



CONSTRUCTION INSPECTOR TRAINING

PROJECT DEVELOPMENT
HIGHWAY PROGRAM

2016



OUTLINE

- Introductions
- Assignment Process
- Understanding Plans/Contract Books
- Reference Materials
- Consultant Expectations
- Standard Specification
 - 100, 200, 300, 400, 600 Divisions
- Erosion Control
- Field Inspection Stations and Tools
- Questions and Answers

INTRODUCTIONS



- Consultants

- Acorn Engineering



- Gorrill-Palmer Consulting Engineers



- Greenman-Pederson



- HNTB Corporation



- Hoyle, Tanner & Associates



- John Turner Consulting



- Kleinfelder/Simon Wong Engineering



INTRODUCTIONS

- Consultants (Cont'd)

- Milone & MacBroom



- Parsons Brinckerhoff



- R.W. Gillespie & Associates



- TY Lin International



- VHB



- W.P. Brogan & Associates



CONSULTANT ASSIGNMENT PROCESS

WIN	Project Title	Designer	PM 2	Constr Mgr	Area Resident	Utility Coordinator	Resident	Inspector(s)	TA's/ Class I
20262 00	BRIDGTON, ROUTE 37	R. Hodgman	Denis Lovely	R. Hodgman	Ryan Hodgman	D. Lycette	State Forces		
18494 00	BIDDEFORD-SACO, WEST STREET - SEG 2	R. Hambleton	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak	Clem Baxter		
20283 00	BIDDEFORD-SACO, ROUTE 1	R. Hambleton	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak	Clem Baxter		
20302 00	BIDDEFORD-SACO, WEST STREET	R. Hambleton	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak	Clem Baxter		
11219 10	WINDHAM, RIVER ROAD CHIP	CHA	Ernie Martin	E. Lovely	X	R. Paraschak	Tim Kelley	Wyatt Johnson	Dan Burgess
18492 00	NAPLES-CASCO-POLAND, ROUTE 11	T. Storer	Denis Lovely	E. Lovely	John McDonough	D. Lycette	X	Bill Brogan (WPB)	
17316 00	LEWISTON, MAIN STREET	Stanec	Paul MacDonald	Tom Stevens	X	D. Lycette	Dave Sherlock (TY Lin)		
17874 00	LEWISTON, STEINSON BR #2603	Stanec	Paul MacDonald	Tom Stevens	X	D. Lycette	Dave Sherlock (TY Lin)		
18503 00	DURHAM, ROUTE 125	T. Storer	Denis Lovely	R. Betz	John McDonough	D. Lycette			
19106 00	OGUNQUIT, ROUTE 1	L.B.G.	Ernie Martin	R. Betz	X	R. Paraschak	Beecher Whitcomb	Rick Hambleton, Nate Cutter (J Turner), Katrina Pooler (M&M), Dave Desroschers (PB)	Ted Willis (Kleinfelder)
20308 00	LISBON, ROUTE 196	J. Coombs	Denis Lovely	R. Betz	John McDonough	D. Lycette			
22539 00	FREEMPORT, ROUTE 1	J. Coombs	Denis Lovely	R. Betz	John McDonough	D. Lycette			
22541 00	NEW GLOUCESTER, ROUTE 202	T. Storer	Denis Lovely	R. Betz	John McDonough	R. Paraschak			
20471 00	GRAY, EGYPT ROAD BR #0249		Mark Parlin	R. Betz	John McDonough	J. Quinon			
20279 00	ALFRED LYMAN WATERBORO, ROUTE 202	B. Johnson	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak			
22537 00	FALMOUTH, ROUTE 26	T. Storer	Denis Lovely	R. Betz	John McDonough	R. Paraschak			
22545 00	GRAY-NEW GLOUCESTER-POLAND, ROUTE 26	T. Storer	Denis Lovely	R. Betz	John McDonough	R. Paraschak			
22900 00	BATH, LCP	R. Hodgman	Denis Lovely	R. Hodgman	Ryan Hodgman	R. Paraschak			
22901 00	BUXTON, LCP	R. Hodgman	Denis Lovely	R. Hodgman	Ryan Hodgman	R. Paraschak			
22902 00	DURHAM, LCP	R. Hodgman	Denis Lovely	R. Hodgman	Ryan Hodgman	R. Paraschak			
22903 00	FRYEBURG, LCP	R. Hodgman	Denis Lovely	R. Hodgman	Ryan Hodgman	R. Paraschak			
10557 01	PORTLAND, I.295 RAMPS EXIT 6	Gornil Palmer	Ernie Martin	R. Betz	Ken Silver	R. Paraschak			
20288 00	BIDDEFORD, ADAMS STREET	R. Hambleton	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak			
20306 00	BIDDEFORD, JEFFERSON STREET	R. Hambleton	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak			
20292 00	BIDDEFORD, MAIN STREET	R. Hambleton	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak			
20284 00	BIDDEFORD, ROUTE 111	R. Hambleton	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak			
20263 00	CASCO, ROUTE 85 CIP	Bridge M&O	Denis Lovely	R. Hodgman	Ryan Hodgman	D. Lycette			
22540 00	SACO, ROUTE 5	B. Johnson	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak			
8850 31	LEWISTON, ROUTE 196	TMSI	Rhobe Moulton	R. Betz	X	D. Lycette			
20285 00	LEWISTON, ROUTE 196	J. McDonough	Denis Lovely	R. Betz	X	D. Lycette			
20286 00	KITTERY, ROUTE 236	C. Baxter	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak			
19104 00	POLAND-MECHANIC FALLS-OXFORD, ROUTE 26	W. Johnson	Denis Lovely	R. Betz	John McDonough	R. Paraschak			
20241 00	PORTLAND, UNION STREET	S. Spear / A. Sebaziga	Denis Lovely	R. Betz	Ken Silver	R. Paraschak			
20273 00	SO. PORTLAND, TURNPIKE APPROACHES	J. McDIT Kelley	Denis Lovely	L. Hamilton	Ken Silver	R. Paraschak			
20251 00	YORK, ROUTE 1	C. Baxter	Denis Lovely	L. Hamilton	Clem Baxter	R. Paraschak			
19262 00	SOUTH BERWICK, ROUTE 101	E. Adande-Kinti	Denis Lovely	L. Hamilton	X	D. Lycette	Marty Baxter (Kleinfelder)		
17239 00	ARUNDEL, ALFRED ROAD & HILL ROAD	N. Collins	Ernie Martin	L. Hamilton	Clem Baxter	R. Paraschak			
18718 00	PORTLAND, YORK STREET	S. Spear / A. Sebaziga	Denis Lovely	R. Betz	X	R. Paraschak	Bill Brogan (WP Brogan)		
19389 00	PORTLAND, HIGH-COMMERCIAL/YORK	S. Spear / A. Sebaziga	Denis Lovely	R. Betz	X	R. Paraschak	Bill Brogan (WP Brogan)		
20282 00	PORTLAND, RTE. 1A, COMMERCIAL ST	S. Spear / A. Sebaziga	Denis Lovely	R. Betz	X	R. Paraschak	Bill Brogan (WP Brogan)		
20256 00	PORTLAND DOWNTOWN (SPRING, MIDDLE, TEMPLE)	S. Spear / A. Sebaziga	Denis Lovely	R. Betz	Ken Silver	R. Paraschak			
19119 00	BRIDGTON, FRYEBURG	EST	Ernie Martin	E. Lovely	X	R. Paraschak	Katie Gray	Mike Smith, Kyle Flossay (Kleinfelder)	Clark Suloway
20281 00	BRIDGTON, ROUTE 302	M. Smith	Denis Lovely	E. Lovely	X	R. Paraschak	Katie Gray		
20275 00	POLAND, WHITE OAK HILL RD	J. Ware	Denis Lovely	R. Hodgman	Ryan Hodgman	D. Lycette			
18562 00	BERWICK, HURBARD ROAD	R. Illan	Denis Lovely	L. Hamilton	X	R. Paraschak	Marty Baxter (Kleinfelder)		
20291 10	BIDDEFORD, MAIN STREET	K. Gray	Denis Lovely	L. Hamilton	X	R. Paraschak			
20269 00	FREEMPORT, ROUTE 1 CIP	T. Kelley	Denis Lovely	R. Betz		D. Lycette			
22519 00	DURHAM, ROUTE 9		Denis Lovely	R. Betz		D. Lycette			
	Traffic Projects								
20200 00	PORTLAND, CUMBERLAND / FREELE		Bnan Keezer	R. Betz	X	R. Paraschak	Conrad Perry (Kleinfelder)		
17858 00	PORTLAND-WESTBROOK, ROUTE 22		Bnan Keezer	R. Betz	X	R. Paraschak	Conrad Perry (Kleinfelder)		
20566 00	WELLS, US ROUTE 1		Bnan Keezer	L. Hamilton	X	R. Paraschak	Dennis Folsom (Kleinfelder)		
20208 00	SCARBOROUGH, RTE 114 / RUNNING HILL RD		Bnan Keezer	L. Hamilton	X	R. Paraschak	A. Gorneau (Kleinfelder)		
17334 00	OLD ORCHARD BEACH, SACO @ UNION		Bnan Keezer	L. Hamilton	X	R. Paraschak			
22680 00	SCARBOROUGH, HOLMES / BEECH RIDGE		Bnan Keezer	L. Hamilton	X	R. Paraschak			
20211 00	GRAY, ROUTE 202 / CAMPBELL SHORE		Bnan Keezer	R. Betz	X	D. Lycette			

Staffing

- PM I
- Resident
- Chief Inspector
- Inspector
- TA's/Class

MaineDOT Staff Assignment

CONSTRUCTION ASSIGNMENT PROCESS

- Meet with Consulting Firms
 - Region 1 Needs
 - Returning Personnel Availability
 - Previous Year Experience/Evaluations
 - Potential Consultant Hires and Resumes
- List of Potential Consultants
 - Region 1 MaineDOT Project Experience
 - Other Maine DOT Project Experience
 - Positive Resumes
 - Geographic Location
- Letter of Intent to Consulting Firms



CONSTRUCTION ASSIGNMENT PROCESS

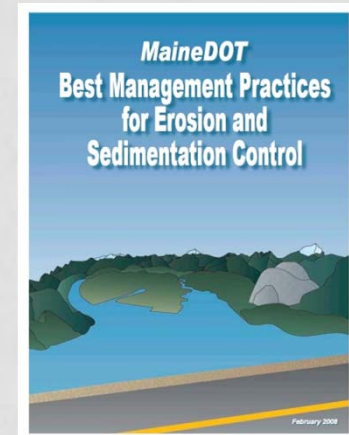
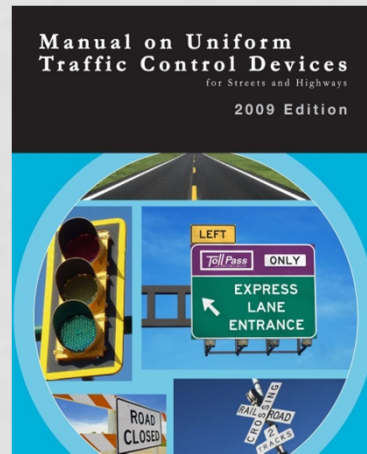
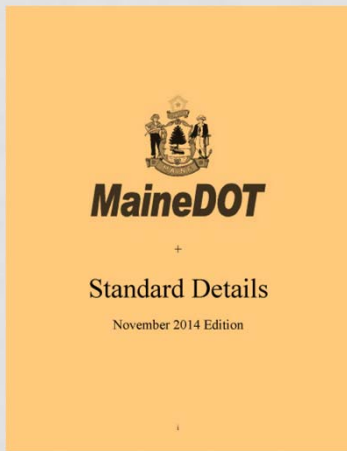
- Assignment Letter from Tina
 - Start Date
 - Project WIN & Location
 - Classification & Rate
 - Estimated Hours
 - Estimated \$ of Assignment
 - End Date of Assignment (estimated)
- Attend Pre-Construction Meeting
 - Meet Resident & Contractor
 - Project Schedule
 - Exchange Contact Information
- Report to Project as Directed



UNDERSTANDING PROJECT PLANS/CONTRACT BOOKS

- Pre-Construction Meeting
- Contract Book and/or Plans
 - Project Limits
 - Stationing
 - Typical Sections
 - Schedule of Items
 - Construction Notes
 - General Notes
 - Special Provisions
 - ROW Plans

REFERENCE MATERIALS

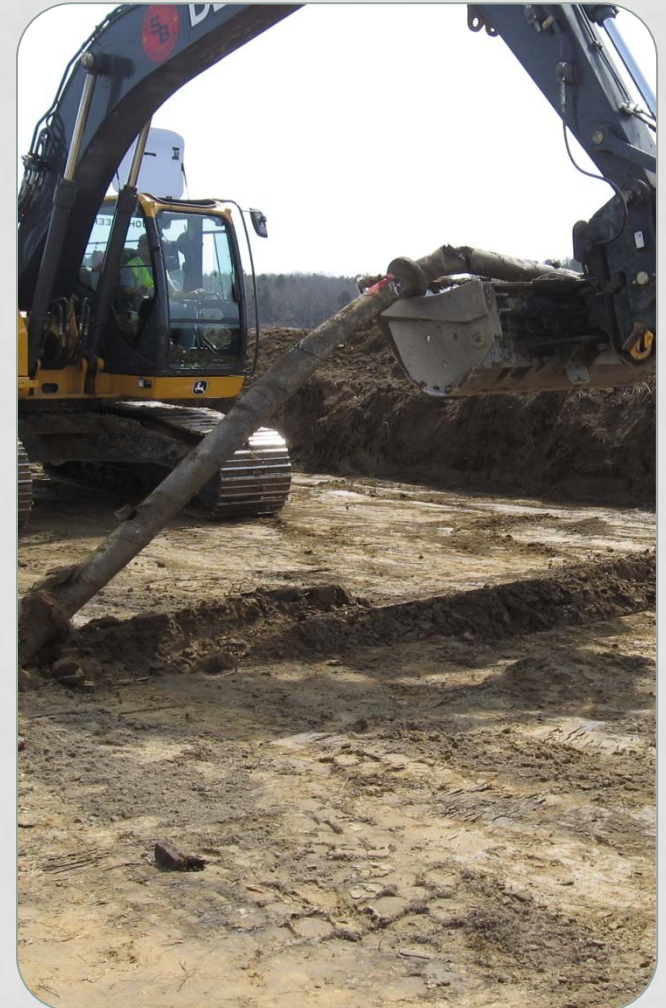


- MaineDOT Standard Specifications (2014)
- MaineDOT Standard Details (2014)
- MaineDOT Project Record Keeping Manual (2013)
- MUTCD (2009)
- MaineDOT BMP (2009)

AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Chain of Command

- Project Manager (P.M.)
- Resident Engineer
- Chief Inspector
- Inspector



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Project Manager

- Has overall supervision of Construction Projects and Staff
- Construction support for the Resident
- Elevates issues to Construction Support manager when appropriate
- Attend Weekly Progress Meetings when issues are anticipated



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Resident

- Manages project staff
- Ensures all specifications are met
- Communicates with municipalities, the public, utilities, etc.
- Makes field changes when necessary
- Runs Weekly Progress Meetings and distributes minutes



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Resident

- Manages the department's QA program
- Responsible for project documentation and submittal of Final Records
- Responsible for maintaining the project budget
- Submits Progress Estimates for payments to the contractor
- Class IV Consultant



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Chief Inspector

- Assistant to the Resident
- Supervises on-site staffing
- Has daily contact with Resident
- Helps interpret plans and specifications
- Checks Contractor layout



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Chief Inspector

- Maintains communication with contractor for daily scheduling
- Assists, coaches and guides inspectors with inspection and documentation
- Class III Consultant



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Inspectors

- Inspect all work done by the Contractor
- Inspect Contractor's layout and materials
- Help interpret plans and specifications
- Document, in detail, all work performed and materials being used in an Inspector's Diary



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Inspectors

- Keep Chief Inspector informed
- Safety is the first concern
- Class I and Class II Consultant



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

**Keeping up with Field
Measurements and
Documentation are of upmost
importance to ensure timely
payments to the contractor
and to avoid non-participation
by Federal Highway!**

AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Project Diary

- Resident or Chief Inspector
- Should not contain computations
- Shall be kept up **DAILY**
- Is part of final documentation
- Original entries, later determined to be in error, must not be erased



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Project Diary Information

The following information must be included, as long as it is pertinent to the project:

1. Day, Month, Year
2. Weather conditions, working day or calendar day number
3. Progress of work, equipment and personnel and hours worked
4. Site conditions



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Project Diary Information

5. Important matters pertaining to the contract
6. Agreements or disagreements with Contractor
7. Public and Municipal conversations including phone calls and e-mails
8. General locations of work for the day



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Project Diary Information

9. Utilities progress
10. Maintenance of traffic control
11. Erosion control.
12. Project Visitors
13. Staffing personnel
14. Any concerns that may have later disputes



Monday June 26, 2015

Sunny, 55 - 80

Win: 2021.00				
Prime: Best Contractor INC.			8:15-13:25	
Crew:				
Superintendent:	John Smith			
Laborers:		3		
Equipment:				
APE:	1 Cat 318		Earth Roll	1 3-5 Ton
Truck:	1 Wheeler Lic: Me/BCI 12		Dozer:	1 D3 Cat
Item 204.20 Shoulder Rehab				
Prime Contractor				
Station 10+00 to 13+25 Rt. This work is 10% complete				
Inspector Cluff assigned to this operation.				
Resident on site. Inspected existing material below Shoulder cut and approved material.				
Note 1:				
Resident (Mrs. Sam Jones) at 35 Elm St. claims the Prime contractor was blocking her Driveway with the big red truck. Chief Inspector notified Super. John Smith. Mr. Smith spoke with Mrs. Jones and settled the issue.				
Item 652.38				
Sub: Roadway Safety				
Traffic Personnel:		2 / 8:30-13:00	1/2 Hr Lunch	
Break Personnel:		1 / 10:30-11:00	No Lunch	
Reference Flagging Report 2				

CD 13

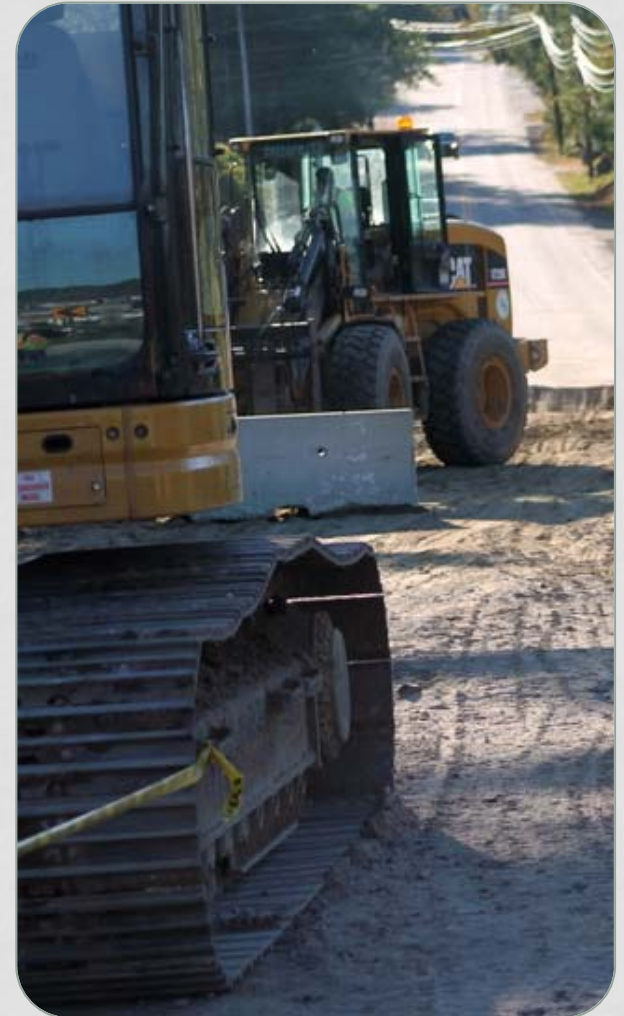
pg. 18

Item 652.34 Cones				
Reference Inspectors Diary Book 3 pg. 23				
Item 652.35	Const. Signs (work zone)			
Reference Inspectors Diary Book 3 pg. 23				
Item 652.36 maint. Of Traffic				
All contractors followed the MUTCD Man. And the TCP for this project.				
Item 656				
Contractor followed the SEWCP submitted for this project.				
NMP on site with One Truck and Two Line workers transferring lines Station 52+10-68+00 Rt.				
Contractor had to stop their operation till NMP had set up Proper work zone signing. CMP only had work area ahead signs. They had a in closer and flaggers operation.				
Win: 2025.00	No work			
Visitors:	John Sam FWHA			
Maine DOT:	P.M. Jackson, Resident Martin			
Consultants:	P. Diddy	PDH Inc.	B. Cluff	PDH Inc.
Chief Inspector:	Sarah Kinney 6/26/15			

AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Inspectors Diary

- It is departmental policy that each inspector keep an individual job diary
- This diary is the inspector's report of their work and operations inspected by them



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Inspectors Diary Information

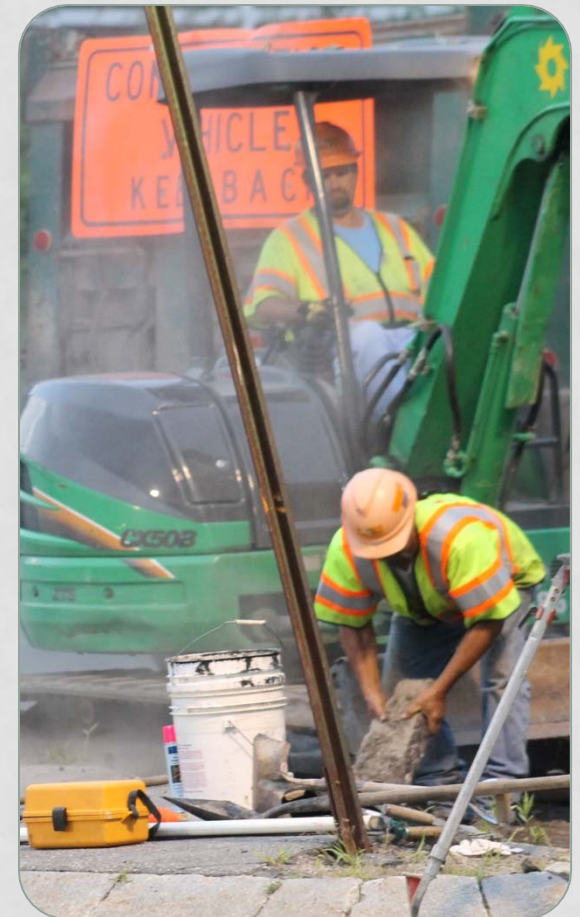
1. It should include the date, description and location of work, whether by prime or subcontractor
2. Personnel, equipment and source material
3. Conversations pertinent to work involved
4. Measurements and listings of pay items



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Inspectors Diary Information

5. Inspectors Diary is more detailed description of an event or operation.
 - Should be able to answer:
 - Who's doing the work
 - What materials are being used and from where
 - Where excavation and clearing are being hauled to
 - Method of construction



Monday June 26, 2015

Sunny, 55 - 80

Win: 2021.00				
Prime: Best Contractor INC.				8:15-13:25
Crew:				
Superintendent:	John Smith			
Laborers:		3		
Equipment:				
APE:	1 Cat 318		Earth Roll	1 3-5 Ton
Truck:	1 Wheeler Lic: Me/BCI 12		Dozer:	1 D3 Cat
Item 204.20 Shoulder Rehab				
Station 10+00 to 13+23 Rt.				
Prime contractor Exc. Existing shoulder to a depth of 4" (after being roiled) and width of 4 Ft from 12 ft. centerline offset per Typical section. Exc. Was hauled to Contractors "G" pit in Lyman. Existing material at exc. Depth is Dry, fine granular material accepted by the Resident. Depths were measured off the existing shim elevation every 20 ft and found to be within Tolerance with a 4 % shoulder Grade. Approved Untreated Surface Course Aggregate from "G" pit was placed in one lift and compacted. Fine grading will occur on a later Date. Reference Construction Book 1 pg 3 for Comps. All above work was inspected and accepted by				
				BMC
				6/26/2015
Item 652.38 Flaggers				
Sub: Roadway Safety				
Traffic Personnel:	2 / 8:30-13:00		1/2 Hr Lunch	
Break Personnel:	1 / 10:30-11:00		No Lunch	

CD 13

pg. 23

Item 652.34 Cones			25		
Reference Construction Book 1 pg 28 for Entry					
Item 652.35	Const. Signs (work zone)				
Work Area:				2	
Flagger Ahead:				2	
One Ln Rd Ahead:				2	
Item 652.36 Maint. Of Traffic					
All contractors followed the MUTCD Man. And the TCP for this project.					
Comps. All above Maint of Traffic was inspected and accepted					
					by BMC
					6/26/2015
Item 656					
Contractor followed the SEWCP submitted for this project by					
Mulching all areas disturbed today.					
					by BMC
					6/26/2015
Visitors:	John Sam FWHA				
Maine DOT:	P.M. Jackson, Resident Martin				
Consultants:	P. Diddy	PDH Inc.	B. Cluff	PDH Inc.	
Inspector:	Bob M Cluff 6/26/15				

Monday June 26, 2015

Sunny, 55 - 80

Win: 2021.00				
Prime: Best Contractor INC.			8:15-13:25	
Crew:				
Superintendent:	John Smith			
Laborers:		3		

Equipment:				
APE:	1 Cat 318			
Truck:	1 Wheeler Lic: MCB CI 12			

Item 204.20 Shoulder Rehab
Station 10+00 to 13+23 Rt.
Prime contractor Exc. Existing shoulder (after being rolled) and width of 4 Ft from 12 ft. centerline offset per Typical section. Exc. Was hauled to Contractors "G" pit in Lyman. Existing material at exc. Depth is Dry, fine granular material accepted by the Resident. Depths were measured off the existing shim elevation every 20 ft and found to be within Tolerance with a 4 % shoulder Grade. Approved Untreated Surface Course Aggregate from "G" pit was placed in one lift and compacted. Fine grading will occur on a later Date. Reference Construction Book 1 pg 3 for Comps. All above work was inspected and accepted by

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BMC
6/26/2015

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Traffic Personnel:	2 / 8:30-13:00	1/2 Hr Lunch		
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CD 13

pg. 23

Item 652.34 Cones			25						
Reference Construction Book 1 pg 28 for Entry									
Item 652.35									
Work Area:						2			
Flagger Ahead:						2			
One Up 27 Ahead:						2			

Item 204.20 Shoulder Rehab
Station 10+00 to 13+23 Rt.
Prime contractor Exc. Existing shoulder to a depth of 4" (after being rolled) and width of 4 Ft from 12 ft. centerline offset per Typical section. Exc. Was hauled to Contractors "G" pit in Lyman. Existing material at exc. Depth is Dry, fine granular material accepted by the Resident. Depths were measured off the existing shim elevation every 20 ft and found to be within Tolerance with a 4 % shoulder Grade. Approved Untreated Surface Course Aggregate from "G" pit was placed in one lift and compacted. Fine grading will occur on a later Date. Reference Construction Book 1 pg 3 for Comps. All above work was inspected and accepted by

BMC
6/26/2015

Consultants:	P. Diddy	PDH Inc.	B. Cluff	PDH Inc.
Inspector:	Bob M. Cluff 6/26/15			

AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Project Diaries and Inspectors Diaries

- Shall be kept up **DAILY**
- Any information as to quantities appearing in these dairies should be cross-referenced to delivery tickets or other applicable source documents.
- Remember – All work shall be “inspected and accepted”. If it is not, then it is in progress.



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Project Diaries and Inspectors Diaries

- Project & Inspectors diaries are to be retained as a part of final project documentation
- Errors must not be erased. A line needs to be drawn through incorrect information and corrections should be entered nearby or at a referenced location
- **DO NOT USE PEN**



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Personal Protection Equipment (PPE)

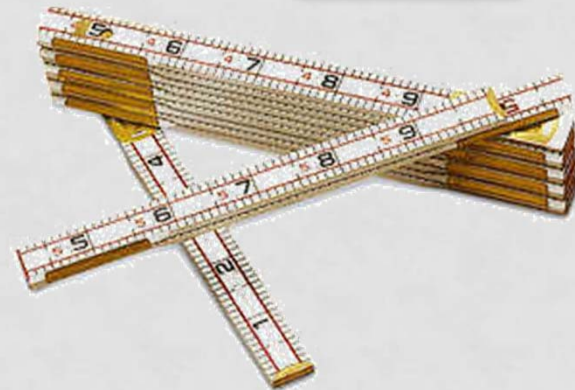
- Hard hat
- Class II vest (day work)
- Class III vest (night work)
- Steel toed shoes
- Proper clothing for duties being performed
- Safety glasses
- Hearing protection



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Working Tools

- Hand levels
- Plumb bobs
- Rain gear
- Calculator
- Drafting tools
- English folding rule
- English tape and/or wheel
- Yellow vehicle warning light
- Class specific items



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Public's Perspective

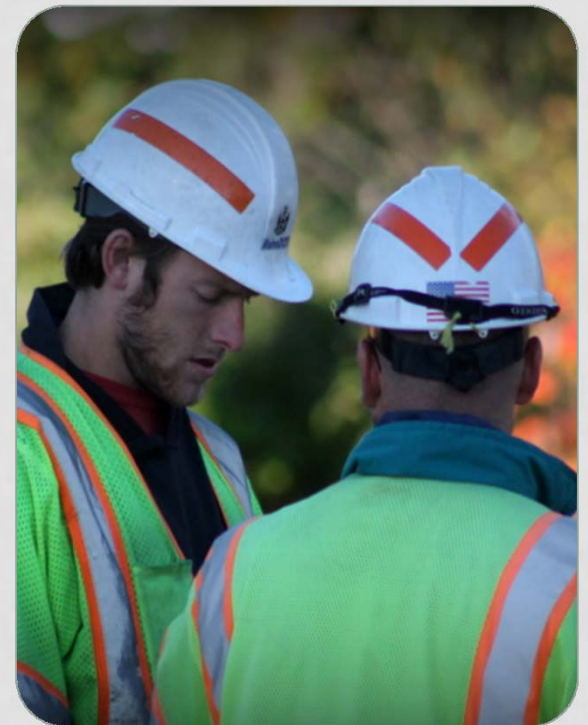
- You represent MaineDOT
- There are eyes and ears everywhere
- The public pays your salary (and many will remind you of that!)
- Take pride in your work and the public will notice



AUTHORITY AND DUTIES OF THE CONSTRUCTION STAFF

Team Work

- Everyone has different skill sets
- Everyone needs to work together
- Questions are encouraged
- Communicate
- Stopping an issue from the start saves money
- Maintain professional attitude with the Contractor



STANDARD SPECIFICATIONS

Division 100 – General Conditions

Division 200 – Earthwork

Division 300 – Bases

Division 400 – Pavements

Division 600 – Misc. Construction

STATE OF MAINE



Department of Transportation
Standard Specifications

November 2014 Edition

MaineDOT

DIVISION 100 – GENERAL CONDITIONS

DIVISION 100 - GENERAL CONDITIONS	1-1
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APPENDIX A TO DIVISION 100	A-1

The image features a diagonal split between an orange triangle on the left and a blue triangle on the right. A white diagonal band runs from the bottom-left to the top-right, containing the text 'DIVISION 100' in a large, bold, black sans-serif font, and 'GENERAL CONDITIONS' in a smaller, black sans-serif font below it. The blue area on the right has a fine grid pattern.

