporated into the concrete at no additional cost to the Department.

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**"