DIVISION 100
GENERAL CONDITIONS

STANDARD SPECIFICATIONS

Division 100 – General Conditions

Division 200 – Earthwork

Division 300 – Bases

Division 400 – Pavements

Division 600 – Misc. Construction

STATE OF MAINE

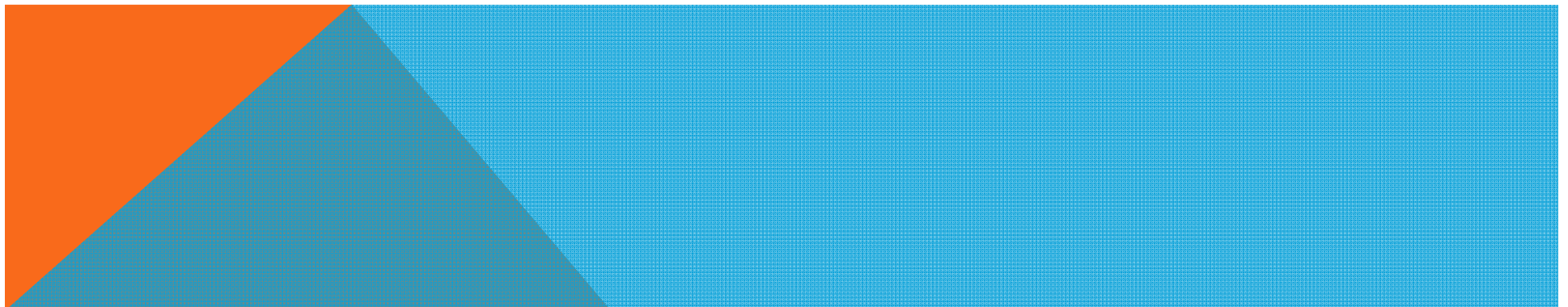


Department of Transportation
Standard Specifications

November 2014 Edition

MaineDOT

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SECTION 111 - RESOLUTION OF DISPUTES	1-122
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APPENDIX A TO DIVISION 100	A-1



TRUE OR FALSE

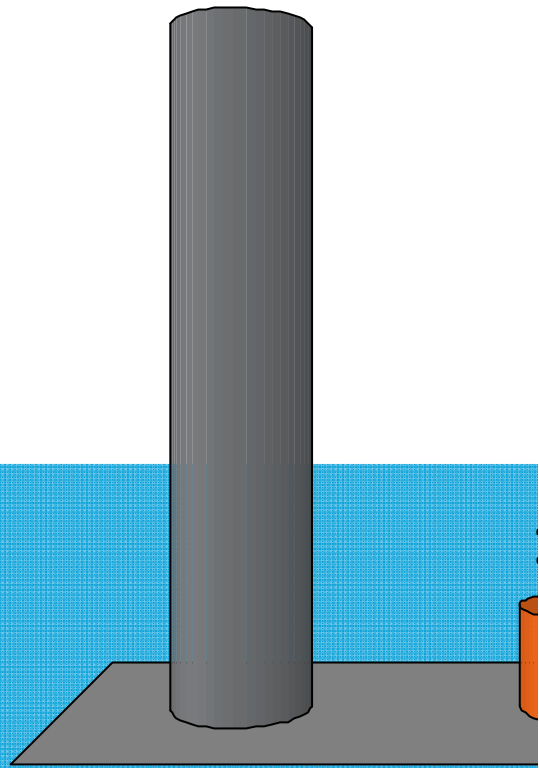
104.2.3 AUTHORITY OF PROJECT MANAGER AND RESIDENT - After contract execution, the Project Manager and/or Resident has the authority to take all action needed to assure that the contractor is performing the work in conformity with the contract. Except as provided elsewhere in the contract, the Project Manager or the Resident will decide all questions regarding the quality and acceptability of materials furnished , work performed, suspensions of work and the interpretation of the contract.

A.True

B.False

88%

true



TRUE OR FALSE

104.2.4 Authority of Residents and Inspectors - Residents, inspectors and other Departmental employees or representatives working for the Department do not have the authority to make initial determinations regarding the conformity of the work. Unless authorized by the Project Manager, Residents or Inspectors are not authorized to alter or waive the provisions of the contract or to issue instructions contrary to the contract. They may not act as a supervisor for the contractor.

A. True

B. False

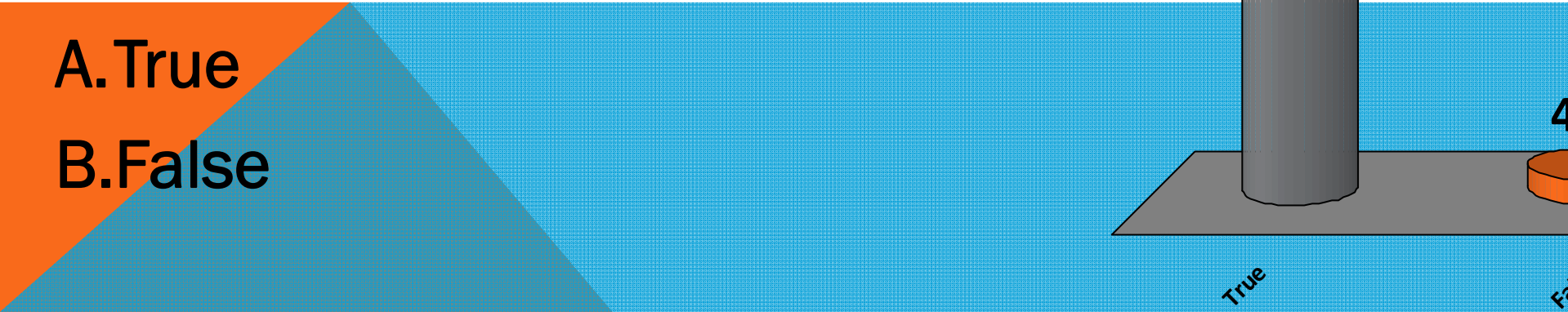
33%

True



TRUE OR FALSE

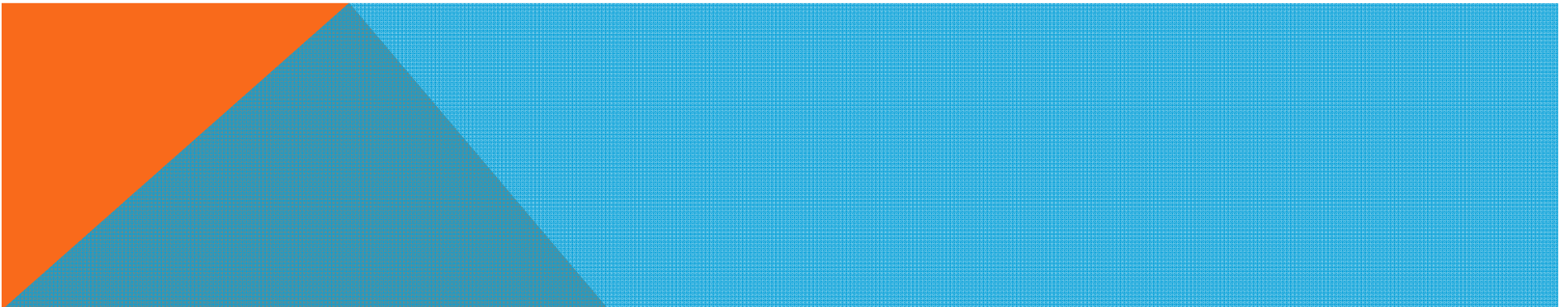
ACCEPTABLE WORK – Work that conforms or substantially conforms to the contract and is satisfactory to the Department



104.3.3 DUTY TO NOTIFY DEPARTMENT IF AMBIGUITIES DISCOVERED

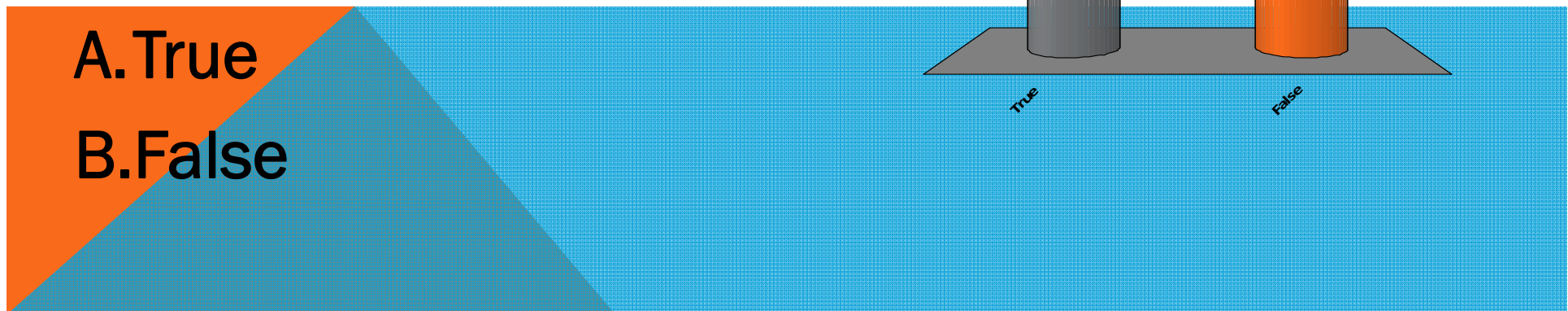
The contractor shall not take advantage of ambiguity, errors, omissions, conflict, or discrepancy contained in the contract. If the contractor discovers any such ambiguity, etc. for which the contractor may seek adjustments to compensation, time or other contract requirements, the contractor shall provide a written notice within 48 hours and before performing any work related to the ambiguity etc.

(cont)



104.3.3 DUTY TO NOTIFY DEPARTMENT IF AMBIGUITIES DISCOVERED (CONT.)

Failure to provide such notice in compliance with the Contract shall constitute a waiver of all claims related to the ambiguity, etc.



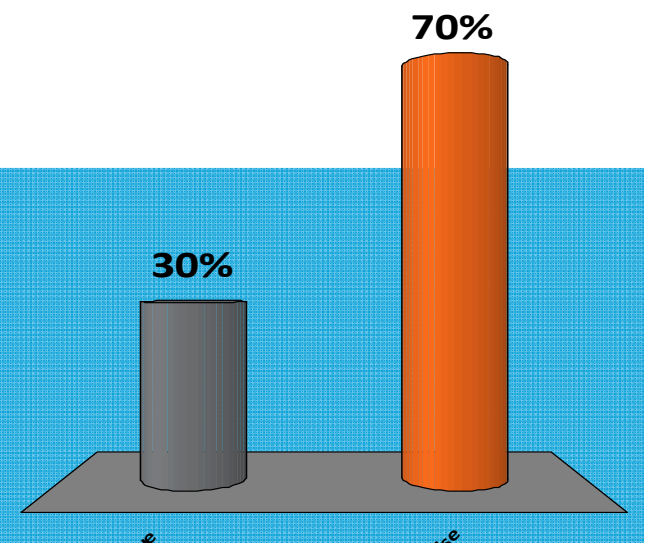
A. True

B. False

104.3.4 WORKERS AND EQUIPMENT – any person employed by the Contractor or by any subcontractor or any officer or representative or agent of the subcontractor, who, in the opinion of the Resident, is intemperate or disorderly, shall be removed immediately by the Contractor or subcontractor employing such person. The employee shall not be employed again in any portion of the work without first apologizing to and obtaining approval from the resident.

A.True

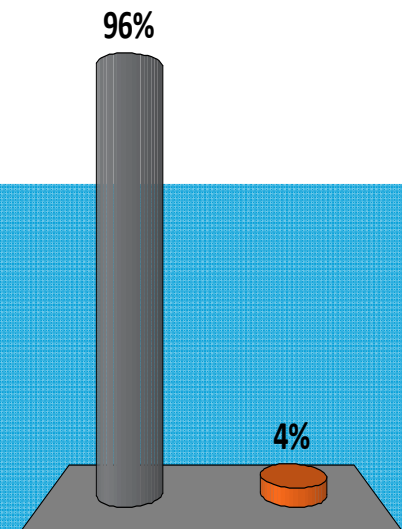
B.False



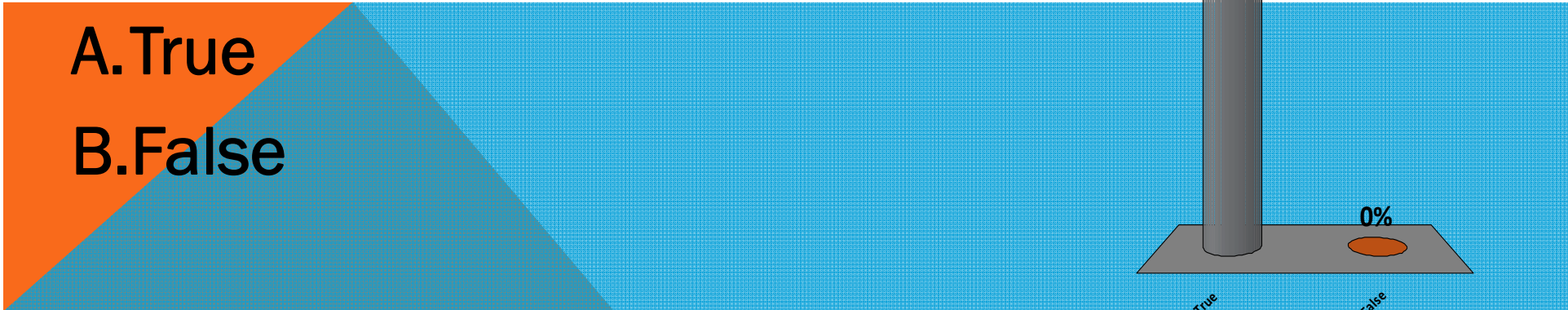
UTILITY COORDINATION – If the Contractor actually observes a utility Company working within the project limits in a manner that: (a) obviously violates the MUTCD, the Contractor’s Traffic Control Plan, or an applicable OSHA requirement or commonly accepted safety practices, and (b) represents a clear and immediate risk of significant bodily injury to any person with the Project limits, then the Contractor must notify the Resident and the Utility Company immediately.

A.True

B.False



NOTE/INSPECTION/PUNCH LIST – The Contractor will notify the Department in writing that it considers the project complete. As soon as practicable thereafter, the Department will inspect the work. If incomplete or unsatisfactory work is noted, the Department will prepare a written list of all items that must be completed or corrected before the Physical Work is Complete (Punch List). The Contractor shall immediately take such measures as are necessary to complete all punch list items.



A. True

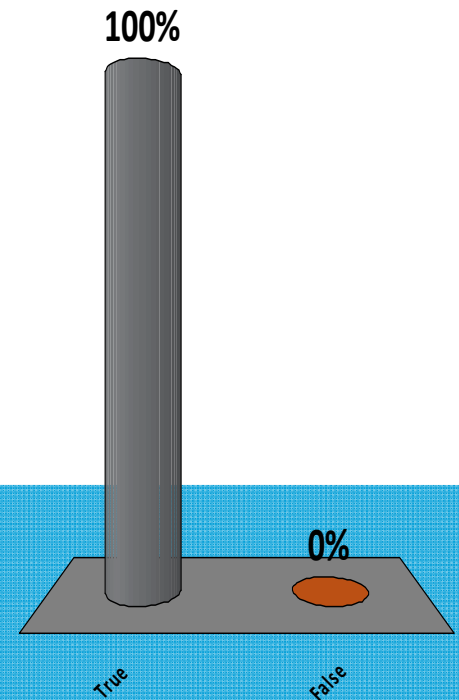
B. False

The Department may increase or decrease Pay Item quantities from the estimated quantities shown in the Bid Documents, and such increases or decreases shall be considered extra work.

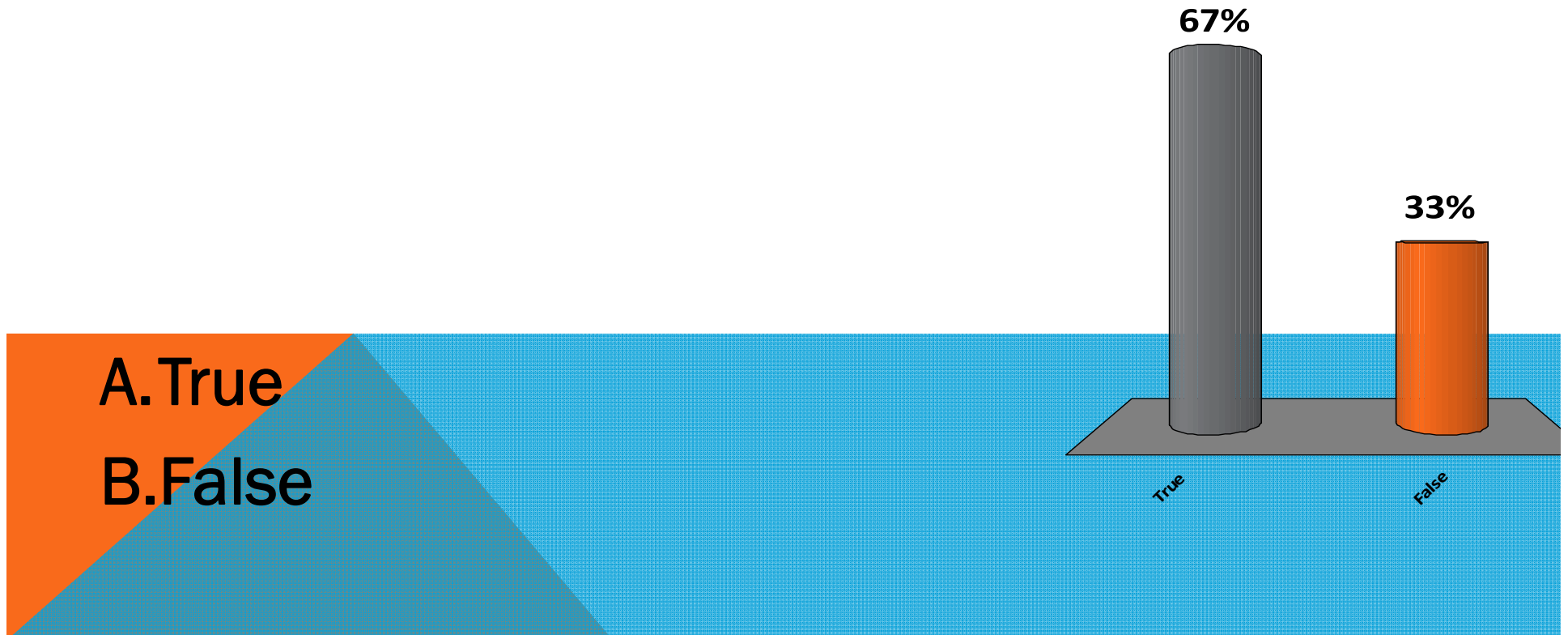


The Contractor is also responsible for providing construction centerline, or close reference points, for all Utility Facilities relocations and adjustments as necessary to complete the work.

- A. True
- B. False

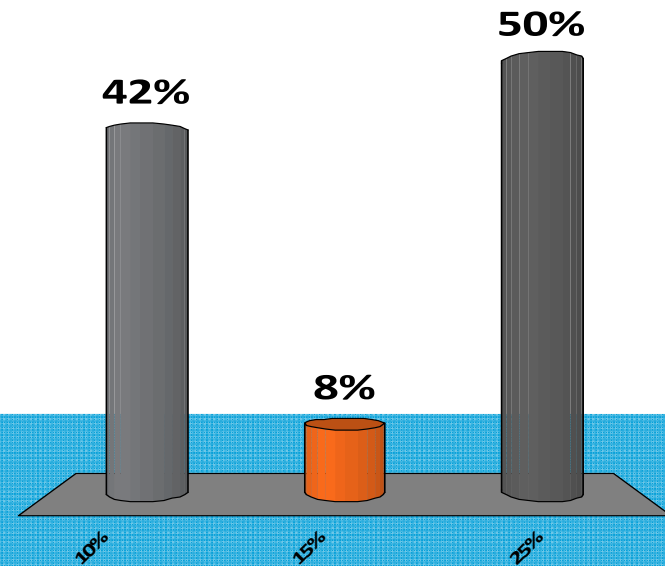


The Department is responsible for determining the acceptability of the Work. Acceptance of the material is based on monitoring of the Contractor's QCP and Acceptance test results.



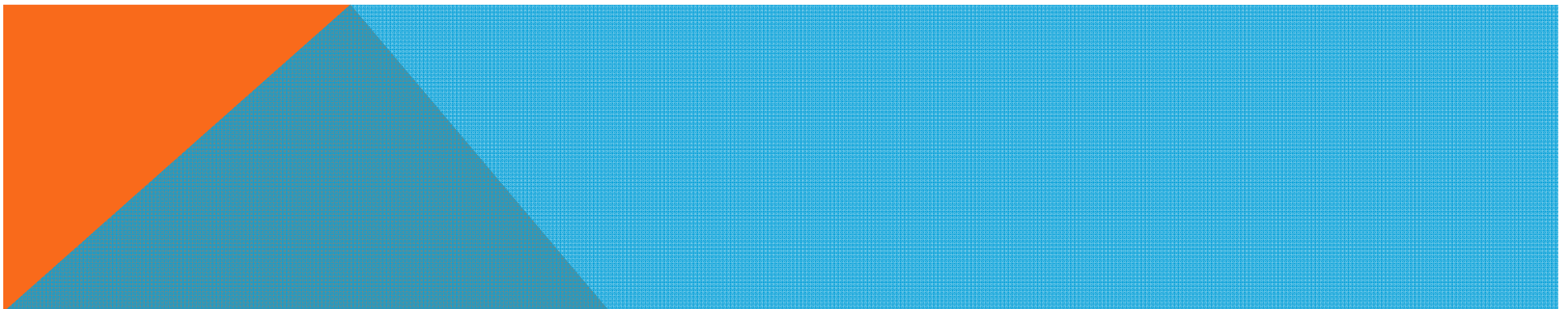
If quantities of Major Items vary from the estimated quantities contained in the Bid Documents by more than _____, then the Department may increase or decrease the Unit Price of such items using the extra work process.

- A. 10%
- B. 15%
- C. 25%



THE CONTRACTOR MAY WORK FIVE OF THE FOLLOWING HOLIDAYS WITHOUT THE DEPARTMENTS APPROVAL:

New Years	Presidents Day	Patriots Day
Veterans Day	Labor Day	Memorial Day
July 4 th	Thanksgiving	
Friday after Thanksgiving		MLK Day
Columbus Day		



THE CONTRACTOR MAY WORK FIVE OF THE FOLLOWING HOLIDAYS WITHOUT THE DEPARTMENTS APPROVAL:

New Years

Presidents Day

Patriots Day

Veterans Day

Labor Day

Memorial Day

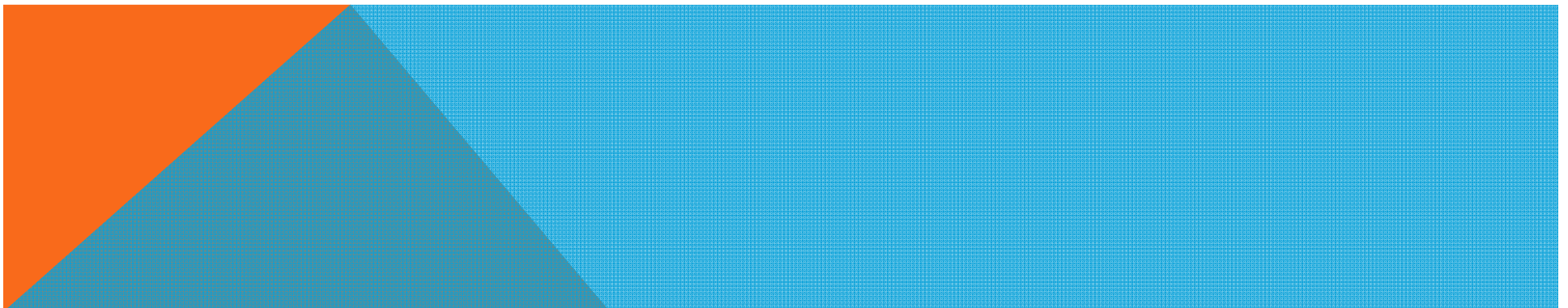
July 4th

Thanksgiving

Friday after Thanksgiving

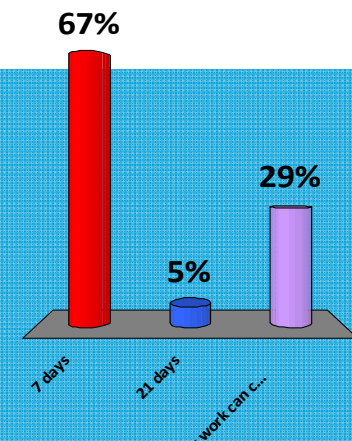
MLK Day

Columbus Day



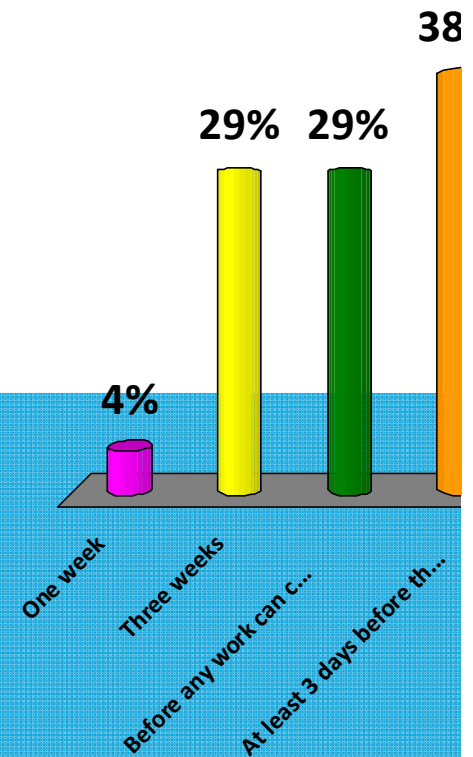
105.3.1 Notices required – the Contractor shall plan granular material operations so that the Resident will have sufficient advance notification to provide a proctor for the material to be placed. Sufficient notification will be considered _____ ? Changes in source will also require this notification. Failure to provide the above notifications will result in the following actions: First offense – written warning, Second and subsequent – liquidated damages will be charged for one calendar day.

- A. 7 days
- B. 21 days
- C. Before any work can commence



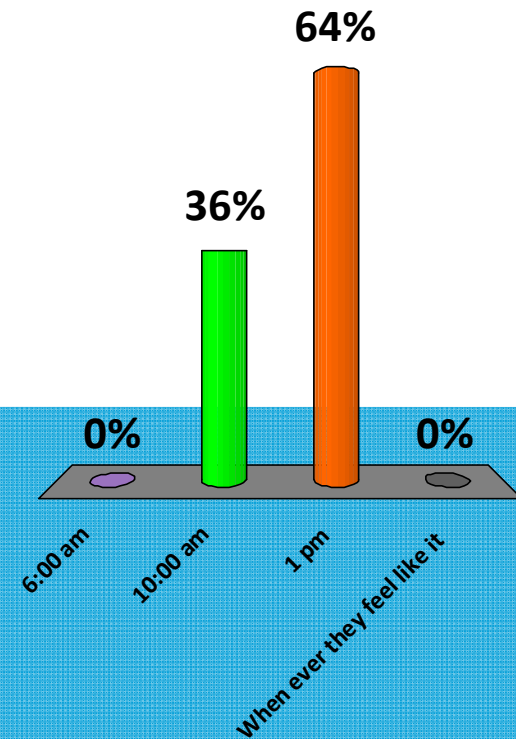
UPON EXECUTION OF THE CONTRACT THE CONTRACTOR HAS _____ TO PROVIDE THE DEPARTMENT WITH A SCHEDULE OF WORK.

- A. One week
- B. Three weeks
- C. Before any work can commence
- D. At least 3 days before the pre-construction meeting



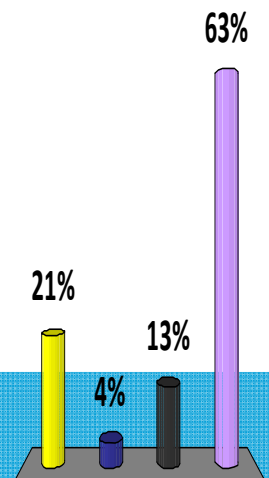
THE CONTRACTOR SHALL PROVIDE A COPY OF EACH COMPLETED QC REPORT TO THE DEPARTMENT BY _____ ON THE DAY FOLLOWING EACH CONSTRUCTION ACTIVITY, UNLESS OTHER ARRANGEMENTS ARE MADE WITH THE RESIDENT

- A. 6:00 am
- B. 10:00 am
- C. 1 pm
- D. When ever they feel like it



AT THE DEPARTMENT'S SOLE DISCRETION, A LOT WITH A PAY FACTOR OF LESS THAN 0.80 FOR METHOD A OR 0.83 FOR METHOD B WILL BE;

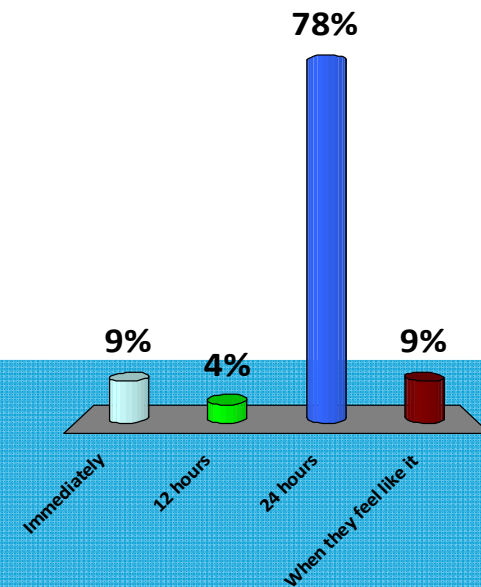
- A. Removed and replaced with acceptable material at the contractors expense.
- B. Accepted and paid for at a pay factor determined by the Department.
- C. The Department may also reject material with a Pay factor at or above these levels, but such material will be removed and replaced by the Contractors at the Departments expense.
- D. All of the above



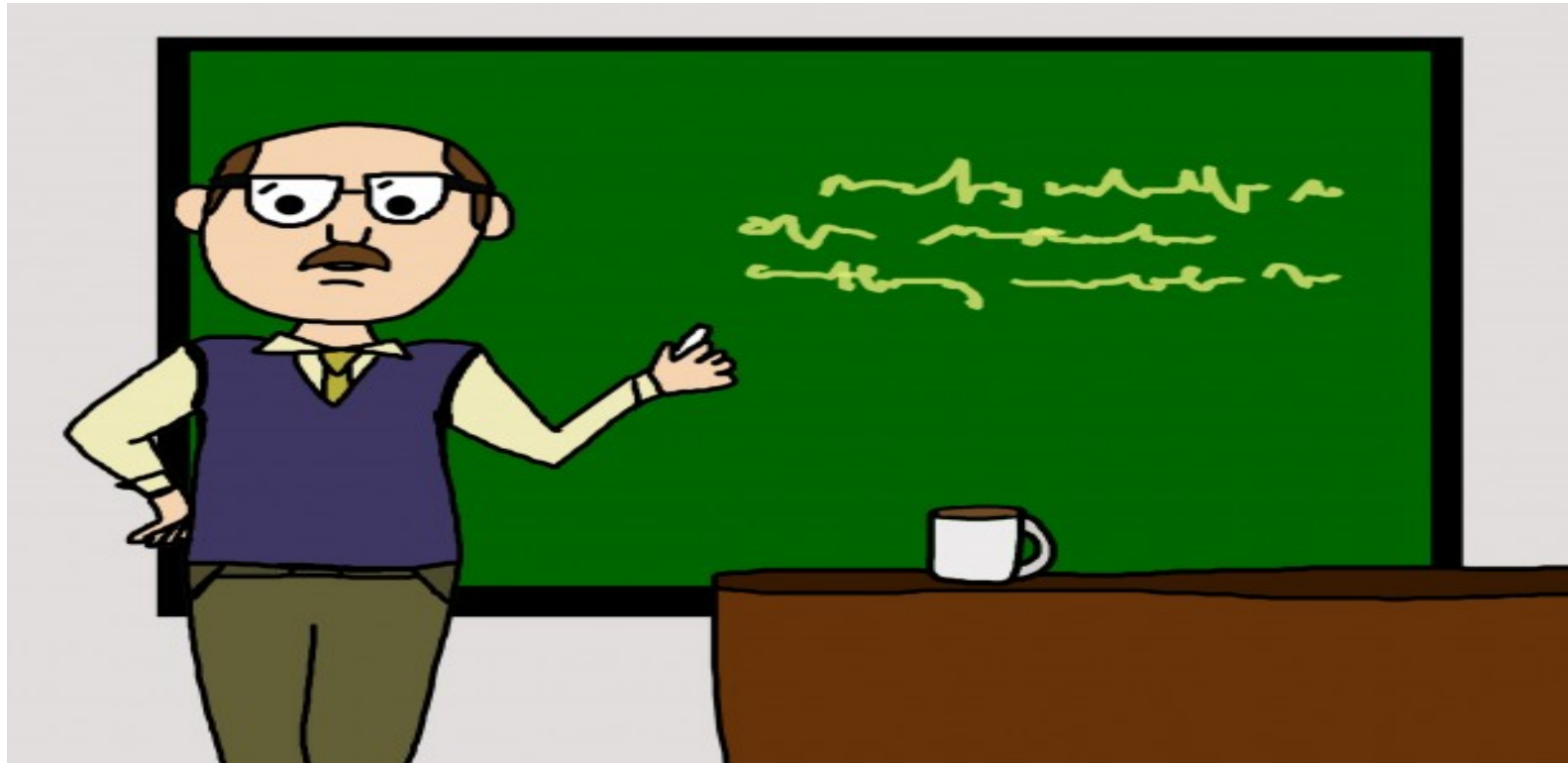
Removed and replaced*
Accepted and paid for -
The Department may pay for the labor

THE CONTRACTOR MAY OBSERVE THE DEPARTMENT'S SAMPLING AND TESTING ACTIVITIES. IF THE CONTRACTOR OBSERVES A DEVIATION FROM THE SPECIFIED SAMPLING OR TESTING PROCEDURES, THEN THE CONTRACTOR SHALL DESCRIBE THE DEVIATION TO THE DEPARTMENT _____ AND DOCUMENT THE DEVIATION IN WRITING TO PRESERVE THEIR ABILITY TO DISPUTE THE SAMPLE.

- A. Immediately
- B. 12 hours
- C. 24 hours
- D. When they feel like it

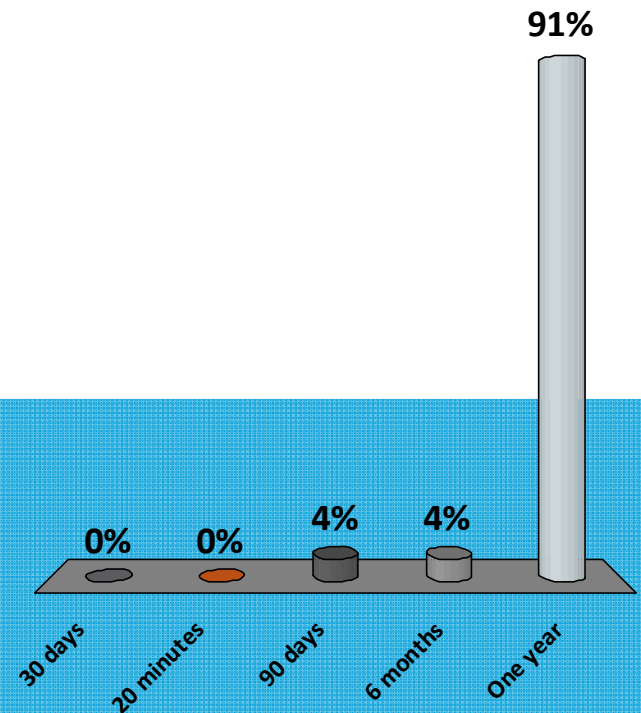


LESSONS LEARNED



THE CONTRACTOR UNCONDITIONALLY WARRANTS AND GUARANTEES THAT THE PROJECT WILL BE FREE FROM WARRANTY DEFECTS FOR _____ FROM THE DATE OF PHYSICAL WORK COMPLETE.

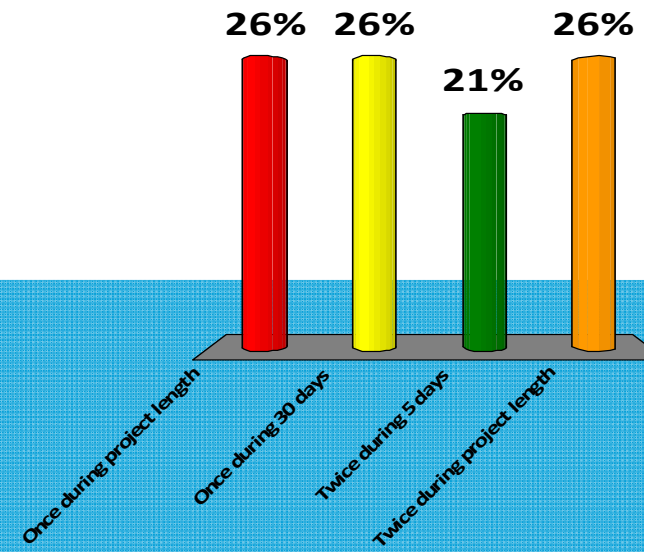
- A. 30 days
- B. 20 minutes
- C. 90 days
- D. 6 months
- E. One year



CHECK WEIGHING SHALL BE MADE ON THE WEIGHTS AND ON THE WEIGHING IN SCALES DURING PRODUCTION IN THE FOLLOWING MANNER:

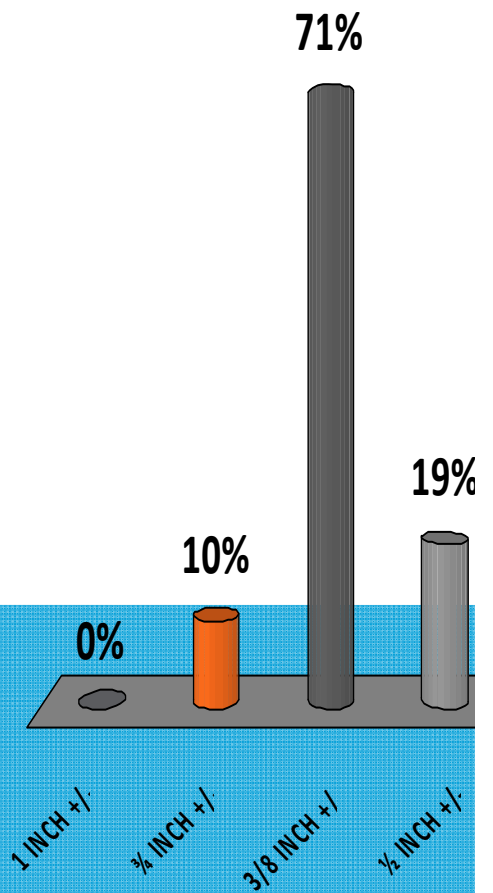
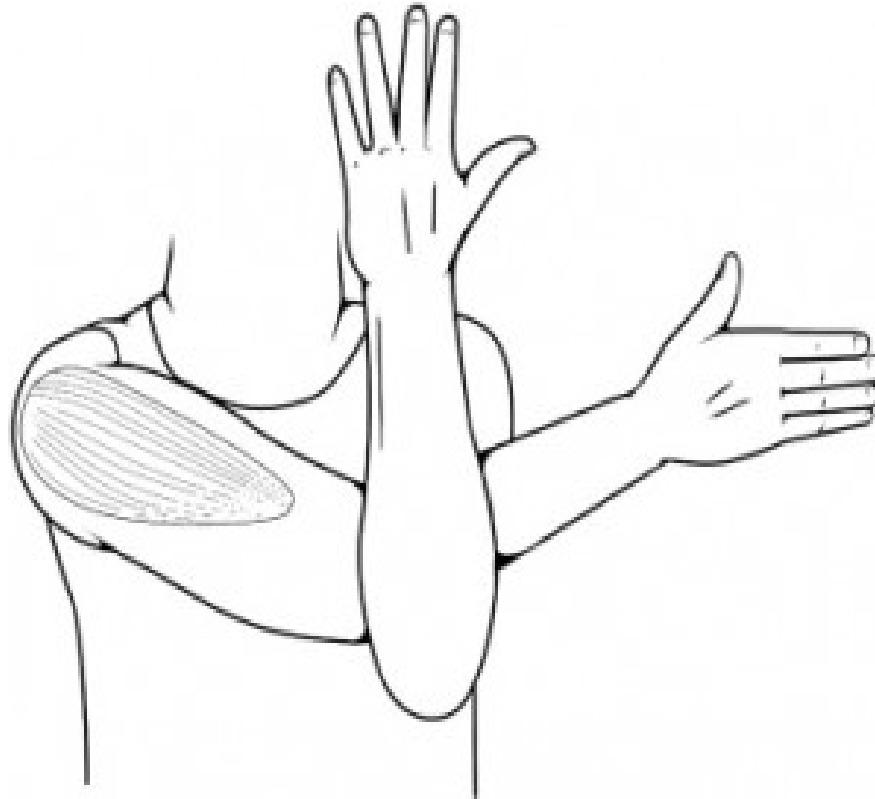
AT LEAST _____ OF PRODUCTION, A LOADED TRUCK, WHICH HAS MOVED OFF THE WEIGHING SYSTEM, WILL BE INTERCEPTED, DIRECTED BACK TO THE SCALES, AND REWEIGHED UNDER SUPERVISION OF A STATE INSPECTOR

- A. Once during project length
- B. Once during 30 days
- C. Twice during 5 days
- D. Twice during project length



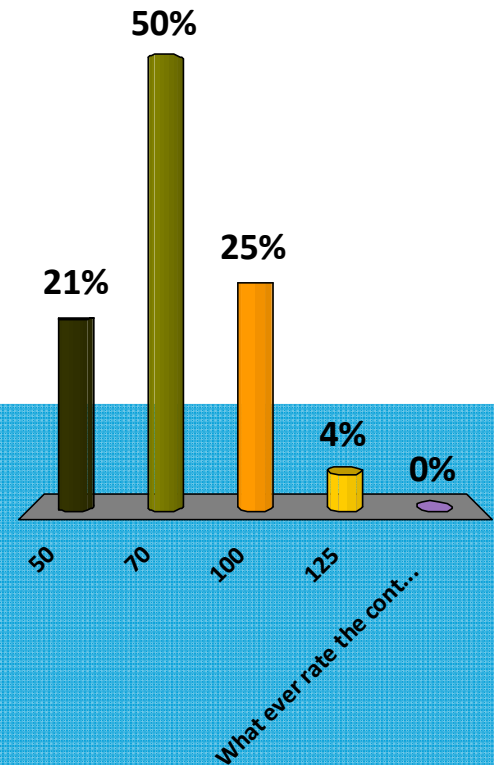
WHEN DOING SHOULDER REHABILITATION WHAT IS THE EXCAVATION TOLERANCE?

- A. 1 INCH +/-
- B. ¾ INCH +/-
- C. 3/8 INCH +/-
- D. ½ INCH +/-



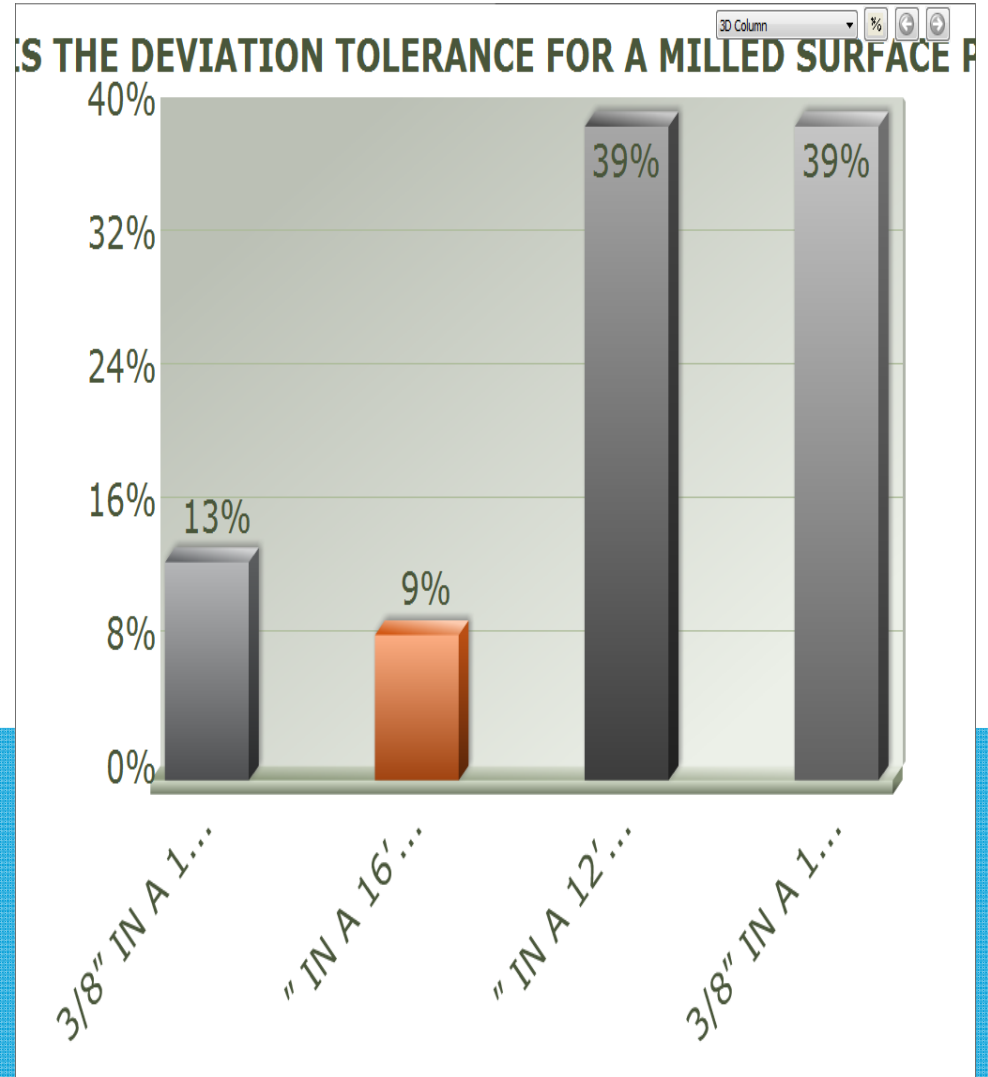
WHEN THE CONTRACTOR'S EQUIPMENT IS ORDERED TO BE AVAILABLE FOR FORCE ACCOUNT WORK, BUT IS IDLE FOR REASONS NOT THE FAULT OF THE CONTRACTOR, STANDBY TIME WILL BE PAID AT _____% OF THE HOURLY EQUIPMENT RENTAL RATE EXCLUDING ALL OPERATING COSTS.

- A. 50
- B. 70
- C. 100
- D. 125
- E. What ever rate the contractor think is fair

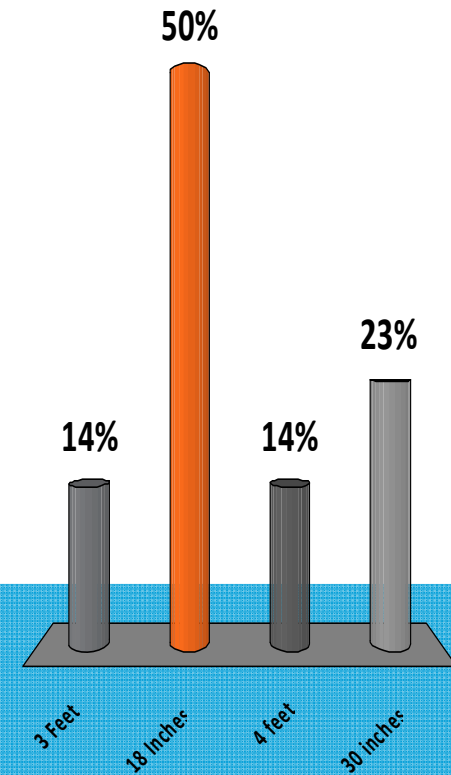


WHAT IS THE DEVIATION TOLERANCE FOR A MILLED SURFACE PROFILE PARALLEL TO CENTERLINE?

- A. 3/8" IN A 10' STRING LINE OR STRAIGHT EDGE.
- B. 1/2" IN A 16' STRINGLINE OR STRAIGHT EDGE.
- C. 1/4" IN A 12' STRING LINE OR STRAIGHT EDGE
- D. 3/8" IN A 16' STRING LINE OR STRAIGHT EDGE

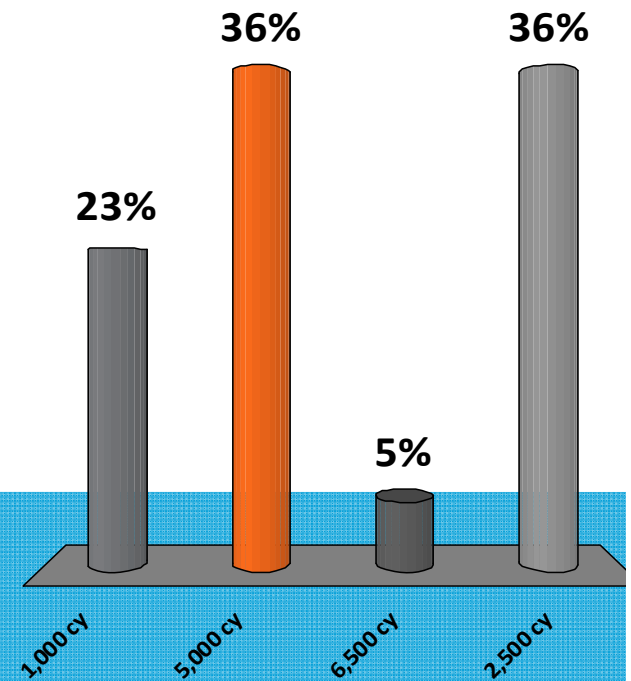
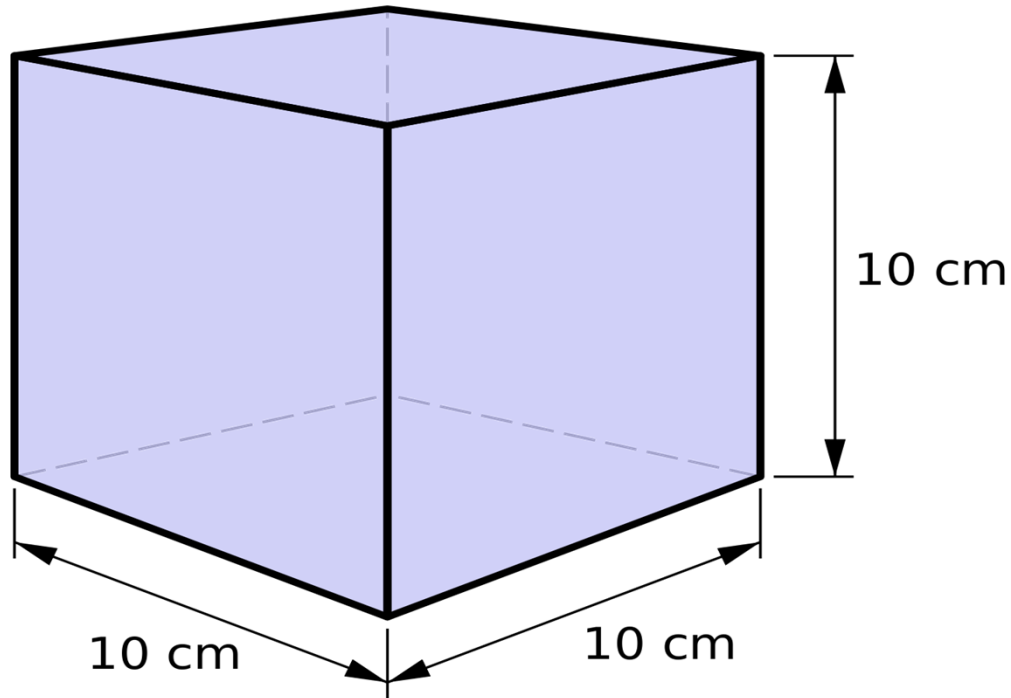


**WHEN YOU ARE DRILLING AND BLASTING SOLID ROCK FOR SUBGRADE
HOW DEEP DOES THE ROCK NEED TO BE SHATTERED BELOW SUBGRADE?**



- A. 3 Feet
- B. 18 Inches
- C. 4 feet
- D. 30 inches

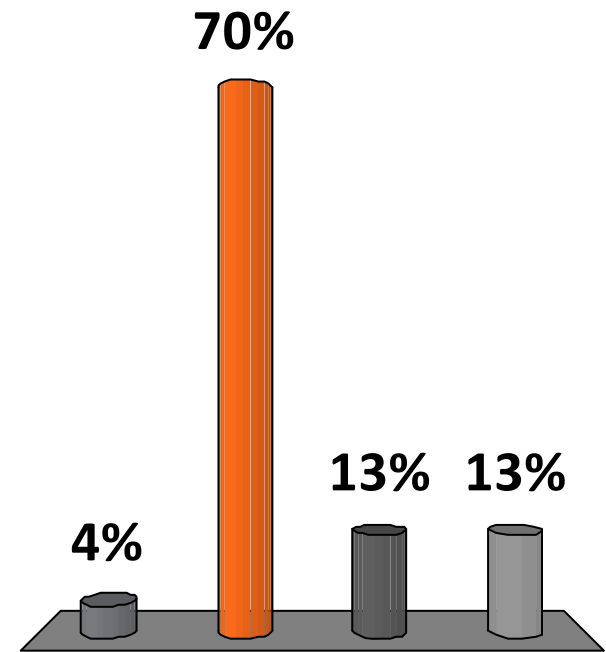
WHEN IT IS IMPRACTICABLE TO MEASURE EXCAVATION IN PLACE, HOW MUCH CAN BE MEASURED BY TRUCK MEASURE PER ITEM FOR A SINGLE PROJECT?



- A. 1,000 cy
- B. 5,000 cy
- C. 6,500 cy
- D. 2,500 cy

WHEN ADDING MATERIAL TO A FULL DEPTH RECYCLED PAVEMENT TO RESTORE CROSS-SLOPE WHEN IS THE MATERIAL ADDED?

- A. When you feel like it
- B. Prior to initial pulverization
- C. After the initial pulverization
- D. When the roadway is complete and prior to pavement



When you feel like it

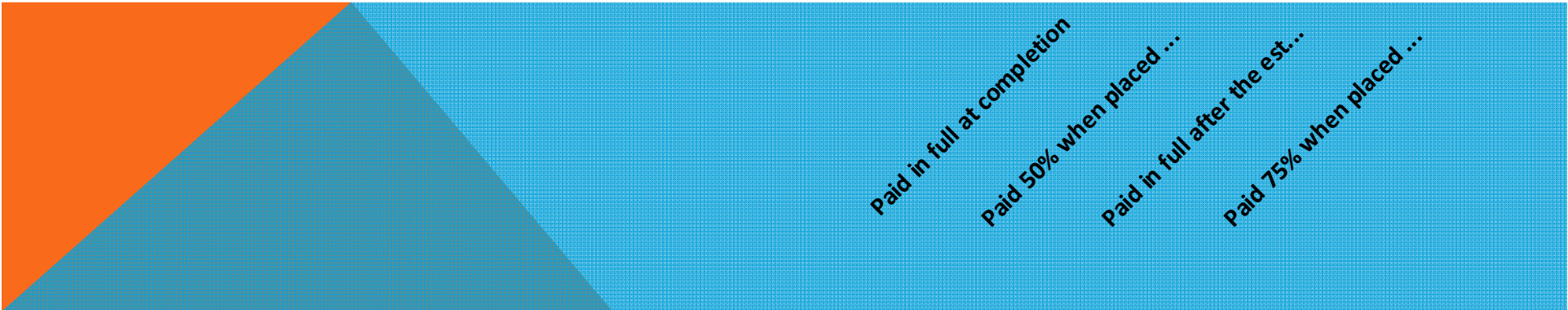
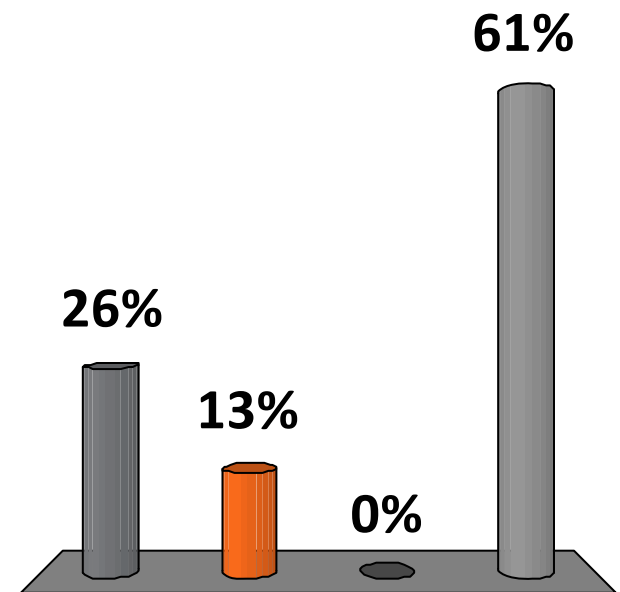
Prior to initial pulverization

After the initial pulveriza...

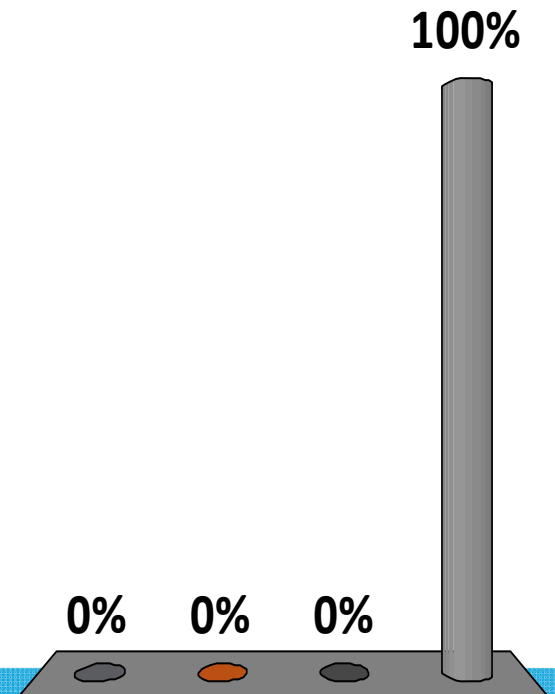
When the roadway is co...

WHEN PLACING INLAID PLASTIC PAVEMENT MARKINGS HOW IS IT PAID?

- A. Paid in full at completion
- B. Paid 50% when placed and 50% at the end of the establishment period.
- C. Paid in full after the establishment period.
- D. Paid 75% when placed and 25% at the end of the establishment period.



WHEN PAYING EQUIPMENT RENTAL WHAT IS CONSIDERED TO BE INCIDENTAL AND WOULD NOT BE PAID FOR?

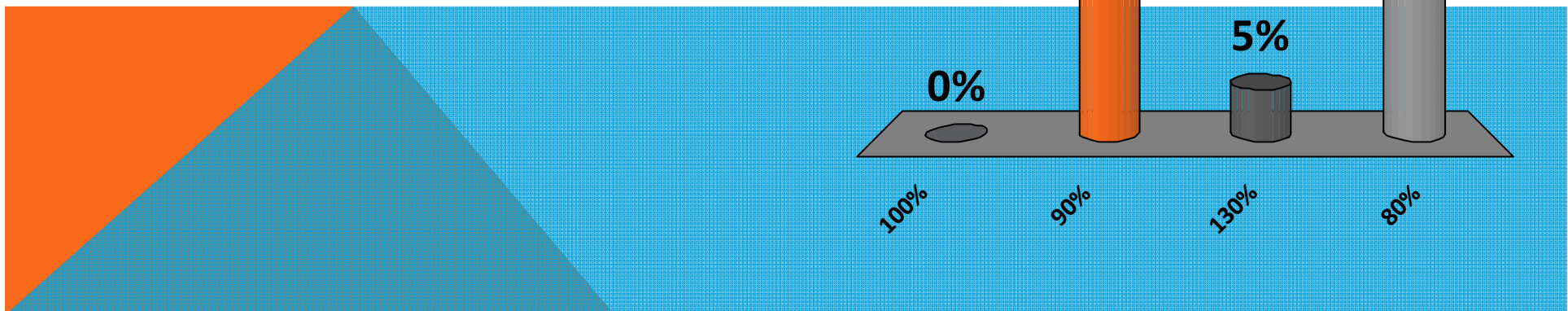


- A. Moving equipment
- B. Servicing/maintenance
- C. Changing attachments
- D. All of the above

Moving equipment
Servicing/maintenance
Changing attachments
All of the above

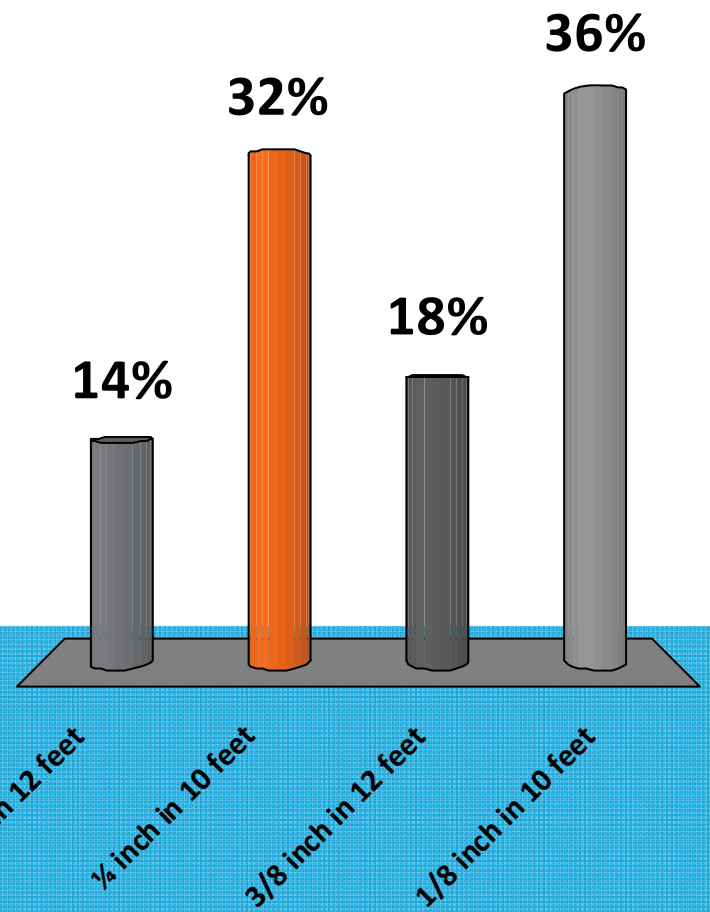
WHAT IS THE SHRINK/SWELL FACTOR FOR BORROW WHEN IT IS IMPRACTICAL TO MEASURE IN PLACE AND NOW MEASURED TRUCK MEASURED?

- A. 100%
- B. 90%
- C. 130%
- D. 80%



WHAT WOULD BE THE MAXIMUM DEVIATION BE ON A CONCRETE SIDEWALK WHEN CHECKED WITH A STRAIGHTEDGE?

- A. 1/8 inch in 12 feet
- B. 1/4 inch in 10 feet
- C. 3/8 inch in 12 feet
- D. 1/8 inch in 10 feet



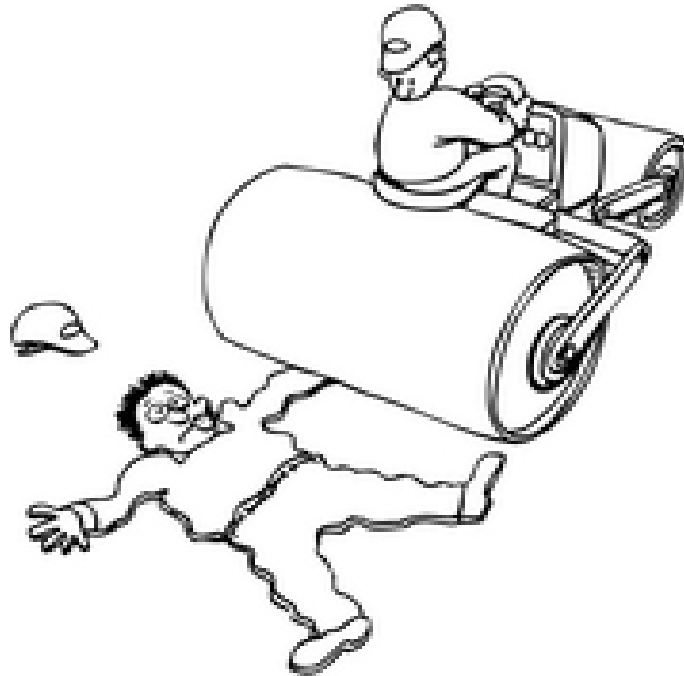
AT THE CLOSE OF EACH DAY'S WORK , THE EMBANKMENT SURFACE SHALL BE GRADED, CROWNED, SMOOTHED, ROLLED AND SEALED AGAINST INFILTRATION OF WATER?

A.True

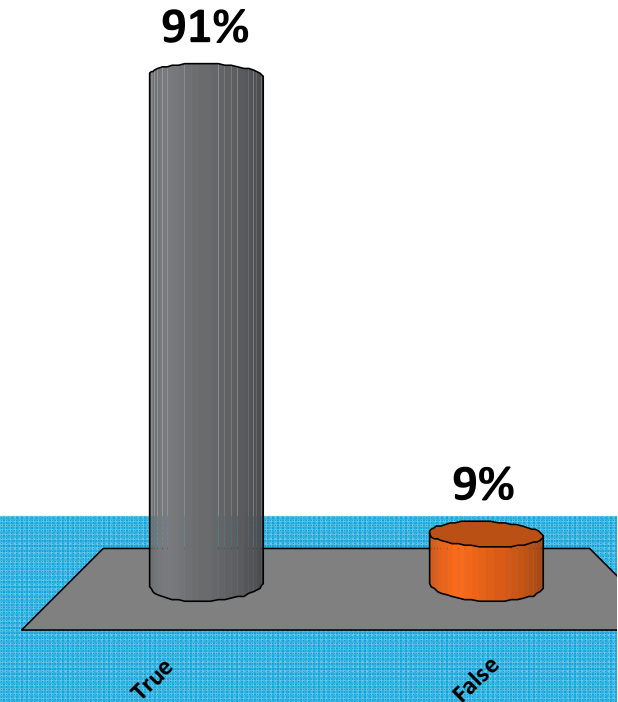
B.False



WHEN PERFORMING FULL EXCAVATION THE SUBGRADE NEEDS TO BE ROLLED BEFORE THE PLACEMENT OF GRAVEL.

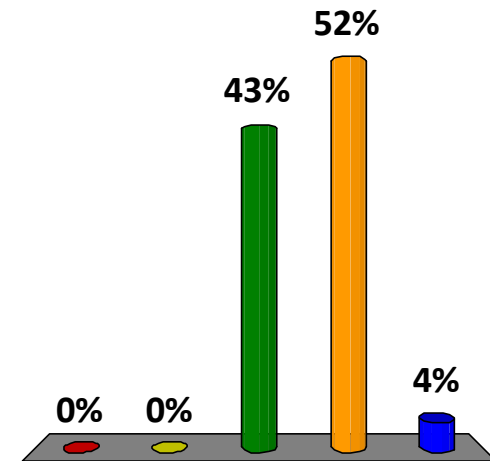


- A. True
- B. False



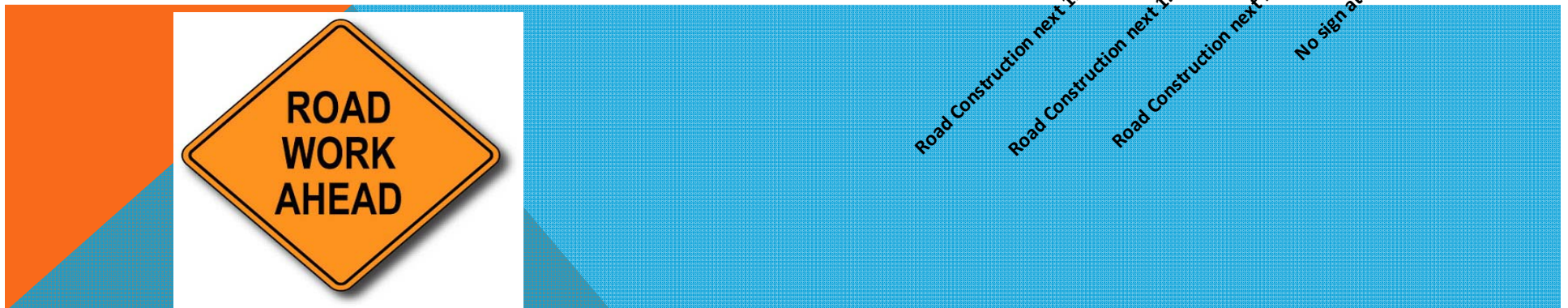
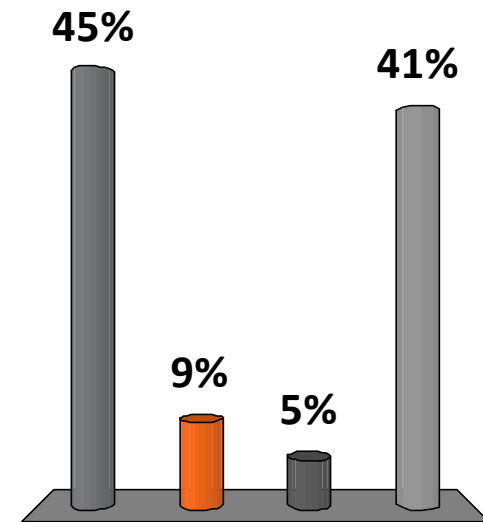
ON ROADWAYS THAT HAVE EITHER HAD THE PAVEMENT REMOVED OR RECYCLED WHAT IS THE PROPER ROADWAY DELINEATION?

- A. Cones down the center of the roadway
- B. TOM's nailed down in the center of the roadway
- C. Proper MUTCD devices along each side of the roadway
- D. A & C
- E. All of the above



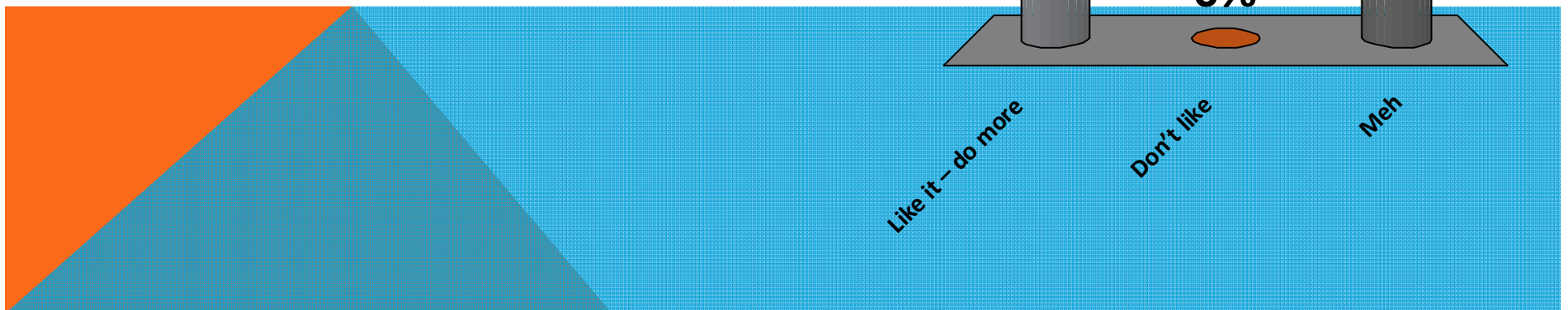
YOU HAVE A PROJECT 1.27 MILES IN LENGTH, WHAT SHOULD YOU HAVE FOR AN APPROACH SIGN?

- A. Road Construction next 1.27 miles
- B. Road Construction next 1 miles
- C. Road Construction next 1.5 miles
- D. No sign at all



WHAT DO YOU THINK ABOUT THE INTERACTIVE APPROACH?

- A. Like it – do more
- B. Don't like
- C. Meh





Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

Construction Phase Coordination



Integrity – Competence - Service



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

Construction Phase Coordination

- Standard Spec 104.4.6.C
 - Contractor Responsibilities, now assigns Contractor with primary responsibility for coordination during construction
- Pre-Construction Utility Meeting Process
 - Try to have Utility Meeting before Construction Meeting OR at least discuss the agenda before the meeting so coordinator can advise later arrival
 - Utility coordinator will emphasize and inform Contractor of primary responsibility for construction phase coordination



Integrity – Competence - Service



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- Pre-Construction Utility Meeting Process, Cont.
 - Discuss any critical construction tasks that need utility attention
 - Likewise, identify work required by the Contractor to help utilities, e.g. cuts and fills
 - Discuss ideal sequence of utility work

- Timelines in Special Provision 104 must be honored
 - This means Contractor needs to think ahead to his next task – give the utility time to respond
 - The Contractor cannot expect that the utility will be there immediately after call



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- Challenge the Contractor to use email and phone communication
 - Contractor must call or email, successive days... not just one call
 - Contractor should not wait one or two weeks for a response from the utility
 - If appears utility non-responsive, have the Contractor email the utility and copy you (Resident) before you get involved in direct communication with utility



Integrity – Competence - Service



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- Put the utilities on your Progress Meeting announcements and minutes
 - Keep the utilities apprised of on-going site activities through Progress Meetings and follow-up Meeting Minutes
 - And vice versa, this keeps Contractor aware of utility activities
- Paving Projects
 - Where range of schedules allowed, Contractor needs to communicate their actual work schedule to utilities in advance to allow utility time to schedule their work





Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

Invoicing Utility Work & Railroad Payments



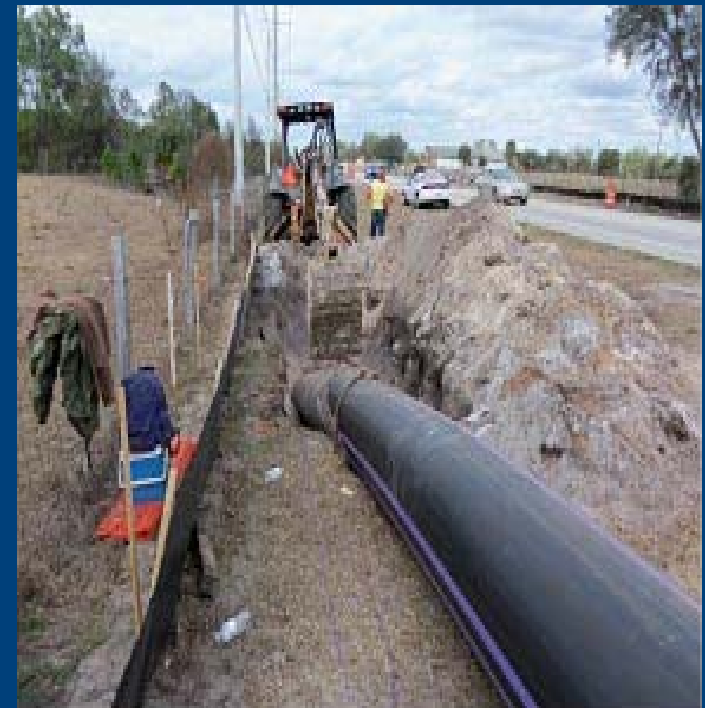
Integrity – Competence - Service



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- Resident and Utility Coordinator will meet to discuss Utility Work and plan for invoicing
 - Share and discuss Utility Agreement with Resident for timelines, items, etc.
 - Coordinator will need to calculate the Utility Mobilization amounts based on bid prices when applicable
 - There may be Category 1 items like flagging, pavement, etc. that need to be tracked and added to Category 2 non-participating items for utility work invoicing



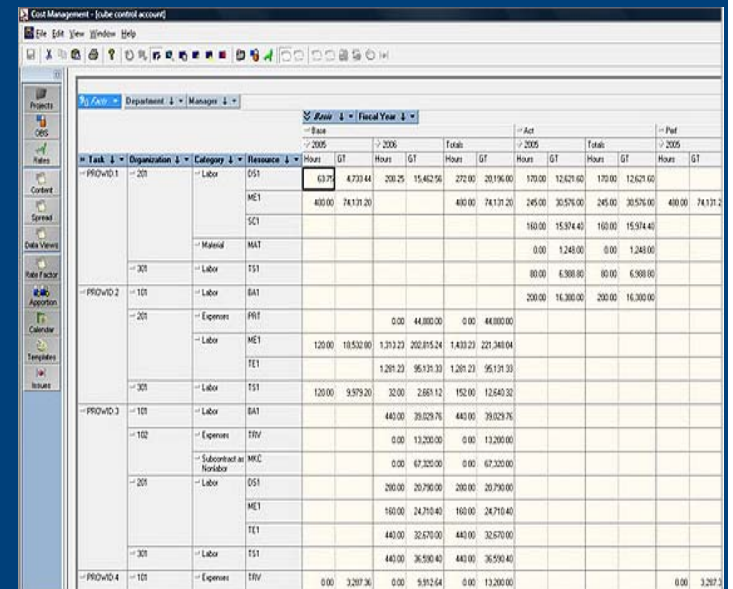
Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- If there is a large amount of Utility Work, the items and quantities should be compiled for monthly invoices

- Utility work quantities must be authorized and accepted by the utility before invoicing for the work

- Utility Rep and Contractor need to agree on quantities daily
- Utilities will not accept inferior materials or poor construction methods
- The Department will not pay for the work until the situation is corrected to the satisfaction of the utility



Task	Organization	Category	Resource	Hour	GT	Hour	GT	Hour	GT	Hour	GT	Hour	GT
PR010.1	201	Labor	DS1	63.75	6,733.44	200.25	15,402.56	272.00	20,196.00	170.00	12,621.60	170.00	12,621.60
			ME1	400.00	74,170.20			400.00	74,170.20	245.00	30,576.00	245.00	30,576.00
			SC1							160.00	15,974.40	160.00	15,974.40
		Material	MAT							0.00	1,248.00	0.00	1,248.00
301		Labor	TS1					80.00	6,388.80	80.00	6,388.80		
PR010.2	101	Labor	BA1					200.00	16,300.00	200.00	16,300.00		
201		Expenses	FR1			0.00	44,000.00	0.00	44,000.00				
		Labor	ME1	120.00	10,530.00	1,313.23	202,815.24	1,433.23	221,348.04				
			TE1			1,201.23	95,121.33	1,201.23	95,121.33				
301		Labor	TS1	120.00	9,979.20	32.00	2,661.12	152.00	12,640.32				
PR010.3	101	Labor	BA1			440.00	39,029.76	440.00	39,029.76				
		Expenses	TRV			0.00	13,200.00	0.00	13,200.00				
		Subcontract or Vendor	MRC			0.00	67,200.00	0.00	67,200.00				
201		Labor	DS1			200.00	20,790.00	200.00	20,790.00				
			ME1			160.00	24,710.40	160.00	24,710.40				
			TE1			440.00	32,670.00	440.00	32,670.00				
301		Labor	TS1			440.00	36,590.40	440.00	36,590.40				
PR010.4	101	Expenses	TRV			0.00	3,207.36	0.00	5,912.64	0.00	13,200.00		



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- Large Utility Work Projects, Cont.
 - Resident needs to share Contract Modifications with Coordinator
 - Contract Modifications for Utility Work may need all normal MaineDOT Project sign off and sign off from funding agencies
 - Resident needs to share Project Estimates with Coordinator for invoicing
 - Utility Coordinator will process invoices for Contract Procurement Office



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training



- If there is a small amount of utility work, the items and quantities should be collected as soon as the utility work is done
 - Resident needs to share Project Estimate with Coordinator for invoicing as soon as Utility work is completed and accepted by the Utility
 - Utility Coordinator will process invoices for Contract Procurement Office
 - The Department wants to invoice the utility as soon as possible to avoid delays in project close-out



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

■ Tracking Railroad Work

- Department pays for railroad flaggers if stated in a Railroad PRTS
- Man-days are estimated by coordinator and designers
- Contractor is responsible for coordinating with railroad as to when and under what conditions flaggers are needed
 - Resident and/or Utility Coordinator should be involved with this discussion



Integrity – Competence - Service



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- Tracking Railroad Work, Cont.

- If Contractor's work extends beyond estimated man-days, Contractor pays for extra days
 - Unless there is additional work added to Project or obvious mistake in estimate of time
- Resident needs to track actual time flaggers are on site
 - Resident/Contractor/Flagger agree and sign off on the number of hours each week





Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

Utility Email Contact Information



Integrity – Competence - Service



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- This was discussed internally and determined best method is for the Project Manager to notify the Utility Coordinator
 - The PM will have first-hand knowledge when the project is awarded
- Once the coordinator is notified, they will share the email contact info with the PM and the Resident
- The Resident will in-turn forward the information to the Contractor



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training



- The Contractor will also get this information from the Utility Coordinator again at the Pre-Construction Utility Meeting
- The reasons this information is not placed in Special Provision 104:
 - Protect privacy of the utility contact, too easy to abuse with available technology
 - The contractor will more likely use the RFI process for traceable information
 - Utilities don't want Contractor contacting them with a lot of questions as to utility issues prior to placing their bid





Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

Utility Policy 16-1, Criteria for Raising Manholes



Integrity – Competence - Service



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- Policy Development
 - 16-1 developed by Highway Construction Project Managers & MaineDOT Construction Group
 - Response to need for quick adjustment methods that result in less impact to the traveling public
 - Utilities have used various methods and materials and the Highway Program's experience with those was considered
 - This policy was also shared with Utility Task Force utility members for comment



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

- Highlights of this policy include:
 - Composite Ring Inserts are not allowed in the top of manholes, they fail
 - All Ring Inserts placed in the top of manhole frames Must Be Metal
 - Ring Inserts must be fastened to the manhole rim with “steel-filled” epoxy, Welding Is Not Allowed
 - Only Single Metal Ring Inserts up to 2-inches tall will be allowed. Multiple ring inserts stacked on top of each other will not be allowed



Division 104 – UTILITY COORDINATION

2016 MaineDOT Construction Training

■ Policy Highlights Cont.:



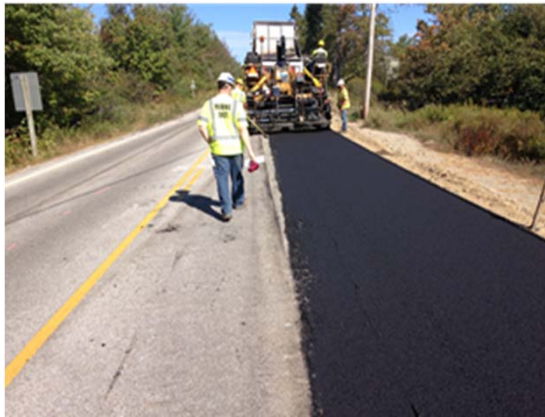
- Metal Ring Inserts not allowed where the speed limit is 40 mph or more. Brick and mortar or Composite Risers as described below must be used at locations where the speed limit is 40 mph or more
- Flat or beveled Composite Risers placed under the entire manhole frame are allowed at any location, any speed.
- Composite Risers must be fastened to the top of concrete cone and bottom of manhole frame with an epoxy recommended by the composite riser manufacturer
- Brick & Mortar allowed all locations and speeds

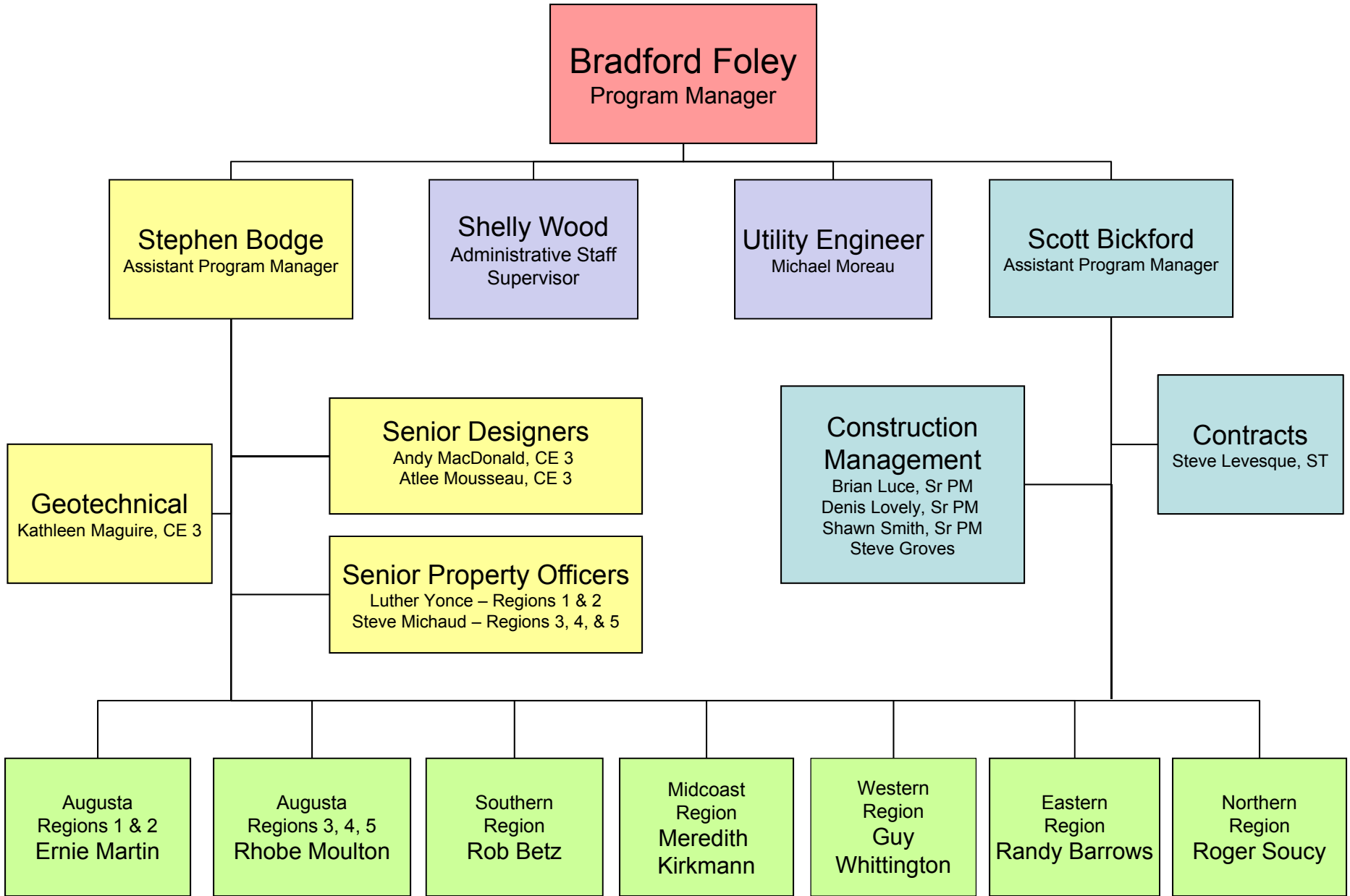


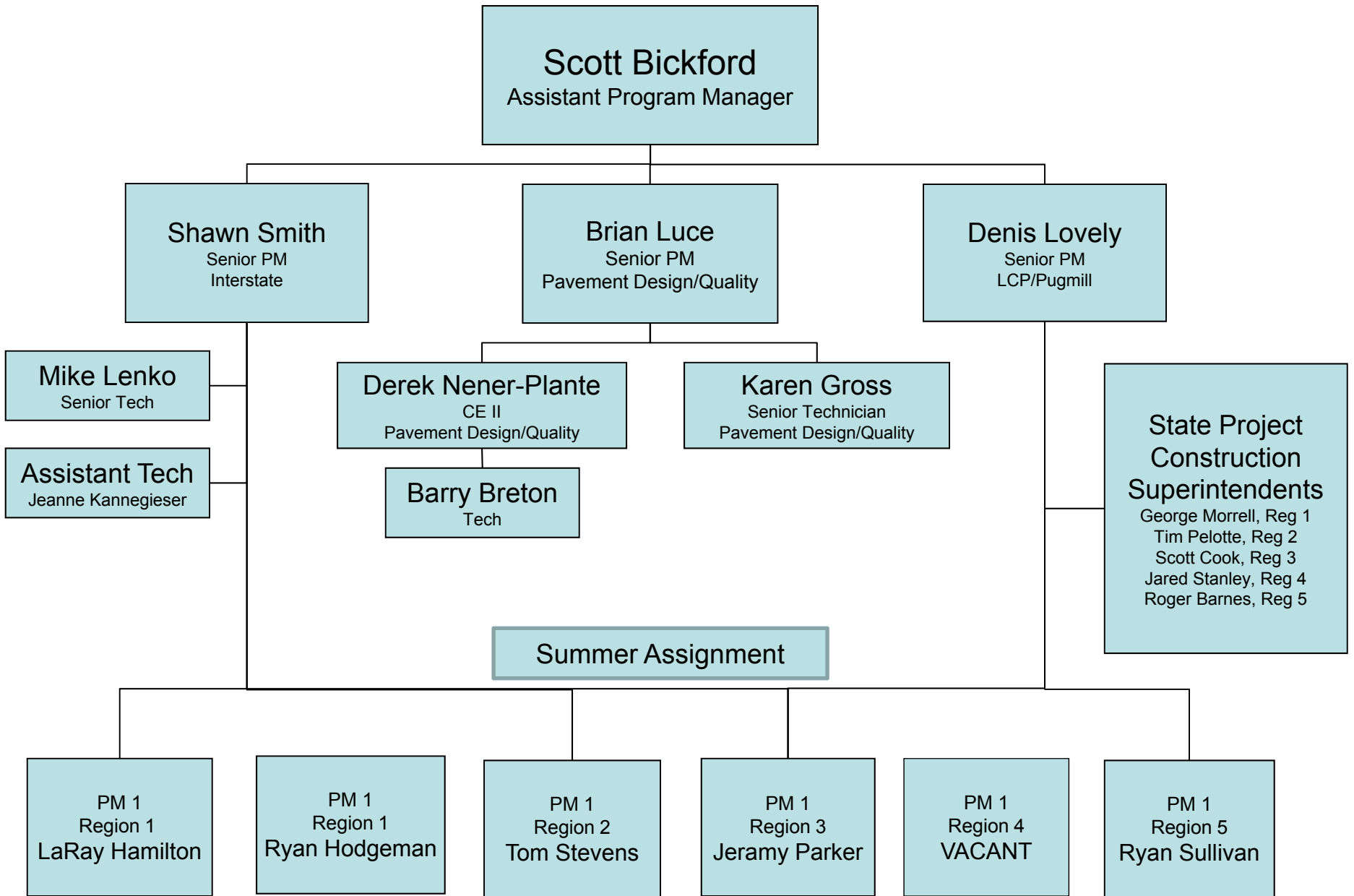


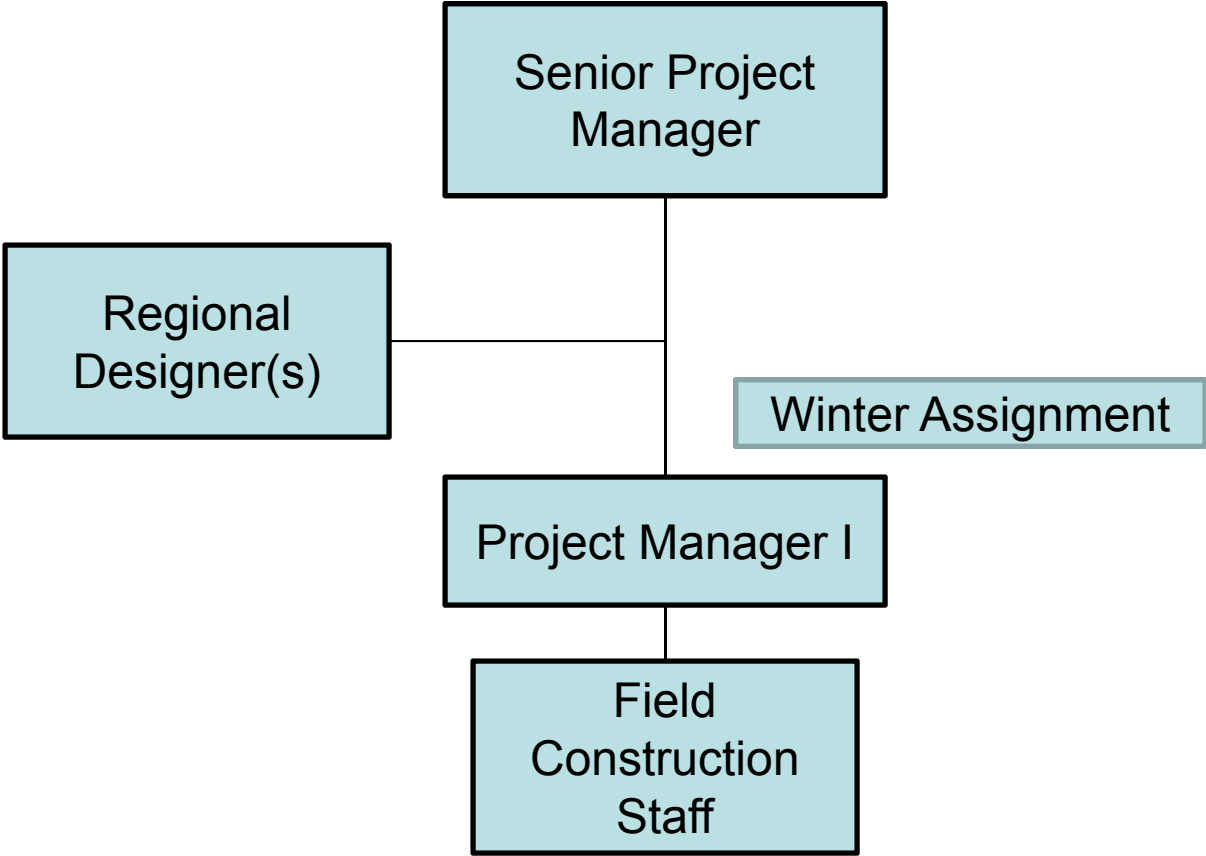
?? QUESTIONS ??

Highway Program Organizational Changes









Roles


Develop and maintain a statewide consistent contract interpretation, policy adherence

Mentor the Senior Project Managers in the Regions

Manage a portfolio of Highway projects
(Interstate –Shawn, LCP & Pug Mill – Denis)

Plan and constructability reviews for larger projects

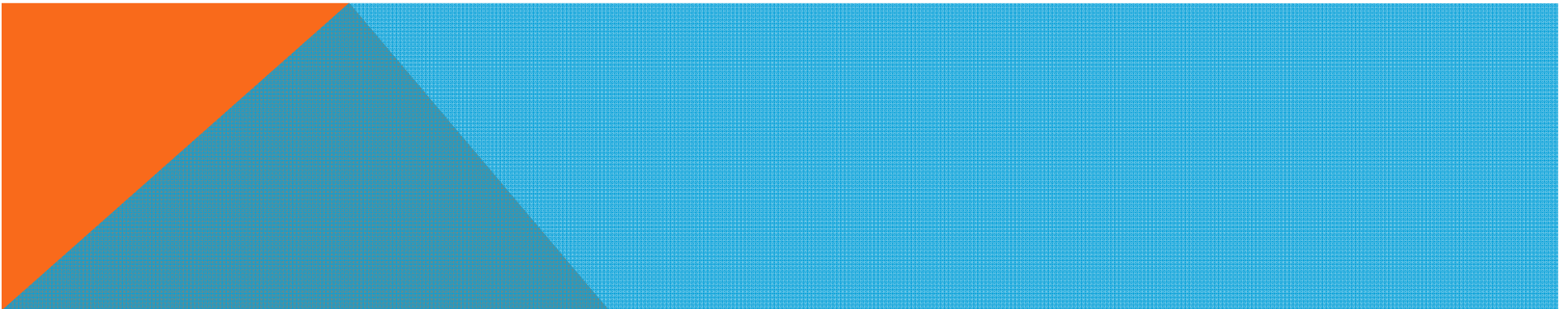
Training and staff development



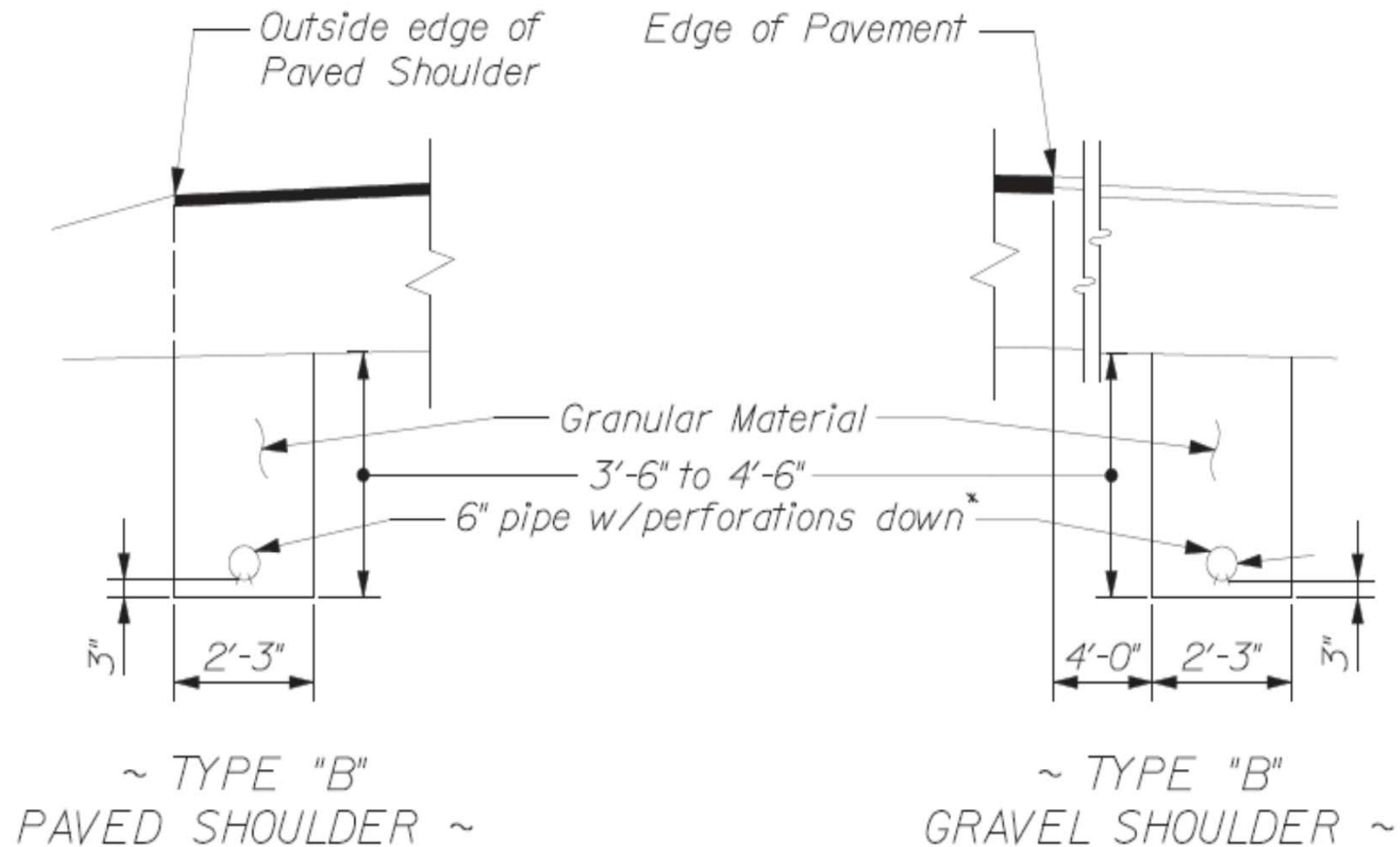
2015 LESSONS LEARNED
ITEMS OF IMPORTANCE

GRAVEL

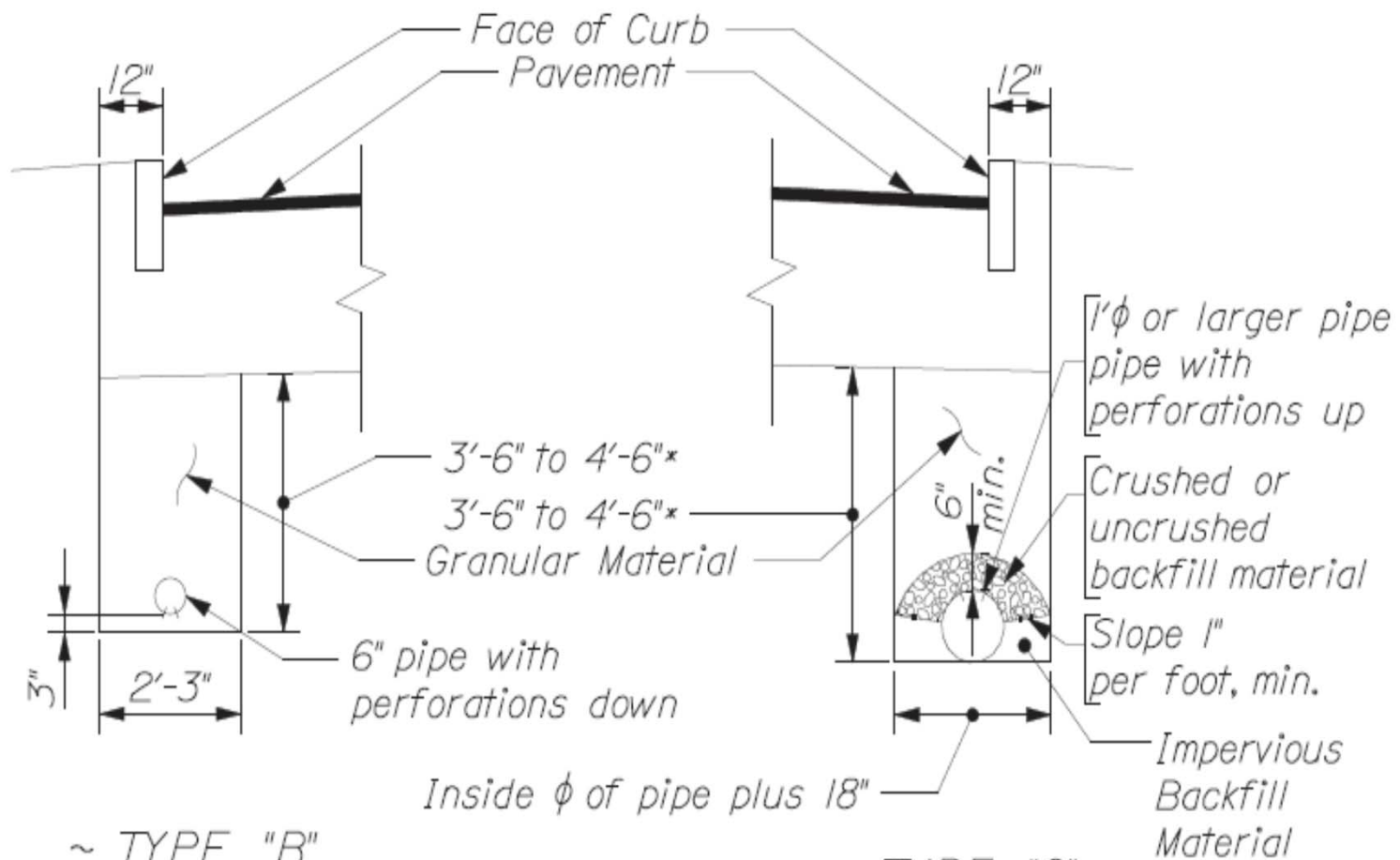
- Box widenings w/ underdrain
- Use of millings for fine grade material



BOX WIDENING / RECONSTRUCTION / REHAB



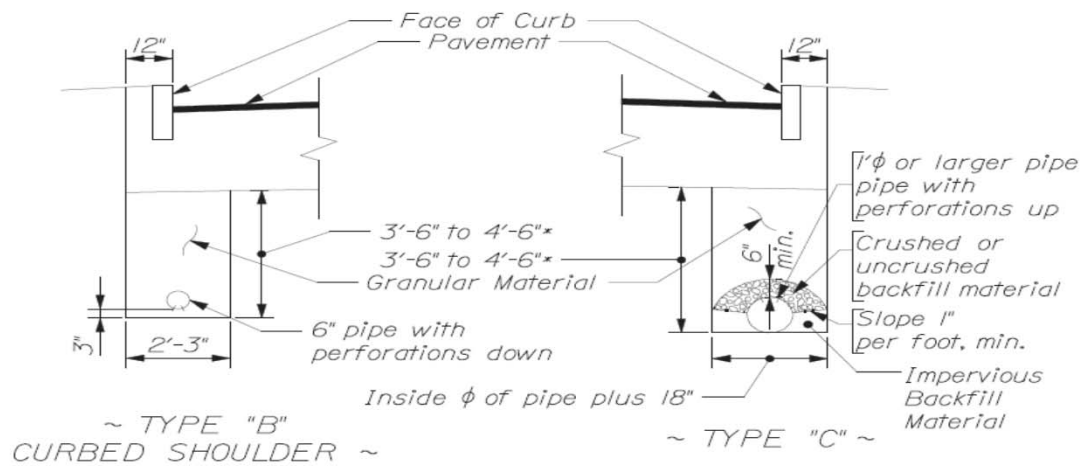
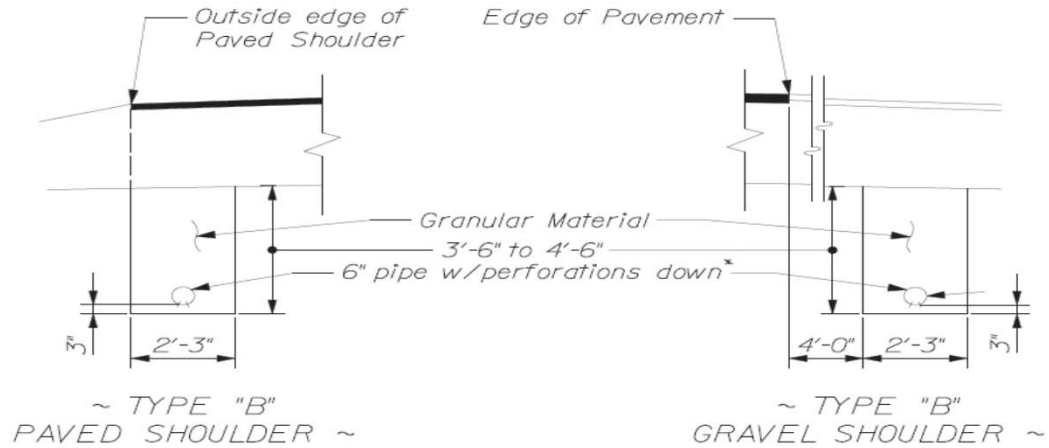
BOX WIDENING / RECONSTRUCTION / REHAB



~ TYPE "B"
CURBED SHOULDER ~

~ TYPE "C" ~

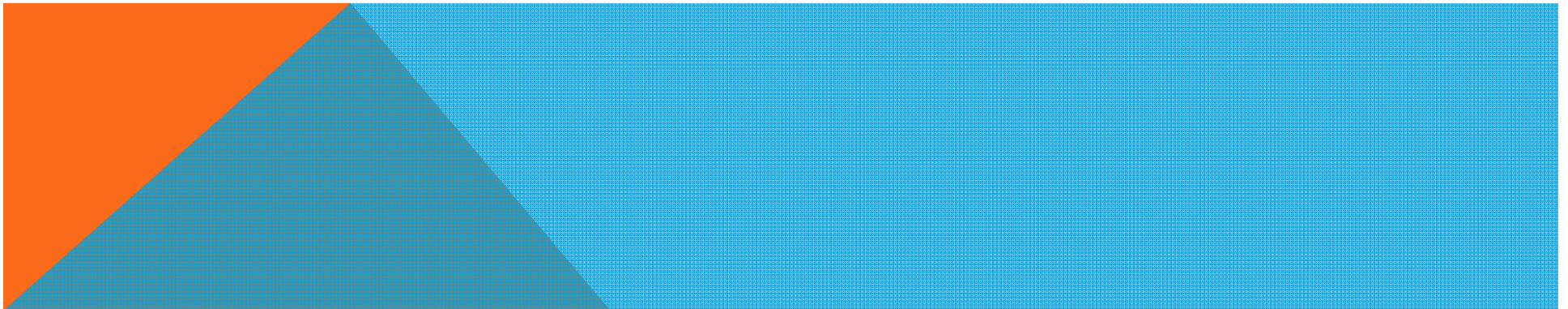
BOX WIDENING / RECONSTRUCTION / REHAB



*Unless otherwise shown on the plans

UNDERDRAIN
605(01)

Use of millings as fine grade material



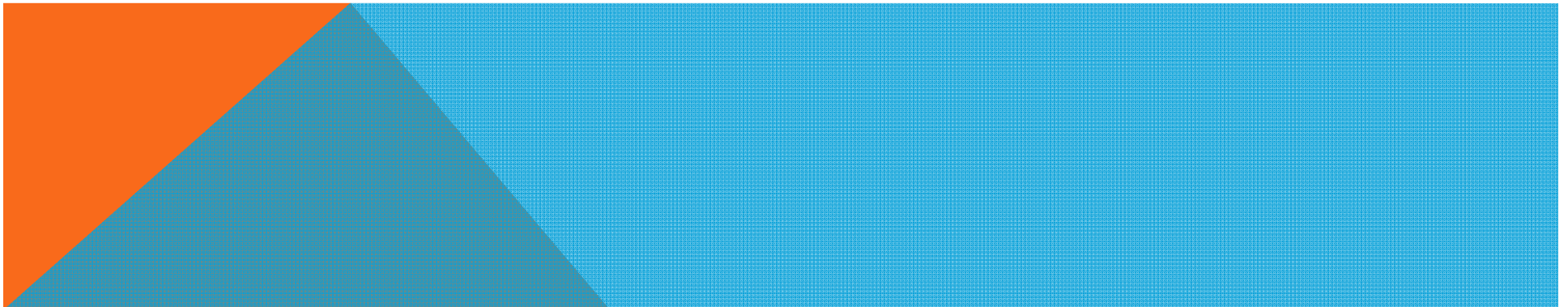
USE OF MILLINGS FOR FINE GRADE MATERIAL

Must be clean pure millings

No Reclaim

No processed gravel with millings

No crushed gravel with recycled concrete, brick, pavement or other materials.



USE OF MILLINGS FOR FINE GRADE MATERIAL

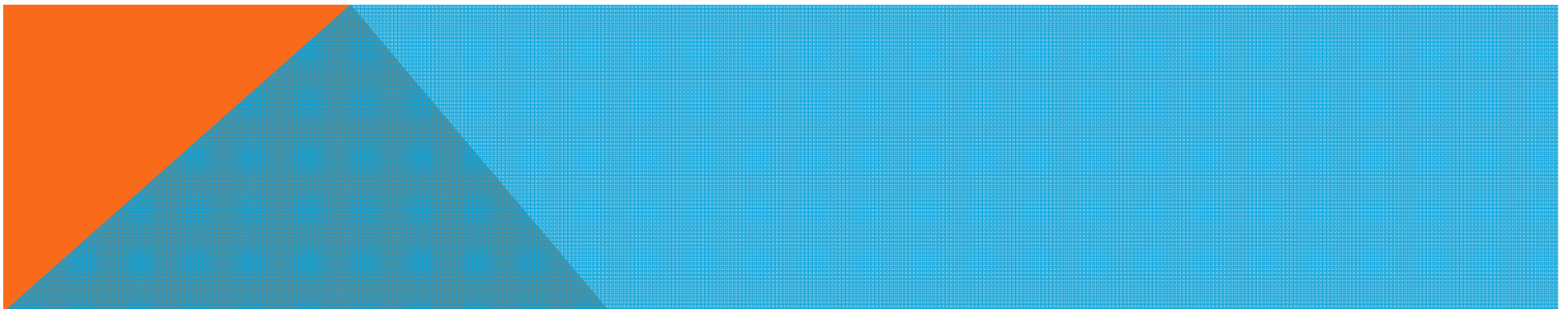


USE OF MILLINGS FOR FINE GRADE MATERIAL



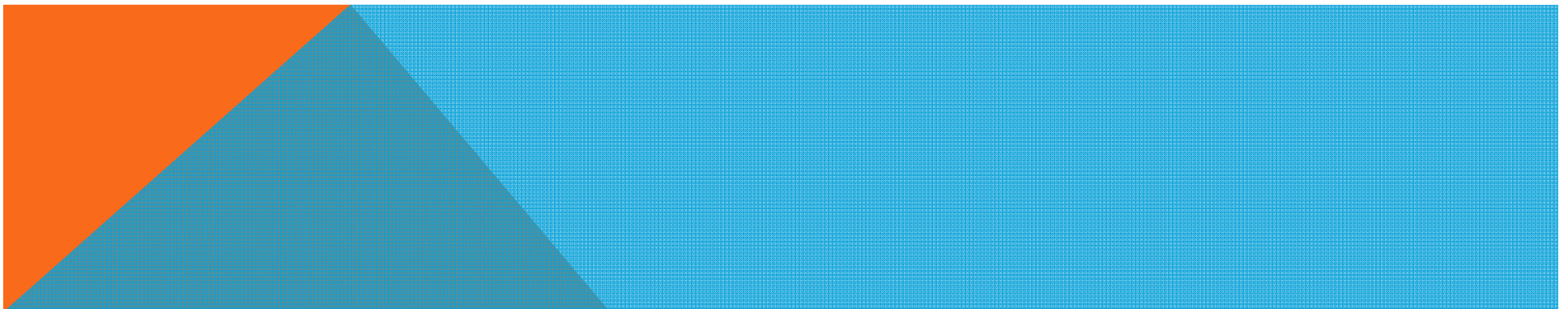
STRUCTURES

- ADJUSTING MANHOLES TO GRADE
- CATCHBASIN FRAMES AND GRATE
- FINAL PAVING AROUND CATCHBASINS

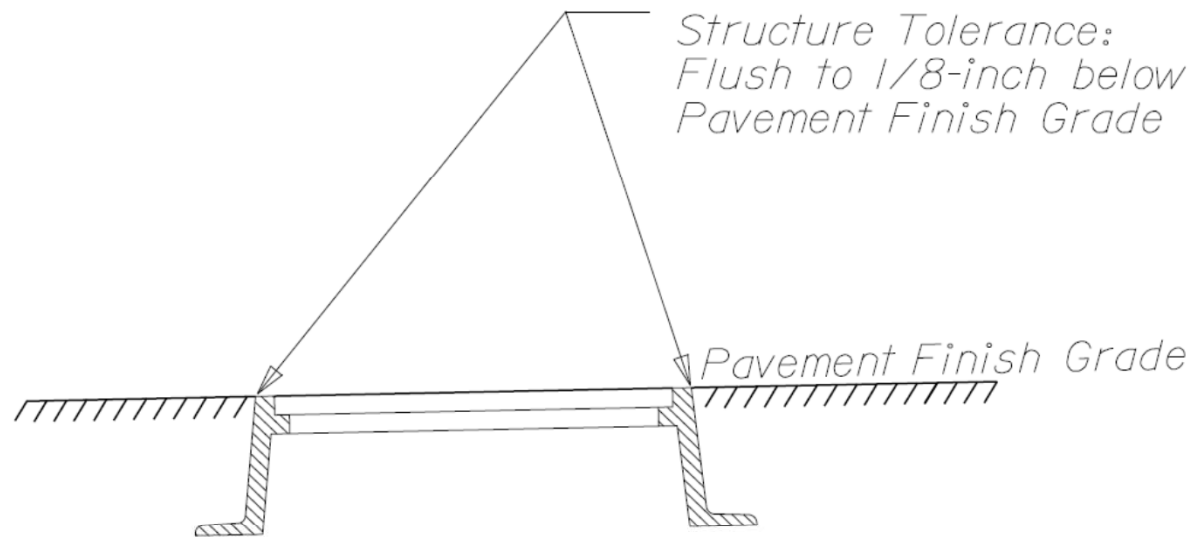


ADJUSTING MANHOLES TO GRADE

- Zero tolerance high
- 1/8" lower than surface
- String in the direction of traffic AND cross slope



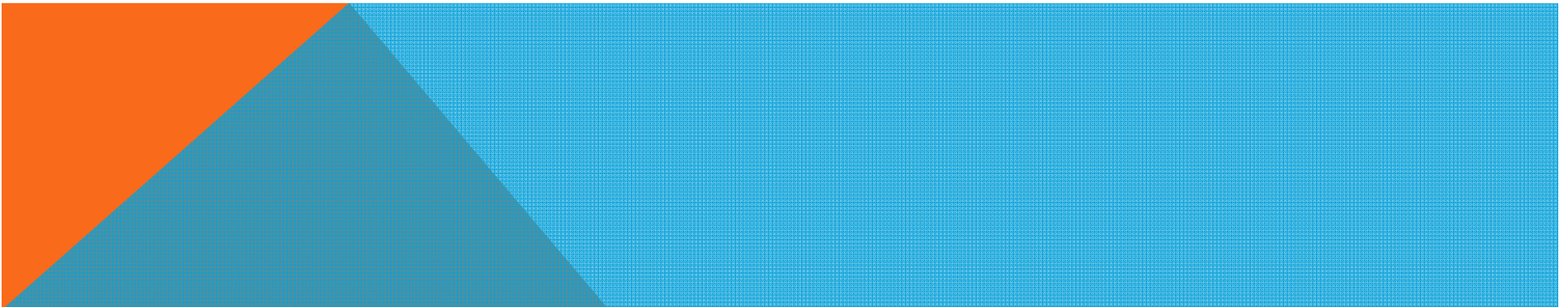
ADJUSTING MANHOLES TO GRADE



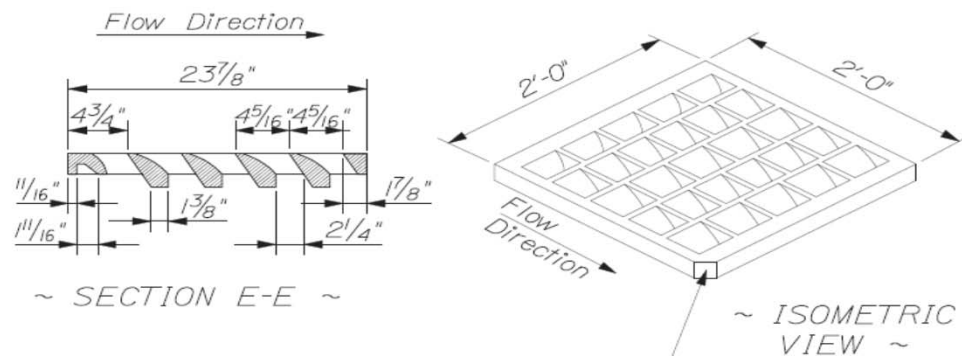
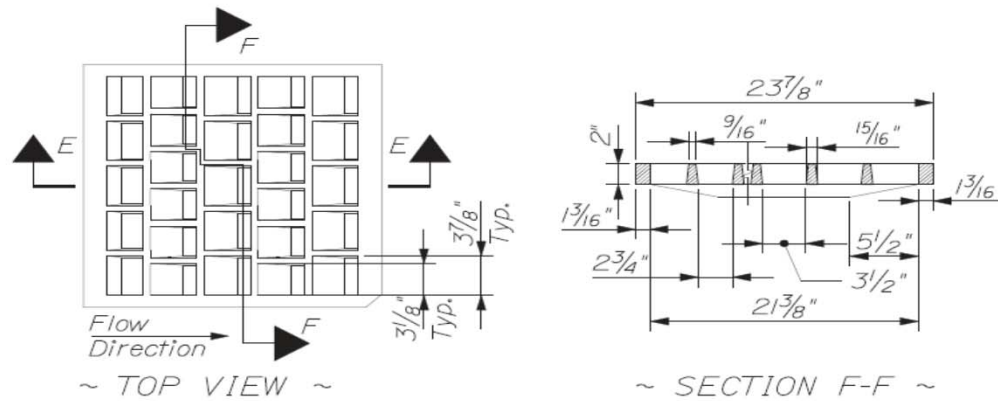
UTILITY STRUCTURE
(*Manhole, Valve Box, Vault Cover*)

CATCHBASIN FRAME AND GRATE

- Made in USA verification
- Field check dimensions and thickness
- Field check for casting defects and cracks
- Install with the flow of water



CATCHBASIN FRAME AND GRATE



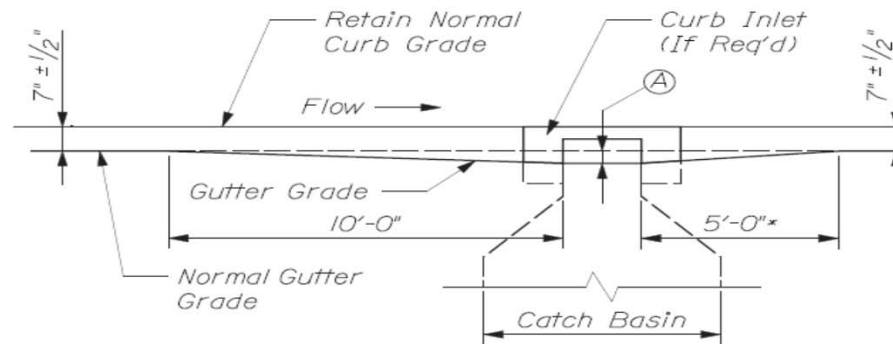
This corner left off for "right" grate. Diagonally opposite corner for "left" grate to fit in keyed frames.

NOTES:

1. To be used where parallel bar grates would present a hazard to bicycle traffic.
2. For use on catch basin types: A1-C, A2-C, A5-C, B1-C, B2-C, B5-C, F3-C, F4-C, F5-C, F6-C.

"CASCADE - TYPE" GRATES
604(04)A

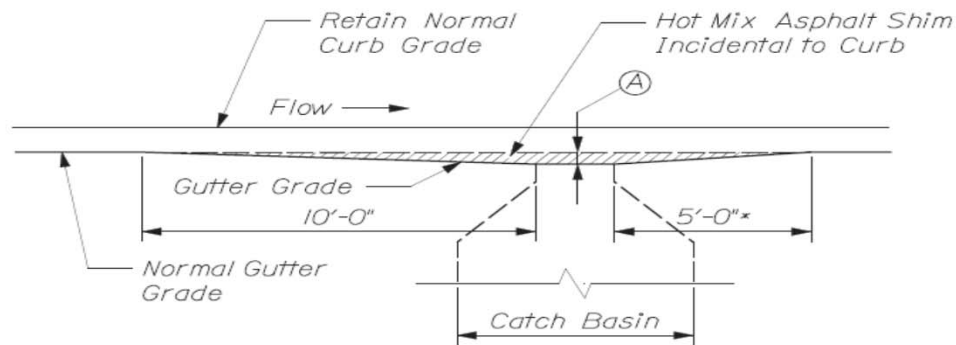
CATCHBASIN FRAME AND GRATE



~ AT CURB INLETS ~

Ⓐ For Parking Lane = 2"
Adjacent to Travel Lane = 0"

* Dimension to be 10'-0"
if at bottom of a sag.



~ AT CURB WITHOUT INLET STONES ~

NOTE:

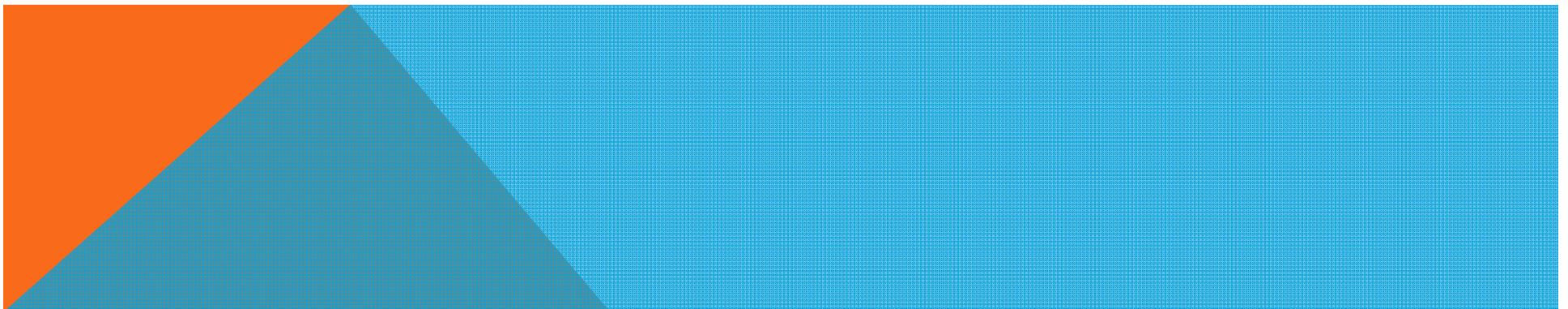
Grates shall be installed on gradient of the gutter and be depressed 2" below the normal gutter grade unless this depression interferes with traffic.

GUTTER GRADE TRANSITION
AT CATCH BASIN

609(05)

TRAFFIC CONTROL PLAN & PAINT

- TCP should be read and reviewed thoroughly
- TCP MUST address sidewalk accessibility
- TCP is the contractors plan, enforce it
- Amendments are appropriate
- Paint protection
- Attention to detail
- Paint width



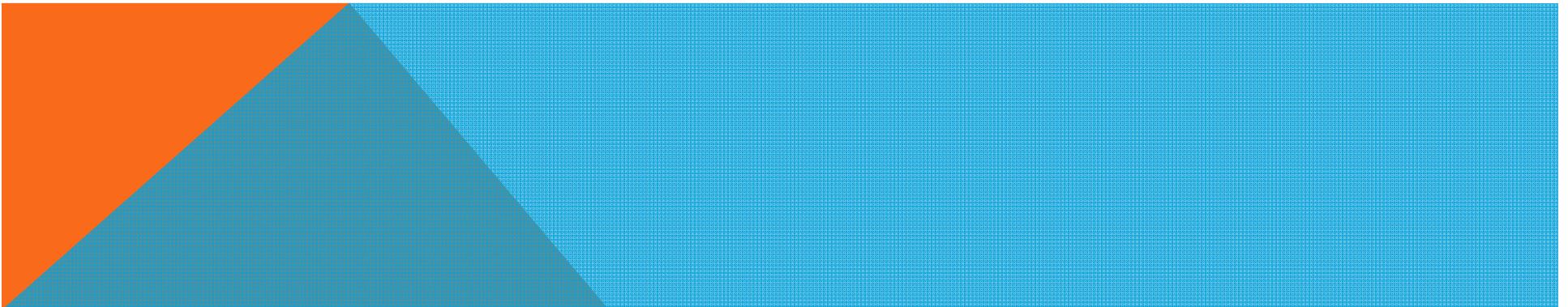
TRAFFIC CONTROL PLAN & PAINT

Is this acceptable?



PAINT

- Check width
- Beed application (reflectivity)
- Layout
- Proper application



TRAFFIC CONTROL PLAN & PAINT



TRAFFIC CONTROL PLAN & PAINT



TRAFFIC CONTROL PLAN & PAINT



TRAFFIC CONTROL PLAN & PAINT



TRAFFIC CONTROL PLAN & PAINT



2015 LESSONS LEARNED
THANK YOU

DIVISION 200 - EARTHWORK

DIVISION 200 - EARTHWORK	2-1
SECTION 201 - CLEARING RIGHT-OF-WAY	2-1
SECTION 202 - REMOVING STRUCTURES AND OBSTRUCTIONS	2-6
SECTION 203-EXCAVATION AND EMBANKMENT	2-11
SECTION 204 - SHOULDER REHABILITATION	2-31
SECTION 205 - SHOULDER RECONSTRUCTION.....	2-33
SECTION 206 - STRUCTURAL EXCAVATION.....	2-34
SECTION 207 - BRUSH MATTING.....	2-40
SECTION 208 - SAND DRAINS	2-40
SECTION 209 - WICK DRAINS	2-40
SECTION 211 - DITCH AND INSLOPE EXCAVATION.....	2-40

DIVISION 200 - EARTHWORK

- This work shall consist of clear cutting, selective clearing and thinning, tree trimming, removing single trees, including dead, blown down or uprooted trees, removing and disposing of all stumps and debris within the limits of the right-of-way and easement areas.
- If a tree that is 12" or > needs to be removed and it is outside the clearing limits, it will need to be paid for under 201.23 Removing Single Tree Top Only and 201.24 Removing Stump.
- Disposal operations needs to be monitored and recorded to ensure that they do not violate permit requirements or local ordinances.
- The Department has an obligation to ensure proper disposal or risk being fined if the material ends up being hazardous and is disposed of improperly.

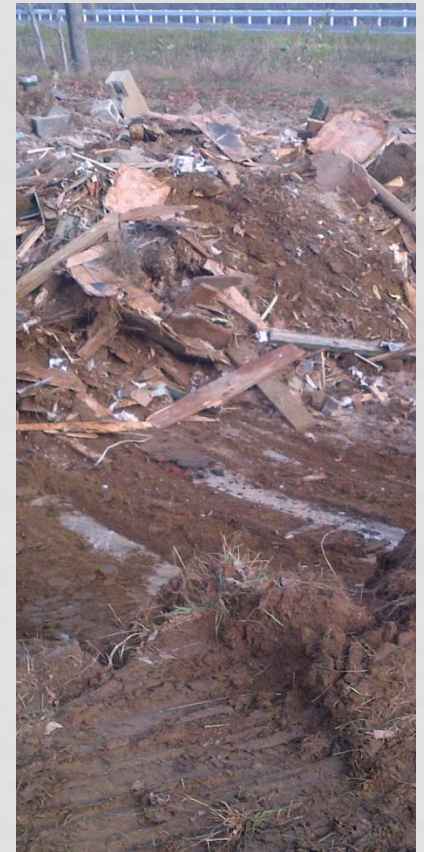
Section 201 Clearing Right-of-Way



DIVISION 200 - EARTHWORK

- This item consists of removing wholly or in part, and satisfactory disposing of all bituminous pavement, structures, concrete, manholes and catch basins.
- Typical Sections will show if milling is to be a constant depth or to slope. Construction Notes will show the desired slopes. When milling to slope a center line depth is set to optimize results.
- Details on surface tolerances, pavement marking, warning signage, and delamination responsibility are found in the 202 Special Provision.
- Make sure you understand Standard Detail 202(01) to get the correct length of the pavement butt joint.

Section 202 Removing Structures and Obstructions

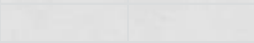


DIVISION 200 - EARTHWORK

- A trench cannot be greater than 5 feet deep without a trench box, sloping or benching.
- Note or mark suspect areas for testing. Check the terrain on and adjacent to the project for possible problem areas such as: Springs, slides and unstable material.
- There is minimum testing for materials and although we do not need to test it ourselves, we need to give the lab employees sufficient amount of time to come out to obtain a sample. Hold samples are required if paving within 7 days for ASCG. Hold samples are taken for underdrain aggregates as well.
- Boulders over 2 CY will be paid as item 203.21 Rock Excavation. Borrow is measured in place on the project and needs to be corrected 80% if truck measured or 90% if pit measured.

Section 203 Excavation and Embankment

DIVISION 200 - EARTHWORK

- Excavation depths are referenced to centerline finished grade or edge of travel way pavement when milling or shimming depths are known. Many times the old core remains and new shoulders are constructed.
- Residents usually create tables showing lane widths and depths from this centerline finished grade. The following slide is an example for subgrade.

- The next slide shows some examples of inspection notes in a table form. These can be in a field book or spread sheet.

Section 203 Excavation and Embankment

Finish Grade	Subgrade slope LT	Subgrade break	Edge Shoulder/ Box LT	Edge Travelway LT	Station	Edge Travelway RT	Edge Shoulder/ Box RT	Subgrade break	Subgrade slope RT
83.54	-2.00	Box	17.00	11.00	10+00	11.00	17.00	Box	-2.00
81.95	0.30	Box	16.00	11.00	10+50	11.00	16.00	Box	-2.00
			2.57	2.47	2.5	2.72	2.82		
			79.38	79.48	79.45	79.23	79.13		
80.37	-1.30	Box	16.00	11.00	11+00	11.00	16.00	Drive	-2.00
			2.74	2.64	2.5	2.72	2.82		
			77.63	77.73	77.87	77.65	77.55		
79.13	-2.00	Box	15.00	11.00	11+50	11.00	16.00	Drive	-2.00
			2.80	2.72	2.5	2.72	2.82		
			76.33	76.41	76.63	76.41	76.31		
78.37	-2.00		22.20	15.00	12+00	11.00	16.00	Drive	-2.00
			2.94	2.80	2.72	2.5	2.72	2.82	
			75.43	75.57	75.65	75.87	75.65	75.55	
78.04	-2.00		22.20	15.00	12+50	11.00	16.00	Drive	-2.00
			2.94	2.80	2.72	2.5	2.72	2.82	
			75.10	75.24	75.32	75.54	75.32	75.22	
77.80	-2.00		22.20	15.00	13+00	11.00	15.00	22.20	-2.00
			2.94	2.80	2.72	2.5	2.72	2.80	2.94
			74.86	75.00	75.08	75.30	75.08	75.00	74.86
77.72	-2.00		22.20	15.00	13+50	11.00	15.00	22.20	-2.00
			2.94	2.80	2.72	2.5	2.72	2.80	2.94
			74.78	74.92	75.00	75.22	75.00	74.92	74.78
77.88	-2.00		22.20	15.00	14+00	11.00	15.00	22.20	-2.00
			2.94	2.80	2.72	2.5	2.72	2.80	2.94
			74.94	75.08	75.16	75.38	75.16	75.08	74.94
78.26	-2.00		22.20	15.00	14+50	11.00	15.00	Side Road	-2.00
			2.94	2.80	2.72	2.5	2.72	2.80	
			75.32	75.46	75.54	75.76	75.54	75.46	
78.68	-2.00		22.20	15.00	15+00	11.00	15.00	Side Road	-2.00
			2.94	2.80	2.72	2.5	2.72	2.80	
			75.74	75.88	75.96	76.18	75.96	75.88	

Subgrade Checks

Shoulder Lt	Travel Way Lt	Travel Way Rt	Shoulder Rt
	20+00		
	No travel way excavation this part of project.		
	18+00		
Checked and found acceptable Sta 10+00 - 16+50 ASP 11-15-15	16+00		
	14+00		
	12+00		
	10+00		

Item 203.20 Common Excavation (incidental)

Sta 16+27

Removed existing cross pipe as per construction notes. Backfilled and compacted in layers with select excavation. Inspected and accepted ASP 11-15-15

Item 203.21 Rock Excavation

Removed boulder at Sta 12+33, Lt shoulder
2.2'X4.8'X6.1'/27=2.4 CY

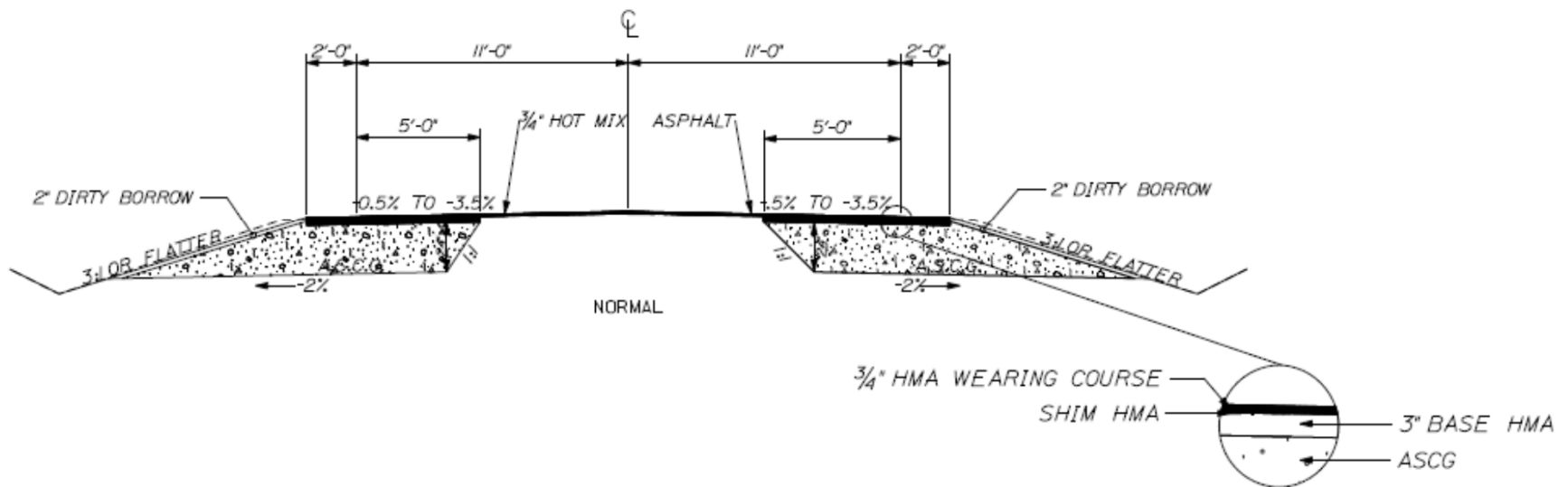
Measured and computed ASP 11-15-15

Item 203.20 Common Excavation and 203.25 Granular Borrow

Sta 11+23 - 11+43, Lt Shoulder

Removed unsuitable material. Backfilled with granular borrow. Triangle shape
1/2X6'X20'X1'/27=2.2 CY common excavation and 2.2 CY granular borrow

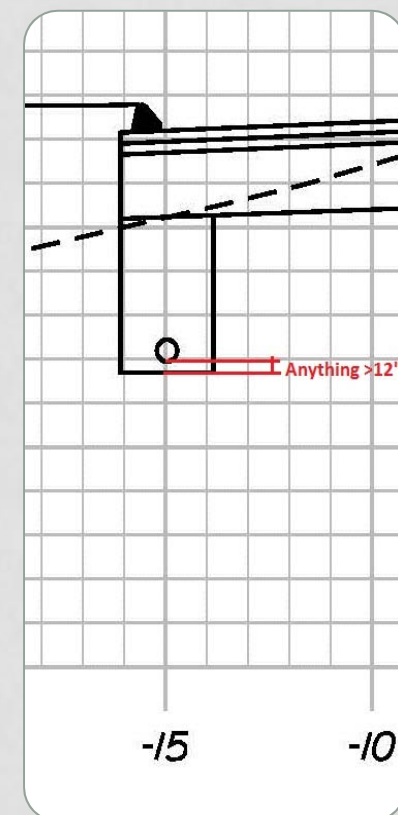
Measured and computed ASP 11-15-15



DIVISION 200 - EARTHWORK

- This work consists of excavating, hauling and backfilling or disposing of all material encountered for installation and construction of drainage and minor structures.
- This item is typically used for any rock excavation that occurs 12" (1 foot) below the drainage structure (invert of pipe or bottom of catch basin).
- When rock is encountered and there is no 206.07 Structural Rock Excavation item, it will be paid for 16 times the contract unit price per cubic yard for Common Excavation
- Backfill, except for the material being used to backfill underdrain, that is not existing material, will be paid for under the class of material used.

Section 206 Structural Excavation



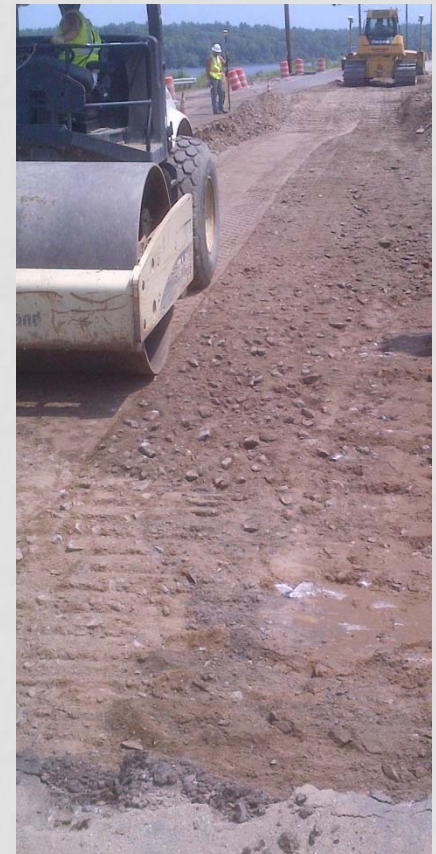
DIVISION 300 - BASES

DIVISION 300 - BASES	3-1
SECTION 304 - AGGREGATE BASE AND SUBBASE COURSE	3-1
SECTION 306 - RECLAIMED MATERIAL FOR STABILIZED BASE.....	3-5
SECTION 307 - FULL DEPTH RECYCLED PAVEMENT	3-5
SECTION 308 - FULL DEPTH RECLAMATION WITH STABILIZING ADDITIVES	3-7
SECTION 309 - FOAMED ASPHALT	3-15
SECTION 310 - PLANT MIXED RECYCLED ASPHALT PAVEMENT.....	3-23
SECTION 311 COLD IN-PLACE RECYCLED ASPHALT PAVEMENT	3-29

DIVISION 300 - BASES

- Aggregate section is new in the 2014 Standard Specification. There are now three different times of base course, A, B or C.
- You always need to be aware where material is coming from and whether it has been tested or not (check with Resident).
- Contractors need to backfill in 12 inches or less. If they want to change their backfill method, it needs to be checked and authorized by the laboratory personnel **BEFORE** to prove that they can still meet compaction requirements.
- Aggregate material cannot contain any organics or pavement material.

Section 304 Aggregate Base and Subbase Course



Material	Aggregate Type (Subsection 703.06)
Base Course, Crushed	¹ A, B or C
Subbase Course, Gravel	¹ D
Subbase Course, Gravel, Below 9"	² D or E
¹ Will be designated on the plans	
² Contractor's option	

DIVISION 300 - BASES

- Placing the Gravel Base
 - Testing
 - Gradation
 - Proctor
 - Compaction
 - Placement
 - Layers
 - Issues
 - Documentation of Changes

Section 304 Aggregate Base and Subbase Course



DIVISION 300 - BASES

4-inch
Crushed
Gravel



Bank
Run
Gravel



2-inch
Crushed
Gravel



Type E
Gravel



DIVISION 300 - BASES

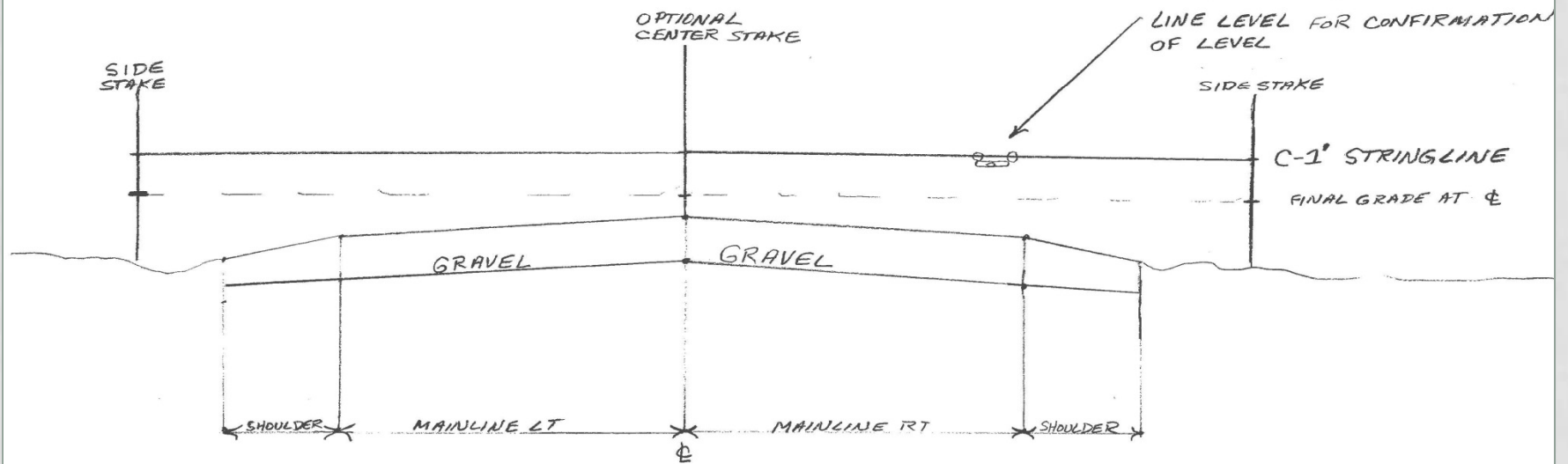
- Fine Grade

- Final grading of base to bring gravel to proper elevation and slope.
- Inspection Methods
- Documentation of Fine Grade

**Section 304
Aggregate Base
and Subbase
Course**

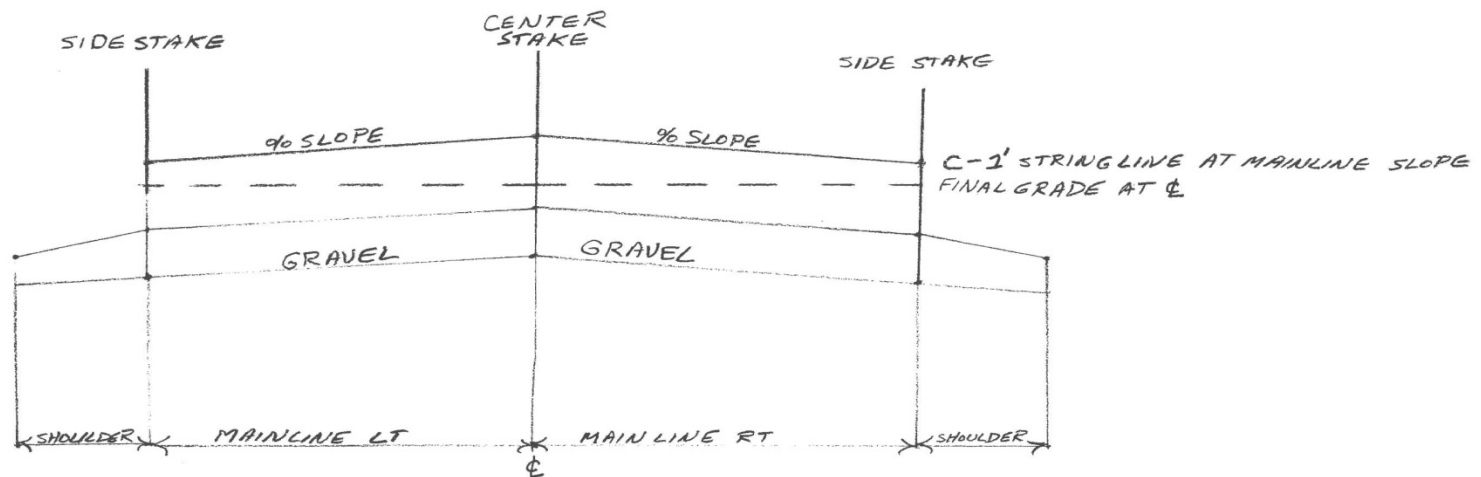


DIVISION 300 - BASES



FINE GRADE
METHOD #1

DIVISION 300 - BASES



FINE GRADE
METHOD #2

DIVISION 300 - BASES

FINE GRADE CHECKS

STATION	LT SHLDR	LT	RT	RT SHLDR	
16+00	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 25 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 12 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 13 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 24 JUNE 2014--→	
15+00	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 25 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 12 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 13 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 24 JUNE 2014--→	
14+00	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 25 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 12 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 13 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 24 JUNE 2014--→	
13+00	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 25 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 12 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 13 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 24 JUNE 2014--→	
12+00	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 25 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 12 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 13 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 24 JUNE 2014--→	
11+00	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 25 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 12 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 13 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 24 JUNE 2014--→	
10+00	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 25 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 12 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 13 JUNE 2014--→	←-CHECKED AND FOUND TO BE WITHIN ALLOWABLE TOLERANCES JOHN SMITH 24 JUNE 2014--→	

	16' LT	12' LT	CL	12' RT	16' RT
Final G	-4%	-2%	160.58	+2%	-4%
	-0.40'	-0.24'		+0.24'	+0.08'
5" HMA	-0.42'	-0.42'	-0.42'	-0.42'	-0.42'
Cut 1'	-1.82'	-1.66'	-1.42'	-1.18'	-1.34'
Final G	-4%	-2%	158.05	+1.5%	-4%
	-0.40'	-0.24'		+0.18'	+0.02'
5" HMA	-0.42'	-0.42'	-0.42'	-0.42'	-0.42'
Cut 1'	-1.82'	-1.66'	-1.42'	-1.24'	-1.40'
Final G	-4%	-2%	157.54	+1%	-4%
	-0.40'	-0.24'		+0.12'	-0.04'
5" HMA	-0.42'	-0.42'	-0.42'	-0.42'	-0.42'
Cut 1'	-1.82'	-1.66'	-1.42'	-1.30'	-1.46'
Final G	-4%	-2%	156.80	+0.5%	-4%
	-0.40'	-0.24'		+0.06'	-0.10'
5" HMA	-0.42'	-0.42'	-0.42'	-0.42'	-0.42'
Cut 1'	-1.82'	-1.66'	-1.42'	-1.36'	-1.52'
Final G	-4%	-2%	155.98	0%	-4%
	-0.40'	-0.24'		0.00'	-0.16'
5" HMA	-0.42'	-0.42'	-0.42'	-0.42'	-0.42'
Cut 1'	-1.82'	-1.66'	-1.42'	-1.42'	-1.58'
Final G	-4%	-2%	156.15	-0.5%	-4%
	-0.40'	-0.24'		-0.06'	-0.22'
5" HMA	-0.42'	-0.42'	-0.42'	-0.42'	-0.42'
Cut 1'	-1.82'	-1.66'	-1.42'	-1.48	-1.64'
Transition from 11+00 to match existing road at Buttjoint					

DIVISION 300 - BASES

- Commonly being used to stabilize the roadway structure.
- All of these involve using the existing pavement by crushing it, adding either cement or asphalt and mixing it together to create a base for the asphalt.
- The item price is the complete in-place price.

Section 307

Full Depth Recycled Pavement

Section 308

Full Depth Recycling with Cement

Section 309

Foamed Asphalt

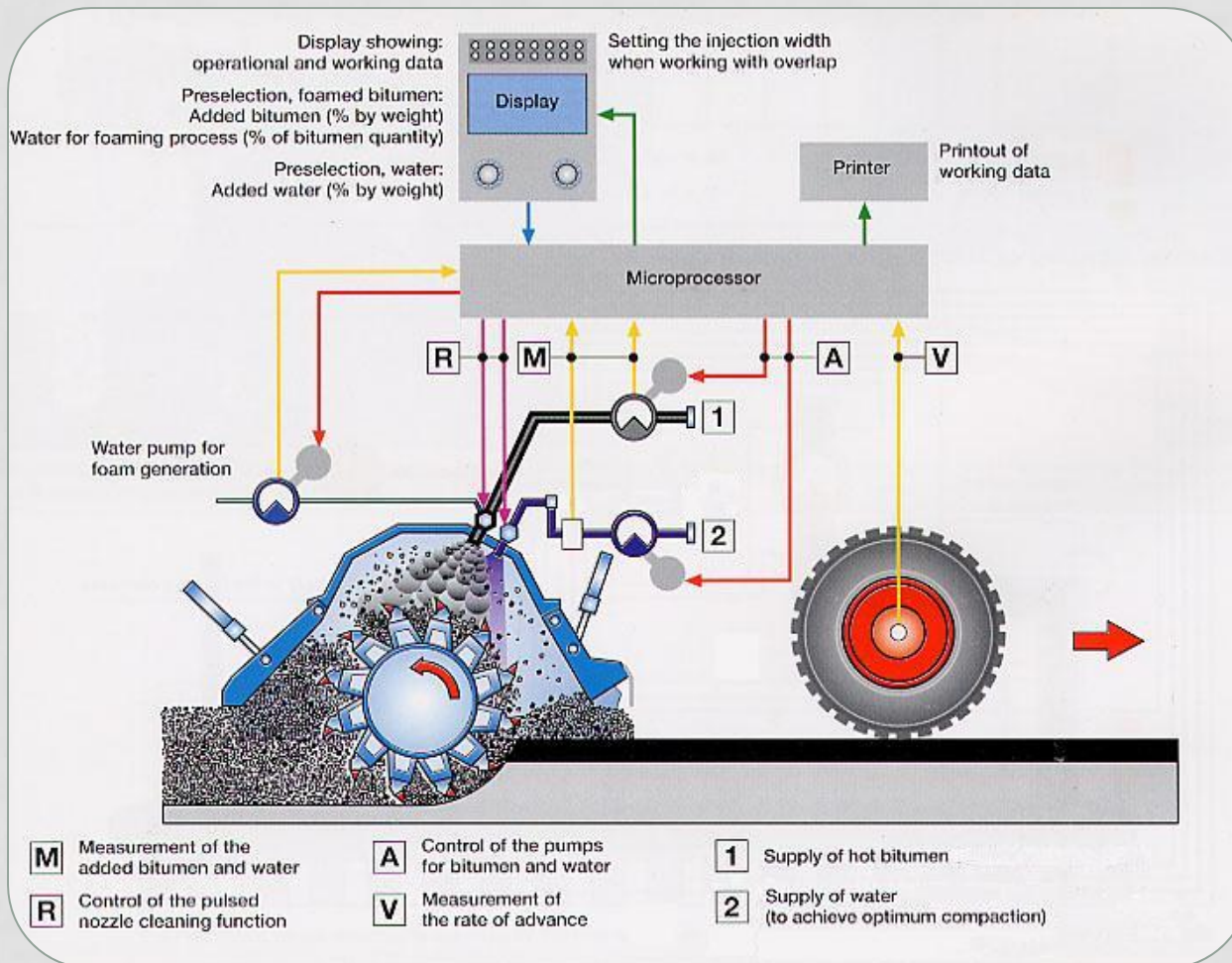
Section 310

Plant Mixed Recycled Asphalt Pavement

Section 312

Hot In-Place Recycling

DIVISION 300 - BASES



© Western Stabilization

Section 307
Full Depth Recycled
Pavement

Section 308
Full Depth Recycling
with Cement

Section 309
Foamed Asphalt

Section 310
Plant Mixed Recycled
Asphalt Pavement

Section 312
Hot In-Place
Recycling

“Getting Back to Basics” Re: Environmental Commitments

Construction Training
March 24, 2016

The Environmental Office coordinates our environmental commitments with State and Federal Resource/Regulatory Agencies:

- Wetland and stream permitting
- Endangered species
- Historic/archeological resources
- Stormwater and erosion control
- Hazardous waste/dredge

What's in the plans/book?

1. Permits

U.S. Army Corps of Engineers (ACOE)

Maine Department of Environmental Protection (DEP)

2. Special Provisions (105, 203, 511, 656)

3. General/Special Notes

4. Pay item 656.75 (SEWPCP/SPCCP)

What's in the plans/book?

1. Permits

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Maine Department of Environmental Protection (DEP)

2. Special Provisions (105, 203, 511, 656)

3. General/Special Notes

4. Pay item 656.75 (SEWPCP/SPCCP)

“Getting back to basics”:

1. Permit on site; pre-construction review (?)
2. Work start notification form sent to ACOE
3. SEWPCP/SPCCP- maintenance of controls
→Housekeeping!
4. Work in the dry - cofferdams
5. Compliance certification post-construction

ACOE Permit:



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
NEW ENGLAND DISTRICT, CORPS OF ENGINEERS
696 VIRGINIA ROAD
CONCORD, MASSACHUSETTS 01742-2761

MAINE GENERAL PERMIT (GP)
AUTHORIZATION LETTER AND SCREENING SUMMARY

Office of Environmental Services
Maine Department of Transportation
16 State House Station
Augusta, Maine 04333

CORPS PERMIT # NAE-2016-199
CORPS PGP ID# 16-040
STATE ID# Permit by Rule

DESCRIPTION OF WORK:

Place temporary and permanent fill below the ordinary high water line of Davis Brook and in freshwater wetlands at Ellsworth, Maine in conjunction with the reconstruction of U.S. Route 1A and Route 179. The project will result in approximately 410SF of temporary and 225SF of permanent stream impact; and 4,618SF of temporary and 707SF of permanent wetland impact. This work is shown on the attached plans entitled "U.S. Route 1A and Route 179, WIN# 19196.00, Ellsworth, Maine" in five (5) sheets undated. **SPECIAL CONDITIONS:** See attached sheet.



ACOE Permit:

Applicant: General Public, State of Maine

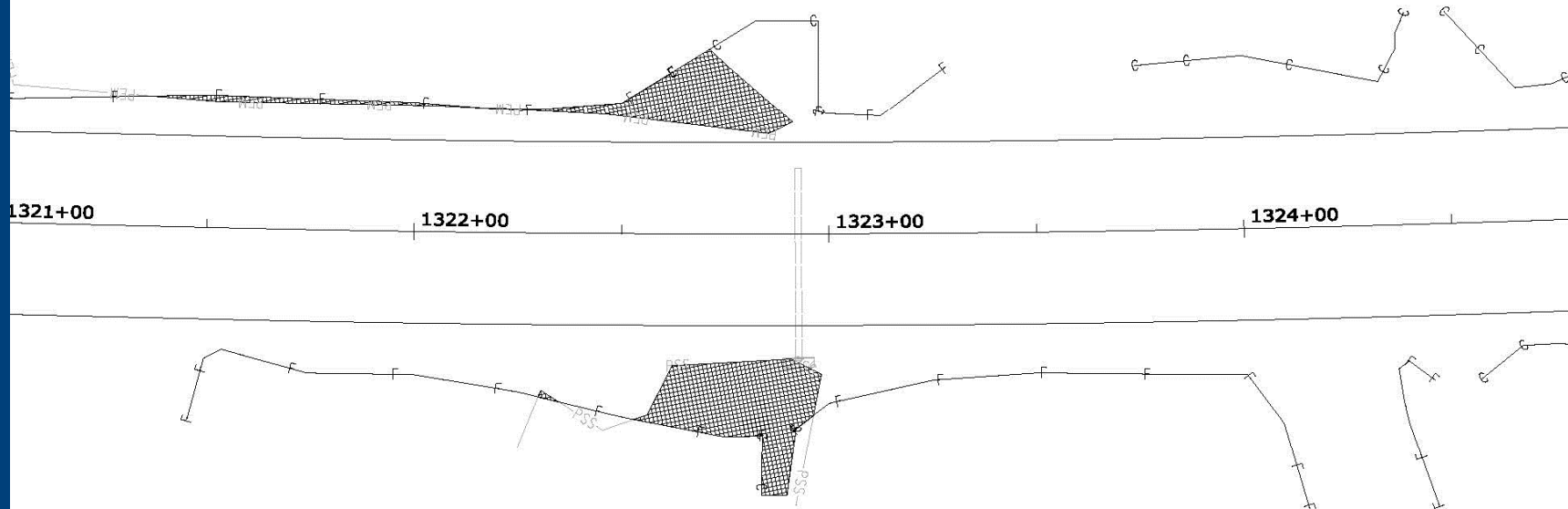
Effective Date: October 13, 2015

Expiration Date: October 13, 2020

DEPARTMENT OF THE ARMY GENERAL PERMIT FOR THE STATE OF MAINE

The New England District of the U.S. Army Corps of Engineers (Corps) hereby issues a General Permit (GP) for activities subject to Corps jurisdiction in waters of the U.S. within the boundaries of the State of Maine. This GP is issued in accordance with Corps regulations at 33 CFR 320 - 332 [see 33 CFR 325.2(e)(2)]. This GP authorizes activity-specific categories of work that are similar in nature and cause no more than minimal individual and cumulative adverse environmental impacts. Refer to Page 2 for the list of activities and Appendix A for activity specific conditions of eligibility in inland and tidal waters.

PEM IMPACTS = 546± S.F.



PSS IMPACTS = 738± S.F.

MaineDEP Permit:

11/14/2013 DEPARTMENT OF ENVIRONMENTAL PROTECTION
NRPA PERMIT BY RULE NOTIFICATION FORM
 (For use with DEP Regulation, Natural Resources Protection Act-Permit by Rule Standards, Chapter 305)
 PLEASE TYPE OR PRINT IN **BLACK INK ONLY**

Name of Applicant: (owner)	MaineDOT	Name of Agent:	Colin Greenan
Applicant Mailing Address:	16 State House Station	Agent Phone # (include area code):	207-590-4632
Town/City:	Augusta	PROJECT Information Name of Town/City:	Ellsworth
State and Zip code:	ME 04333	Name of Wetland or Waterbody:	Davis Brook
Daytime Phone # (include area code):	207-624-3100	Map #:	24 E1
		Lot #:	
Detailed Directions to Site:	U.S. Rte. 1A - beginning on the south side of the bridge over the Union River (north of Rte. 179) and extends south 1.28 mi. to just north of Oak St. 44.557391 -68.433948		
	UTM Northing: (if known)		UTM Easting: (if known)
Description of Project:	Reconstruct and widen roadway for center turn lane, shoulder, sidewalk		
	realign Rte. 179 intersection, replace 4'x3'x53' box culvert with a 8'x6'x89' box culvert		
Part of a larger project? (check one) →	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	After the Fact? (check one) →	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
	Check one → This project <input checked="" type="checkbox"/> does (or) <input type="checkbox"/> does not involve work below mean low water (average low water).		

NRPA PERMIT BY RULE (PBR) SECTIONS: (Check at least one)
 I am filing notice of my intent to carry out work which meets the requirements for Permit By Rule (PBR) under DEP Rules, Chapter 305. I and my agents, if any, **have read** and will comply with all of the standards in the Sections checked below.

<input type="checkbox"/> Sec. (2) Act. Adj. to Protected Natural Res.	<input type="checkbox"/> Sec. (10) Stream Crossing	<input type="checkbox"/> Sec. (17) Transfers/Permit Extension
<input type="checkbox"/> Sec. (3) Intake Pipes	<input checked="" type="checkbox"/> Sec. (11) State Transportation Facil.	<input type="checkbox"/> Sec. (18) Maintenance Dredging
<input type="checkbox"/> Sec. (4) Replacement of Structures	<input type="checkbox"/> Sec. (12) Restoration of Natural Areas	<input type="checkbox"/> Sec. (19) Activities in/on/over significant vernal pool habitat
<input type="checkbox"/> Sec. (5) REPEALED	<input type="checkbox"/> Sec. (13) F&W Creation/Enhance/Water Quality Improvement	<input type="checkbox"/> Sec. (20) Activities located in/on/over high or moderate value inland water-fowl & wading bird habitat or shore-bird feeding & roosting areas
<input type="checkbox"/> Sec. (6) Movement of Rocks or Vegetation	<input type="checkbox"/> Sec. (14) REPEALED	
<input type="checkbox"/> Sec. (7) Outfall Pipes	<input type="checkbox"/> Sec. (15) Public Boat Ramps	
<input type="checkbox"/> Sec. (8) Shoreline stabilization	<input type="checkbox"/> Sec. (16) Coastal Sand Dune Projects	
<input type="checkbox"/> Sec. (9) Utility Crossing		

MaineDEP Permit:

06-096

DEPARTMENT OF ENVIRONMENTAL PROTECTION

11. State transportation facilities

A. Applicability

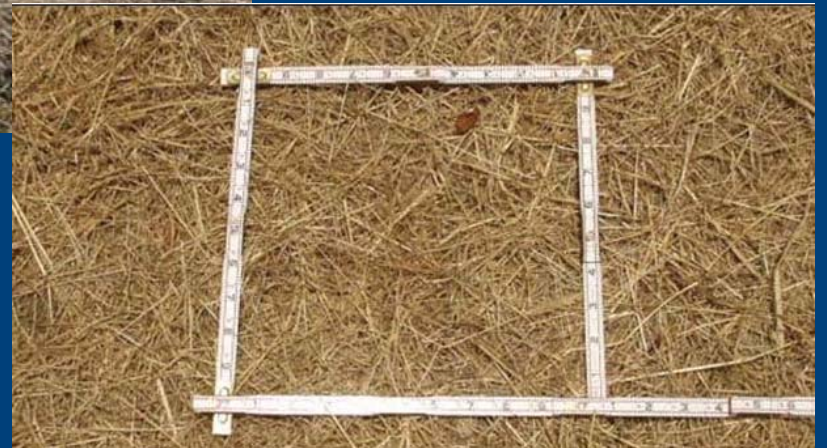
- (1) This section applies to the maintenance, repair, reconstruction, rehabilitation, replacement or minor construction of a State Transportation Facility carried out by, or under the authority of, the Maine Department of Transportation (MaineDOT) or the Maine Turnpike Authority, including any testing or preconstruction engineering, and associated technical support services.
- (2) This section does not apply to an activity within a coastal sand dune system.

NOTE: The construction of a transportation facility other than roads and associated facilities may be subject to the Storm Water Management Law, 38 M.R.S.A. Section 420-D.

B. Standards

“Getting back to basics”:

1. Permit on site; pre-construction review (?)
2. Work start notification form sent to ACOE
3. SEWPCP/SPCCP- maintenance of controls
→Housekeeping!
4. Work in the dry - cofferdams
5. Compliance certification post-construction



Integrity - Competence - Service





Integrity - Competence - Service





Integrity - Competence - Service



“Getting back to basics”:

1. Permit on site; pre-construction review (?)
2. Work start notification form sent to ACOE
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→Housekeeping!
4. Work in the dry - cofferdams
5. Compliance certification post-construction



Integrity - Competence - Service





Integrity - Competence - Service





Integrity - Competence - Service



“Getting back to basics”:

1. Permit on site; pre-construction review (?)
2. Work start notification form sent to ACOE
3. SEWPCP/SPCCP- maintenance of controls
→Housekeeping!
4. Work in the dry - cofferdams
5. Compliance certification post-construction



Integrity - Competence - Service



What else?

1. Permits

U.S. Army Corps of Engineers (ACOE)

Maine Department of Environmental Protection (DEP)

2. Special Provisions (105, 203, 511, 656)

3. General/Special Notes

4. Pay item 656.75 (SEWPCP/SPCCP)

Special Provision 105:

1. 105.9 – In-water work (July 15-Sept 30)
2. 105.9 – Clearing restriction (Oct 15-Apr 20)
3. 105.9 – Unique Historic and Archeological considerations

Special Provision 105:

*The glacial bedrock outcrops on the property at Stations 1315+00-1315+65 right and 1317+45-1317+69 right is National Register Listed. **No impacts are to be made to the glacial bedrock outcrop.***

*Changes to the project during construction must be approved by the Project Manager. These changes could have adverse effects to Historic Resources, as well as **jeopardize federal funding.***

Special Provision 203:

1. 203 – Contaminated Soil (pay items 203.2312 & 203.2333)
2. 203 – Dredge
3. 203.33 – Special fill for culverts

Special Provision 511:

1. Cofferdams (sheet steel only, no sandbags)



And...?

1. Permits

U.S. Army Corps of Engineers (ACOE)

Maine Department of Environmental Protection (DEP)

2. Special Provisions (105, 203, 511, 656)

3. General/Special Notes

4. Pay item 656.75 (SEWPCP/SPCCP)

General Notes:

1. Hazardous Materials

“A Maine Department of Environmental Protection (MDEP) database review *suggested* some petroleum contamination issues in the vicinity of the project...”

Notes on plans:

“Sensitive area, do not disturb”

Again!

1. Permits

U.S. Army Corps of Engineers (ACOE)

Maine Department of Environmental Protection (DEP)

2. Special Provisions (105, 203, 511, 656)

3. General/Special Notes

4. Pay item 656.75 (SEWPCP/SPCCP)

→ HOUSEKEEPING!

Pay Item 656.75:
SEWPCP

MaineDOT
**Best Management Practices
for Erosion and
Sedimentation Control**



Pay Item 656.75: SPCCP



Integrity - Competence - Service



“Getting Back to Basics”
Re: Environmental Commitments

HOUSEKEEPING!

Municipal Separate Storm Sewer System (MS4) Permit Compliance

Illicit Discharge
Detection and Elimination

Municipal Separate Storm Sewer System (MS4) Permit

- ▶ Federal Clean Water Act Permit (administered by DEP)
- ▶ Separate Storm Sewer Systems within **Federal Designated Urbanized Areas**
- ▶ Permits for 30 Municipalities in Maine
- ▶ Applies to Municipalities and State and Federally Owned Facilities

MS4 Permit Urbanized Areas

An urbanized area (UA) is a densely settled core of census tracts and/or census blocks that have population of at least 50,000, along with adjacent territory containing non-residential urban land uses as well as territory with low population density included to link outlying densely settled territory with the densely settled core. It is a calculation used by the Bureau of the Census to determine the geographic boundaries of the most heavily developed and dense urban areas.

- ▶ Determined by 2010 Census
- ▶ Designated on Maps

Bangor

Brewer

Hampden

Milford

Old Town

Orono

Veazie

Auburn

Lewiston

Sabattus & Lisbon

Eliot

Kittery & York

Berwick

South Berwick

Biddeford

Cape Elizabeth

Cumberland

Falmouth

Freeport

Gorham

Old Orchard Beach

Portland

Saco

Scarborough

South Portland

Westbrook

Windham

Yarmouth

MaineDOT Permit Requirements

Six Minimum Control Measures

- ▶ Public Education and Outreach
- ▶ Public Involvement and Participation
- ▶ **Illicit Discharge Detection and Elimination**
- ▶ Post-Construction Stormwater Management
- ▶ Pollution Prevention/Good Housekeeping
- ▶ **Construction Site Stormwater Runoff Control**

Outfalls

- ▶ From our system, pipes and ditches, to streams, rivers, lakes, ponds, wetlands AND town drainage systems



Illicit Discharge

Official Definition: Any non-permitted discharge to a regulated small MS4 or the waters of the State that does not consist entirely of stormwater or authorized non-stormwater discharges.

DOT Definition: Non-permitted polluted water that dumps into our drainage system



What Flows in Our Drainage System?

- ▶ Stormwater from Rainfall
- ▶ Non Stormwater
 - Allowable non-stormwater discharges
 - Illicit Discharges

Allowable Discharges

Allowable non-stormwater discharges:

- ▶ landscape irrigation
- ▶ diverted stream flows
- ▶ rising ground waters
- ▶ uncontaminated ground water infiltration
- ▶ uncontaminated pumped ground water
- ▶ uncontaminated flows from foundation drains,
- ▶ air conditioning and compressor condensate,

Allowable Discharges

Allowable non-stormwater discharges:

- ▶ irrigation water,
- ▶ flows from uncontaminated springs,
- ▶ uncontaminated water from crawl space pumps,
- ▶ uncontaminated flows from footing drains,
- ▶ lawn watering runoff,
- ▶ flows from riparian habitats and wetlands,

Allowable Discharges

Allowable non-stormwater discharges:

- ▶ residual street wash water (where spills/leaks of toxic or hazardous materials have not occurred, unless all spilled material has been removed and detergents are not used),
- ▶ hydrant flushing and fire fighting activity runoff
- ▶ water line flushing and discharges from potable water sources

Illicit Discharge Types

- ▶ Sewage, Septic, Gray water
- ▶ Commercial/Industrial Discharge
- ▶ Other Waste Sources of Chemicals, Petroleum, Nutrients

Illicit Discharge

- ▶ Heads Up For:
 - Any unexpected pipes coming into the highway storm drain system
 - Pipes flowing when they shouldn't be



If you see something
within the drainage
system you're not sure
of:

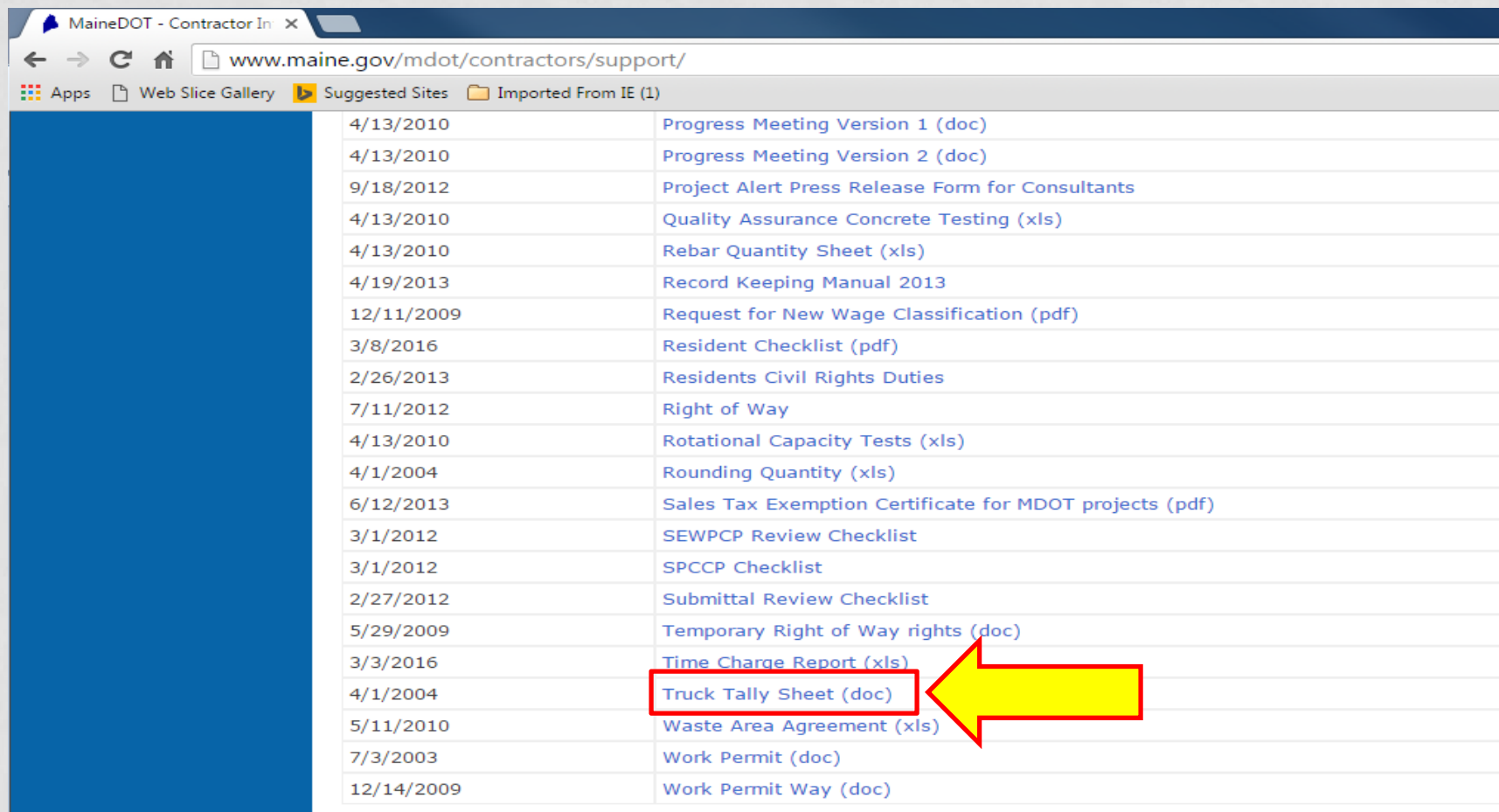
Call Ryan Annis, 557-1058,
Mike Clark, 592-8242 or Peter
Newkirk, 592-1804

DIVISION 400 - PAVEMENTS

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SECTION 402 - PAVEMENT SMOOTHNESS	4-28
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SECTION 409 - BITUMINOUS TACK COAT	4-31
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DIVISION 400 - PAVEMENTS

Tally Sheets-Where to find them?



MaineDOT - Contractor In

www.maine.gov/mdot/contractors/support/

Apps Web Slice Gallery Suggested Sites Imported From IE (1)

4/13/2010	Progress Meeting Version 1 (doc)
4/13/2010	Progress Meeting Version 2 (doc)
9/18/2012	Project Alert Press Release Form for Consultants
4/13/2010	Quality Assurance Concrete Testing (xls)
4/13/2010	Rebar Quantity Sheet (xls)
4/19/2013	Record Keeping Manual 2013
12/11/2009	Request for New Wage Classification (pdf)
3/8/2016	Resident Checklist (pdf)
2/26/2013	Residents Civil Rights Duties
7/11/2012	Right of Way
4/13/2010	Rotational Capacity Tests (xls)
4/1/2004	Rounding Quantity (xls)
6/12/2013	Sales Tax Exemption Certificate for MDOT projects (pdf)
3/1/2012	SEWPCP Review Checklist
3/1/2012	SPCCP Checklist
2/27/2012	Submittal Review Checklist
5/29/2009	Temporary Right of Way rights (doc)
3/3/2016	Time Charge Report (xls)
4/1/2004	Truck Tally Sheet (doc)
5/11/2010	Waste Area Agreement (xls)
7/3/2003	Work Permit (doc)
12/14/2009	Work Permit Way (doc)

DIVISION 400 - PAVEMENTS

620

Maine Department of Transportation

Bureau of Project Development

Highway Program

Truck Tally Sheet

1550

118°

17.95 miles

Project No.:		Town(s):		Item(s):		Date:		
022900.00		Phippsburg		461.13 631.175		5/27/15		
Load #	Station	Time	Slip Number	Truck Number	Net Weight	Total Weight	Remarks	Load Temp.
1	0+0	6:20	83801427	801	18.21			300°F
2	1+50	6:28	428	Russell Wilson Truck	18.22	36.43		317°F
3	2+100	7:25	429	Robitaille Truck	23.17	59.6		315°F
4		7:37	430	McDaniel Truck	20.88	80.48		303°F
5	15+00	7:47	431	Perry #30	23.84	104.32		322°F
6	20+00	7:56	432	Perry #32	24.22	128.54	No Hike in truck	302°F
7	25+00	8:06	433	Perry #07	24.44	152.98		315°F
8	30+00	8:15	434	243	30.65	183.63		303°F
9	35+00	8:21	435	796	30.63	214.26		321°F
11	40+00	8:27	437	Hager 41	23.43	237.69		322°F
10	44+00	8:55	436	Hager 40	23.43	261.12		320°F

DIVISION 400 - PAVEMENTS

10		9:57	72431145	51.6065	21.44	150.25		301
11		9:56	72431122	411534246	29.96	280.21		299
12		10:03	72431129	611534202	23.93	304.14		286
13		10:14	72431131	411534244	27.80	331.94		300
14		10:21	72431132	51.6079	23.39	355.33	Sample taken 353+70	300
15		10:36	72431133	6112800	23.48	378.81		302
16	343+95	10:41	72431134	51.6048	24.00	402.81		306
17		10:48	72431135	6113326131	22.36	425.17		309
18		10:53	72431136	2113326101	16.72	441.89		304
19		10:58	72431137	6113326130	22.34	464.23		298
20		11:06	72431139	61990031	21.89	496.12		304
21	320+00	11:13	72431141	61990032	23.61	509.73		303
22		11:20	72431142	52.6084	29.00	538.73		309
23		11:26	72431143	52.6093	29.94	567.67		306
24		11:32	72431144	52.6009	29.01	596.68		295
25		11:40	72431145	6113896	23.67	620.35	*	304
26	293+20	11:48	72431147	4112733	28.74	649.09	*	307
27	283+95	12:07	72431148	411534250	28.31	677.40		303
28		12:14	72431149	51.6065	21.57	698.97		306
29	273+70	12:20	72431150	411534246	30.29	729.26		290

DIVISION 400 - PAVEMENTS

Load #	Station	Time	Slip Number	Truck Number	Net Weight	Total Weight	Remarks	Load Temp.
1	0+00	6:07	83801571	Russell Bisson	17.98 ✓			293
2	2+00	6:17	572	Robitaille	22.38 ✓	40.36 ✓	Sample at 5+00	291
3	6+00	6:48	573	McDaniel	20.49 ✓	60.85 ✓		291
4	10+00	6:52	574	Perry 32	23.31 ✓	84.16 ✓		294
5	14+00	7:00	575	Perry 30	23.51 ✓	107.68 ✓		300
6	19+00	7:07	576	Perry 07	23.56 ✓	131.23 ✓		303
7	23+00	7:11	577	243	29.29 ✓	160.52 ✓		304
8	29+00	7:21	578	796	29.66 ✓	190.18 ✓		311
9	34+00	7:27	579	Hager 40	22.85 ✓	213.04 ✓		306
10	38+00	7:34	580	Hager 41	22.50 ✓	235.53 ✓		306
11	42+00	7:54	581	Hager 30	29.63 ✓	265.18 ✓	No Hole.	306
12	47+00	8:02	582	Russell Bisson	17.89 ✓	283.02 ✓		324
13	53+00	8:23	583	Robitaille	22.74 ✓	305.79 ✓		315
14	58+00	8:36	584	Perry 32	24.02 ✓	329.81 ✓		296
15	63+00	8:41	585	Perry 30	23.98 ✓	353.79 ✓		280
16	68+00	8:42	586	Perry 07	24.03 ✓	377.83 ✓		288
17	73+00	8:54	587	243	29.62 ✓	407.46 ✓		306
18	77+00	8:58	588	McDaniel	20.71 ✓	428.18 ✓		300
19	82+00	9:17	589	796	29.58 ✓	457.76 ✓		302
20	89+00	9:21	590	Hager 40	22.58 ✓	480.34 ✓		296

DIVISION 400 - PAVEMENTS

Time:	Start: 6:45	Noon	End: 6:00
Weather	Clear	Partly Cloudy	Clear
Air Temp.:	52°	76°	75°
Contractor:	<u>F.R. CARROLL INC.</u>	Plant: <u>Limerick</u>	Paver: <u>BLAW-KNOX PF3200</u>
Crew Supervisor:	<u>Eddie Hernandez</u>	# of Crew: <u>7</u>	# of Trucks: <u>11</u>
Knockdown Roll:	<u>Jingerson Road DD-125</u>	Rubber Fire:	Finish Roll: <u>CAT CB534D XW</u>
Comments:			
162 1548			

DIVISION 400 – PAVEMENTS

Paving Reports-Where to find them?

MaineDOT - Contractor In x
www.maine.gov/mdot/contractors/support/
Apps Web Slice Gallery Suggested Sites Imported From IE (1)

3/3/2016	Electronic Documentaion File Setup
7/26/2013	Emergency Telephone Numbers (doc)
7/13/2015	FieldManager Users Guide (4.8a)
9/26/2013	Final DBE Payment form (pdf)
3/3/2016	Final Documentation Inventory List
5/22/2006	Flagger Report (xls)
11/2/2004	Fringe Benefit Reporting Form (doc)
6/12/2014	HMA Random Number Generator (xlms)
4/6/2011	Letter Head for Resident Letters (doc)
5/14/2010	Notice of Failing Material (pdf)
6/25/2014	Pavement Removal/Repair Form and Policy (xls)
6/12/2014	Paving Report (Detailed) (xlsm)
6/12/2014	Paving Report (Simple) (doc)
8/10/2010	Payroll Interview form (pdf)
5/10/2013	Payroll Tracking Sheet (xls)
12/11/2009	Pile Driving Log (xls)
4/1/2004	Pit Authorization (doc)
7/24/2014	Pre-Construction sign-in Sheet (xls)
4/13/2010	Progress Meeting Cancellation (doc)
4/13/2010	Progress Meeting Version 1 (doc)
4/13/2010	Progress Meeting Version 2 (doc)
9/18/2012	Project Alert Press Release Form for Consultants
4/13/2010	Quality Assurance Concrete Testing (xls)
4/13/2010	Rebar Quantitv Sheet (xls)

Manuals & Forms

DIVISION 400 - PAVEMENTS

Maine Department of Transportation Paving Report

PROJECT NUMBER : _____ REPORT NUMBER _____
 TOWN : _____ DATE : _____
 PAVING CONTRACTOR: _____ PLANT LOCATION: _____
 SUPERINTENDENT _____ FOREMAN: _____ CREW: _____
 ROLLERS: _____ TRUCKS: _____

ITEM #	GRADE	STATION TO STATION OR LOCATION	DEPTH	WIDTH	TONS	TONS / SY

COMMENTS:

TIME:	A.M. (starting)	Noon	P.M. (finishing)
AIR TEMPERATURE:	° F	° F	° F
WEATHER:			

SAMPLES / CORES				MIX TEMPS	
No.	Station	Offset	Lane	TIME	°F
			Left		
			Left		
			Left		
			Left		
			Left		
			Left		
			Left		
			Left		
			Left		
			Left		

ITEM NO.	GRADE	DESCRIPTION	PREVIOUS	TODAY'S	CUMULATIVE	
		Recycled Course			0	TONS
		Base Course			0	TONS
		Binder Course			0	TONS
		Wearing Course			0	TONS
		Level Course			0	TONS
		Hand Placed			0	TONS
		Tack Coat			0	GAL
					0	TONS
					0	TONS
					0	TONS

SIGNATURE: _____ Paving Inspector

DIVISION 400 - PAVEMENTS

Maine Department of Transportation Paving Report

PROJECT INFORMATION			
WIN:	2257.00	Report Number:	2
Town / Location:	Falmouth	Date:	5/7/2015
Paving Contractor:	Pike Industries	Plant Location:	Westbrook
Supervisor:	Tyler Richard	Mix Design:	PH-W215-500-95FTR-04
Paver:	CAT AP 1055D	Foreman:	Todd Littlefield
Motors:	Knockdown Intermediate	IR PT340R	Finish Other
# of Innds:	7	# of Crew:	7

ITEM DESCRIPTION AND LOCATION						
Item #	Grade	Station to Station	Depth	Width	Length	Cover (Sq Ft)
402.2101	2.5 mm	Sta 125+00 - 127+00 LY Mainline	0"	12'	207.95 Y	22512
402.2102	2.5 mm	Sta 127+00 - 129+00 RT Mainline	0"	12'	218.25 Y	22512
402.15		Tack Coat			Gallons: 412.00	22514

Contractor: The contractor was paving the right mainline and the left mainline. At the end of the second pull up the right mainline, the rubber tire started to pick up and left a lot of pieces of asphalt on the mat. The OC (Rick Cloutier) tried to look off the mat, but some were vibrated into the mat with the finish roller.

TIME:	7:00 AM (START)	NOON	2:10 PM (END)
WEATHER:	Sunny	Sunny	Sunny
WIND SPEED/DIRECTION:	42W	17W	16W

SAMPLES			
Reference	No.	Station	Offset
287792	1	125+00	Lr
287793	2	126+00	Rr

CORES			
Reference	No.	Station	Offset

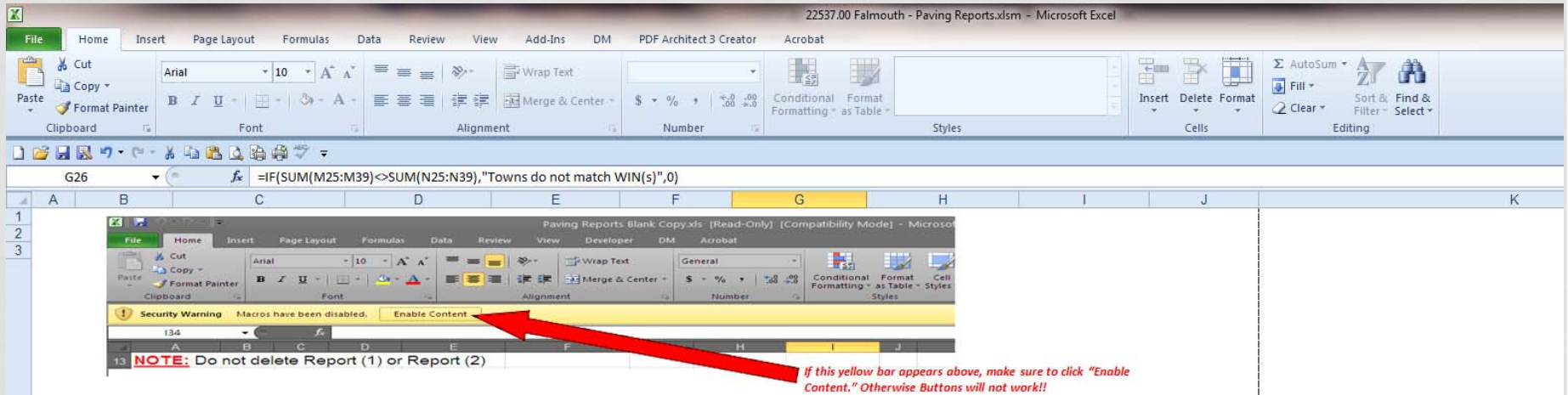
MIX TEMPERATURES			
Time	Degrees	Time	Degrees
6:15 AM	292°	2:00 PM	202°
6:25 AM	206°	2:05 PM	202°
6:35 AM	211°		
11:00 AM	210°		
11:05 AM	208°		
11:10 AM	208°		
11:15 AM	208°		
11:20 AM	208°		
1:40 PM	200°		
1:45 PM	200°		
2:04 PM	200°		

REPORT SUMMARY						
Contract Item #	Grade	Description	Today	2257.00	Contract Total	Units
402.211	2.5 mm	W215 - 50m		925.11	925.11	Tons
402.2101	2.5 mm	2.5" Surface	996.74	996.74	996.74	Tons
402.202	2.5 mm	W215 (102Gallons)				Tons
402.15		Tack Coat	412.00	1212.00	1212.00	Gallons

Signature _____

DIVISION 400 – PAVEMENTS

Title Sheet Tab



To Add a New Sheet (***IF button to the right is not working:***):

For Instructions for manual add: Click and press the arrow to the right when it appears.

NOTE 1: Do not delete Report (1) or Report (2), all other reports can be deleted or added as necessary. However, do not delete out of order!

NOTE 2: If below text, or any paving report is hard to see, hold down "control" on your keyboard and roll the scroll button (center of your mouse) forward (towards the computer).

[Helpful Hints](#)

Add A New Report

DIVISION 400 - PAVEMENTS

Maine Department of Transportation Paving Report

PROJECT INFORMATION						
WIN:	22537.00		Report Number:	3		
Town / Location:	Falmouth		Date:	5/7/2015		
Paving Contractor:	Pike Industries		Plant Location:	Westbrook		
Superintendent:	Tyler Richard		Mix Design:	PII-WB15-50D-95FTR-64		
Paver:	CAT AP 1055D		Foreman:	Todd Littefield		
Rollers:	Knockdown	CAT AP 1055D	Finish:	HAMM HD120		
	Intermediate	CAT AP 800D	Other:			
# of Trucks:	7		# of Crew:	7		
DIVISION AND LOCATION						
Item #	Grade	Station to Station	Depth	Width	Tons	Cover Slip #
403.2104	9.5 mm	Sta. 153+00 - 101+00 LT Mainline	3/4"	12'	347.79 T	22613
403.2104	9.5 mm	Sta. 101+00 - 153+00 RT Mainline	3/4"	12'	318.35 T	22613
409.15		Tack Coat		Gallons:	415.00	22614
Comments:	Pike paved the left and right mainline and went around 50 tons over. This was due to the shim being a little off. Near the end of the second pull up the right mainline, the rubber tire started to pick up and left a lot of pieces of asphalt on the mat. The QC (Rick Cloutier) tried to loot it off the mat, but some were vibrated into the mat with the finish roller.					

DIVISION 400 - PAVEMENTS

Maine Department of Transportation Paving Report

PROJECT INFORMATION							
WIN:	22537.00			Report Number:	3		
Town / Location:	Falmouth			Date:	5/7/2015		
Paving Contractor:	Pike Industries			Plant Location:	Westbrook		
Superintendent:	Tyler Richard			Mix Design:	PII-WB15-50D-95FTR-64		
Paver:	CAT AP 1055D			Foreman:	Todd Littefield		
Rollers:	Knockdown	CAT CB54 XW		Finish:	HAMM HD120		
	Intermediate	IR PT240R		Other:			
# of Trucks:	7			# of Crew:	7		
ITEM DESCRIPTION AND LOCATION							
Item #	Grade	Station to Station	Depth	Width	Tons	Cover Slip #	
403.2104	9.5 mm	Sta. 153+00 - 101+00 LT Mainline	¾"	12'	347.79 T	22613	
403.2104	9.5 mm	Sta. 101+00 - 153+00 RT Mainline	¾"	12'	318.35 T	22613	
	25.0 mm						
	19.0 mm						
	12.5 mm						
	9.5 mm						
	4.75 mm						
	LCP						
409.15		Tack Coat			Gallons: 415.00	22614	
Comments:	Pike paved the left and right mainline and went around 50 tons over. This was due to the shim being a little off. Near the end of the second pull up the right mainline, the rubber tire started to pick up and left a lot of pieces of asphalt on the mat. The QC (Rick Cloutier) tried to loot it off the mat, but some were vibrated into the mat with the finish roller.						

DIVISION 400 - PAVEMENTS

Maine Department of Transportation Paving Report

PROJECT INFORMATION						
WIN:	22537.00		Report Number:	3		
Town / Location:	Falmouth		Date:	5/7/2015		
Paving Contractor:	Pike Industries		Plant Location:	Westbrook		
Superintendent:	Tyler Richard		Mix Design:	PII-WB15-50D-95FTR-64		
Paver:	CAT AP 1055D		Foreman:	Todd Littefield		
Rollers:	Knockdown	CAT CB54 XW	Finish:	HAMM HD120		
	Intermediate	IR PT240R	Other:			
# of Trucks:	7		# of Crew:	7		
ITEM DESCRIPTION AND LOCATION						
Item #	Grade	Station to Station	Depth	Width	Tons	Cover Slip #
403.2104	9.5 mm	Sta. 153+00 - 101+00 LT Mainline	3/4"	12'	347.79 T	22613
403.2104	9.5 mm	Sta. 101+00 - 153+00 RT Mainline	3/4"	12'	318.35 T	22613
			variable			
			1/2"			
			3/4"			
			1"			
			1 1/4"			
			1 1/2"			
			1 3/4"			
			2"			
409.15		Tack Coat			Gallons: 415.00	22614
Comments:	Pike paved the left and right mainline and went around 50 tons over. This was due to the shim being a little off. Near the end of the second pull up the right mainline, the rubber tire started to pick up and left a lot of pieces of asphalt on the mat. The QC (Rick Cloutier) tried to loot it off the mat, but some were vibrated into the mat with the finish roller.					

DIVISION 400 - PAVEMENTS

TIME:	8:45 AM (START)	NOON	6:30 PM (END)
WEATHER:	Sunny	Sunny	Sunny
AIR TEMPERATURE:	48°F	78°F	75°F

SAMPLES			
Reference	No.	Station	Offset
287970	1	130+25	Lt
287971	2	121+50	Rt
287972	3	108+75	Lt
287973	4	115+80	Lt

CORES			
Reference	No.	Station	Offset

MIX TEMPERATURE			
Time	Degrees	Time	Degrees
8:45 AM	311°	1:32 PM	303°
9:20 AM	309°	1:57 PM	310°
9:35 AM	305°	2:10 PM	306°
10:06 AM	300°	2:56 PM	309°
10:24 AM	310°	3:38 PM	305°
10:41 AM	313°	4:48 PM	300°
10:58 AM	309°	5:10 PM	309°
12:30 PM	309°	5:25 PM	310°
12:57 PM	303°		
1:15 PM	307°		

DIVISION 400 - PAVEMENTS

REPORT SUMMARY

Contract Item #(s)	Grade	Description	Today	22537.00	Contract Total	
403.211	9.5 mm	HMA - Shim		983.11	983.11	Tons
403.2104	9.5 mm	3/4" Surface		1239.24	1239.24	Tons
403.209	9.5 mm	HMA (Incidentals)	26.00	26.00	26.00	Tons
409.15		Tack Coat		1660.00	1660.00	Gallons

Signature: _____

DIVISION 400 - PAVEMENTS

Page 1 of 38



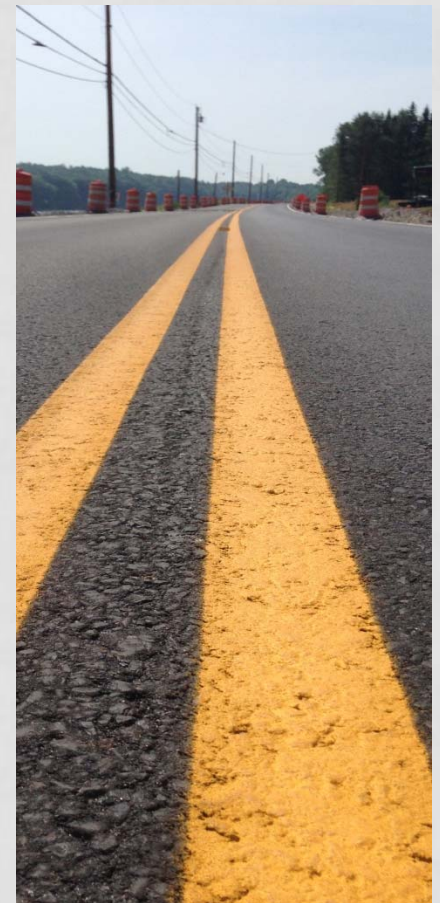
Maine DOT Policies and Procedures for HMA Sampling and Testing May 20, 2014

Page 2	Random Number Policy <i>(last amended 3/14/2007)</i>
Page 4	HMA Mix Design Policy <i>(last amended 2/10/2014)</i>
Page 10	HMA Field Sampling Policy <i>(last amended 3/14/2007)</i>
Page 14	HMA Sampling, Field Splitting Procedure <i>(last amended 3/14/2007)</i>
Page 17	HMA Core Sampling Policy <i>(last amended 3/14/2007)</i>
Page 18	%TMD Policy <i>(last amended 3/14/2007)</i>
Page 19	Accepted Supplemental Requirements <i>(last amended 3/14/2007)</i>
Page 25	Post Paving Conference <i>(last amended 3/2/2006)</i>
Page 26	Smoothness Policy <i>(last amended 3/21/2006)</i>
Page 27	Small Quantity Policy <i>(last amended 4/23/2012)</i>
Page 29	Approval of RAP for use in HMA <i>(last amended 12/18/2013)</i>
Page 37	HMA Repair / Removal Reporting <i>(last amended 5/20/2014)</i>
Appendix	
Page 39	RAP Approval Request Form <i>(last amended 11/15/2012)</i>
Page 40	HMA Repair / Removal Report Form <i>(last amended 5/20/2014)</i>

*In co-operation with The Federal Highway Administration and the Maine HMA Paving Industry
May 20, 2014*

If you ever want a reminder on how to sample and Maine DOT policies, go to <http://www.maine.gov/mdot/contractors/publications/> and there is a document detailing the policies and procedures for HMA Sampling and Testing.

Section 401 Hot Mix Asphalt





GENERAL SAMPLE INFORMATION

MaineDOT		HMA and PCC Sample Identification Form		Materials Testing and Exploration	
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm	
<input type="checkbox"/> Accept. Method B	Date Sampled		Sampler	Sampler's Employer	
<input type="checkbox"/> Accept. Method C	WIN		Town		
<input type="checkbox"/> Accept. Method D	Plant		Location		
<input type="checkbox"/> Indep. Assurance	Item No.		Lot No.	Sublot No.	Sublot Size
<input type="checkbox"/> Verification	MaineDOT Design No.				Comparison No.
<input type="checkbox"/> Maintenance					
<input type="checkbox"/> Indep. Verification					
<input type="checkbox"/> QC <input type="checkbox"/> Other					

Sample Description – Identifies the material being sampled, and whether it is a sample of mix from the paver, or a core from the roadway. Please be as specific as possible. Examples include "HMA Mix – 12.5 mm", "HMA Core", "HMA Mix – 9.5 mm (WMA)"



GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form			Materials Testing and Exploration	
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm	
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer ABC Consulting
	WIN	Town			
	Plant	Location			
	Item No.	Lot No.	Sublot No.	Sublot Size	
	MaineDOT Design No.				Comparison No.

Enter "Date Sampled", "Sampler" and "Sampler's Employer"



GENERAL SAMPLE INFORMATION



MaineDOT		HMA and PCC Sample Identification Form		Materials Testing and Exploration	
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	HMA Mix - 12.5 mm	
<input type="checkbox"/> Accept. Method B	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer
<input type="checkbox"/> Accept. Method C	WIN	17341.00	Town	ABC Consulting	
<input type="checkbox"/> Accept. Method D	Plant	Location			
<input type="checkbox"/> Indep. Assurance	Item No.	Lot No.	Sublot No.	Sublot Size	
<input type="checkbox"/> Verification	MaineDOT Design No.			Comparison No.	
<input type="checkbox"/> Maintenance					
<input type="checkbox"/> Indep. Verification					
<input type="checkbox"/> QC <input type="checkbox"/> Other					

Enter "WIN" (project ID number)

- When projects include more than one WIN, use the Contract ID (found on Schedule of Items) for ALL samples and cores.

MAINE DEPARTMENT OF TRANSPORTATION

SCHEDULE OF ITEMS

PAGE: 1
DATE: 120330
REVISED:

CONTRACT ID: 017341.00

PROJECT(S): STP-1734(100)X
~~STP-1829(800)X~~
~~AC STP-1908(300)X~~

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE	BID AMOUNT
			DOLLARS CTS	DOLLARS CTS
SECTION 0001 HIGHWAY ITEMS				



GENERAL SAMPLE INFORMATION

MaineDOT		HMA and PCC Sample Identification Form			Materials Testing and Exploration	
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm		
<input type="checkbox"/> Accept. Method B	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting
<input type="checkbox"/> Accept. Method C	WIN	17341.00	Town	Saco		
<input type="checkbox"/> Accept. Method D	Plant	Pike	Location	Wells		
<input type="checkbox"/> Indep. Assurance	Item No.		Lot No.	Sublot No.	Sublot Size	
<input type="checkbox"/> Verification	MaineDOT Design No.				Comparison No.	
<input type="checkbox"/> Maintenance						
<input type="checkbox"/> Indep. Verification						
<input type="checkbox"/> QC <input type="checkbox"/> Other						

Enter the "Town" where the project is located.

Enter "Plant" and "Location" where the HMA mix was produced.
(This is listed on the delivery slip and Mix Design).



GENERAL SAMPLE INFORMATION



MaineDOT		HMA and PCC Sample Identification Form		Materials Testing and Exploration	
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm	
<input type="checkbox"/> Accept. Method B	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer
<input type="checkbox"/> Accept. Method C	WIN	17341.00	Town	Saco	
<input type="checkbox"/> Accept. Method D	Plant	Pike	Location	Wells	
<input type="checkbox"/> Indep. Assurance	Item No.	403.208	Lot No.	Sublot No.	Sublot Size
<input type="checkbox"/> Verification	MaineDOT Design No.				Comparison No.
<input type="checkbox"/> Maintenance					
<input type="checkbox"/> Indep. Verification					
<input type="checkbox"/> QC	<input type="checkbox"/> Other				

Enter "Item No." for the material. Item Nos can be found in Special Provision 403, on the typical sections or on the delivery slip.

SPECIAL PROVISION

SECTION 403

HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Bit Cont. % of Mix	Total Thick	No. Of Layers	Comp. Notes
<u>6" HMA Overlay Areas</u>						
<u>Mainline Travelways & Shoulders</u>						
Wearing	12.5 mm	403.208	N/A	2"	1	5,8
Base	12.5 mm	403.213	N/A	2"	1	4,7,16
Base	12.5 mm	403.213	N/A	2"	1	4,7,16
<u>Commercial Drives</u>						
Wearing	9.5 mm	403.209	N/A	3"	2/more	2,3,10,11,14
<u>Islands, Sidewalks, Residential Drives, Etc.</u>						
Wearing	9.5 mm	403.209	N/A	2"	1/more	2,3,10,11,14



GENERAL SAMPLE INFORMATION

MaineDOT		HMA and PCC Sample Identification Form		Materials Testing and Exploration		
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm		
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting
	WIN	17341.00	Town	Saco		
	Plant	Pike		Location	Wells	
	Item No.	403.208	Lot No.	1	Sublot No.	4
		MaineDOT Design No.			Sublot Size	
					Comparison No.	

Enter "Lot No."

- Each HMA Item will be tested on a Lot-by-Lot basis.
- The number of Lots for each Item is determined at the Preparing Conference using guidelines found in Section 401.
- Lot Numbers cannot be repeated for a given Pay Item, but may be repeated for different Items. EXAMPLE:
 - Item 403.211 – Lot 1, Lot 2 and Lot 3
 - Item 403.208 – Lot 1, Lot 2, Lot 3, Lot 4 and Lot 5

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples, 17 cores/Lot.

403.209: 450 tons - 2 Method D samples

403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.



GENERAL SAMPLE INFORMATION

MaineDOT		HMA and PCC Sample Identification Form		Materials Testing and Exploration	
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm	
<input type="checkbox"/> Accept. Method B	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer
<input type="checkbox"/> Accept. Method C	WIN	17341.00	Town	Saco	
<input type="checkbox"/> Accept. Method D	Plant	Pike	Location	Wells	
<input type="checkbox"/> Indep. Assurance	Item No.	403.208	Lot No.	1	Sublot No.
<input type="checkbox"/> Verification	MaineDOT Design No.			4	Sublot Size
<input type="checkbox"/> Maintenance					Comparison No.
<input type="checkbox"/> Indep. Verification					
<input type="checkbox"/> QC <input type="checkbox"/> Other					

Enter "Sublot No."

- Each Lot will be divided into several equal sized mix sample Sublots.
- If density specifications apply to the Item, the Lot will also be divided into several equal sized core Sublots.
- A single mix sample (or core) is obtained from each Sublot.
- Sublots must be assigned a unique number in the Lot . Do not use alpha-numeric designation , such as 1a, 1b, etc.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form				Materials Testing and Exploration		
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Mix – 9.5 mm			
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting	
	WIN	17341.00	Town	Saco			
	Plant	Pike	Location	Wells			
	Item No.	403.211	Lot No.	1	Sublot No.	4	Sublot Size
	MaineDOT Design No.					Comparison No.	

Enter "Sublot No. " – HMA Mix Samples – Method A and C



Methods A and C

Each Lot is divided into equal-sized Sublots (as determined at the Preparing Conference). One sample is taken from each Sublot.

• Sublot Numbers cannot be repeated within a Lot.
 EXAMPLE - For Item 403.211 (below), there would be 3 Lots, each consisting of 5 Sublots.

- Lot 1 would consist of Sublots 1, 2, 3, 4 and 5
- Lot 2 would consist of Sublots 1, 2, 3, 4 and 5
- Lot 3 would consist of Sublots 1, 2, 3, 4 and 5

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples, 17 cores/Lot.

403.209: 450 tons - 2 Method D samples

403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form			Materials Testing and Exploration		
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm		
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting
	WIN	17341.00	Town	Saco		
	Plant	Pike	Location	Wells		
	Item No.	403.213	Lot No.	1	Sublot No.	2
	MaineDOT Design No.				Sublot Size	
					Comparison No.	

Enter "Sublot No. " – HMA Mix Samples – Method B



Method B

Each Lot is divided into 3 equal-sized Sublots. One sample is taken from each Sublot.

- Sublot Numbers cannot be repeated within a Lot.
- EXAMPLE - For Item 403.213 (below), there would be 1 Lot, which would be divided into 3 equal-sized Sublots. The samples would be identified as Sublot 1, Sublot 2 and Sublot 3.

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples, 17 cores/Lot.

403.209: 450 tons - 2 Method D samples

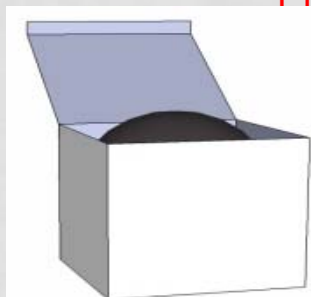
403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form			Materials Testing and Exploration		
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Mix – 9.5 mm		
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting
	WIN	17341.00	Town	Saco		
	Plant	Pike	Location	Wells		
	Item No.	403.209	Lot No.	1	Sublot No.	2
	MaineDOT Design No.				Sublot Size	
					Comparison No.	

Enter "Sublot No. " – HMA Mix Samples – Method D



Method D

For Method D HMA items, the specified sampling rate is 1 sample/250 tons. The required number of Method D samples (or Sublots) for each pay item on the project can be found in the Minimum Testing Requirements.

EXAMPLE - For Item 403.209 (below), there would be 1 Lot, which would be divided into 2 equal-sized Sublots. The samples would be identified as Sublot 1 and Sublot 2.

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples, 17 cores/Lot.

403.209: 450 tons - 2 Method D samples

403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

MINIMUM TESTING REQUIREMENTS

Quantity of Method D Mixes	450	Ton	2
Number of Method D mix sublots	2	sublots	2
Number of Method D sublots with cores		sublots	0
List Mixes:			
	403.209		

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form				Materials Testing and Exploration			
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm				
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting		
	WIN	17341.00	Town	Saco				
	Plant	Pike	Location	Wells				
	Item No.	403.208	Lot No.	1	Sublot No.	4	Sublot Size	725
	MaineDOT Design No.					Comparison No.		

Enter "Sublot Size" – HMA Mix Samples – Methods A and C



Methods A and C

Each Lot is divided into equal-sized Sublots (as determined at the Preparing Conference).

- The quantity of mix in each Sublot is determined by dividing the mix quantity in the Lot by the number of Sublots.

EXAMPLE – For Item 403.208 (below), each Lot contains 4350 tons, and is divided into 6 Sublots (6 samples). The Sublot Size = $4350 \text{ tons} / 6$, which equals a Sublot Size of **725** tons.

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples, 17 cores/Lot.

403.209: 450 tons - 2 Method D samples

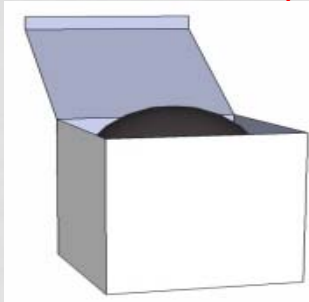
403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form				Materials Testing and Exploration			
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm				
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting		
	WIN	17341.00	Town	Saco				
	Plant	Pike	Location	Wells				
	Item No.	403.213	Lot No.	1	Sublot No.	1	Sublot Size	492
	MaineDOT Design No.					Comparison No.		

Enter "Sublot Size" – HMA Mix Samples – Method B



Method B

Each Lot is divided into 3 equal-sized Sublots.
 • The quantity of mix in each Sublot is determined by dividing the mix quantity in the Lot by 3.

EXAMPLE – For Item 403.213 (below), the Lot contains 1475 tons, and is divided into 3 Sublots (3 samples). The Sublot Size = $1475 \text{ tons} / 3$, which equals a Sublot Size of **492** tons.

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples, 17 cores/Lot.

403.209: 450 tons - 2 Method D samples

403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form			Materials Testing and Exploration
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	HMA Mix – 9.5 mm
<input type="checkbox"/> Accept. Method B	Date Sampled	7/24/2012	Sampler	J. Smith
<input type="checkbox"/> Accept. Method C	WIN	17341.00	Sampler's Employer	ABC Consulting
<input type="checkbox"/> Accept. Method D	Plant	Pike	Town	Saco
<input type="checkbox"/> Indep. Assurance	Item No.	403.209	Location	Wells
<input type="checkbox"/> Verification	Lot No.	1	Sublot No.	1
<input type="checkbox"/> Maintenance	MaineDOT Design No.		Sublot Size	225
<input type="checkbox"/> Indep. Verification			Comparison No.	
<input type="checkbox"/> QC <input type="checkbox"/> Other				

Enter "Sublot Size" – HMA Mix Samples – Method D



Method D

For Method D HMA items, the specified sampling rate is 1 sample/250 tons. The required number of Method D samples for each pay item on the project can be found in the Minimum Testing Requirements.

The Sublot Size is determined by dividing the estimated tons of the HMA item by the number of Sublots.

EX: Sublot Size = 450 tons/2 Sublots = 225 tons

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples, 17 cores/Lot.

403.209: 450 tons - 2 Method D samples

403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

MINIMUM TESTING REQUIREMENTS			
Quantity of Method D Mixes	450	Ton	2
Number of Method D mix sublots	2	sublots	2
Number of Method D sublots with cores		sublots	0
List Mixes:			
	403.209		

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form			Materials Testing and Exploration
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Core
	Date Sampled	7/24/2012	Sampler	J. Smith
	WIN	17341.00	Sampler's Employer	ABC Consulting
	Plant	Pike	Town	Saco
	Item No.	403.208	Location	Wells
	MaineDOT Design No.		Sublot No.	4
			Sublot Size	
		Comparison No.		

Enter "Sublot No. " – HMA Cores – Method A and C



Methods A and C

Each Lot is divided into equal-sized Sublots (as determined at the Preparing Conference). The typical sampling rate for cores is: 1/500 tons on Base or Binder layers, and 1/250 tons on surface layers. One core is taken from each Sublot.

- Sublot Numbers cannot be repeated within a Lot.

EXAMPLE - For Item 403.208 (below), there would be 5 Lots, each consisting of 17 Sublots.

- Lot 1 would consist of Sublots 1, 2, 3... ,17.
- Lot 2 would consist of Sublots 1, 2, 3 ..., 17.
- Lot 3 would consist of Sublots 1, 2, 3 ..., 17, etc.

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples, 17 cores/Lot.

403.209: 450 tons - 2 Method D samples

403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form			Materials Testing and Exploration		
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Core		
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting
	WIN	17341.00	Town	Saco		
	Plant	Pike	Location	Wells		
	Item No.	403.213	Lot No.	1	Sublot No.	2
	MaineDOT Design No.				Sublot Size	
					Comparison No.	

Enter "Sublot No. " – HMA Cores – Method B

Method B

Each Lot is divided into 3 equal-sized Sublots. One core is taken from each Sublot.

- Sublot Numbers cannot be repeated within a Lot.

EXAMPLE - For Item 403.213 (below), there would be 1 Lot, which would be divided into 3 equal-sized Sublots. The cores would be identified as Sublot 1, Sublot 2 and Sublot 3.



PREPAVING CONFERENCE REPORT

General Comments:

- 403.208: 5 Lots @ 4350 tons each - 6 samples/Lot.
- 403.209: 450 tons - 2 Method D samples, 4 cores.
- 403.211: 3 Lots - 4000 tons each - 5 samples each.
- 403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form			Materials Testing and Exploration
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	
<input type="checkbox"/> Accept. Method B	Date Sampled	7/24/2012	Sampler	J. Smith
<input type="checkbox"/> Accept. Method C	WIN	17341.00	Sampler's Employer	ABC Consulting
<input type="checkbox"/> Accept. Method D	Plant	Pike	Town	Saco
<input type="checkbox"/> Indep. Assurance	Item No.	403.209	Location	Wells
<input type="checkbox"/> Verification	Lot No.	1	Sublot No.	2
<input type="checkbox"/> Maintenance	MaineDOT Design No.		Sublot Size	
<input type="checkbox"/> Indep. Verification			Comparison No.	
<input type="checkbox"/> QC <input type="checkbox"/> Other				

Enter "Sublot No. " – HMA Cores – Method D



Method D

For Method D HMA items which include a density specification, the rate of testing is 2 cores/250 tons. The required number of Method D cores (or Sublots) for each pay item on the project can be found in the Minimum Testing Requirements.

EXAMPLE - For Item 403.209 (below), there would be 1 Lot, which would be divided into 4 equal-sized Sublots. The cores would be identified as Sublot 1, Sublot 2, Sublot 3 and Sublot 4

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples/Lot.
 403.209: 450 tons - 2 Method D samples, 4 cores.
 403.211: 3 Lots - 4000 tons each - 5 samples each.
 403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

MINIMUM TESTING REQUIREMENTS			
Quantity of Method D Mixes	450	Ton	2
Number of Method D mix sublots	2	sublots	2
Number of Method D sublots with cores	4	sublots	4
List Mixes:			
	<u>403.209</u>		

To determine if the Method D Item requires cores, refer to Special Provision 403, Complimentary Notes.



**SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT**

Desc. Of Course	Grad Design.	Item Number	Bit Cont. % of	Total Thick	No. Of Layers	Comp. Notes
Hilton Hill Road						
Wearing	12.5 mm	403.208	N/A	2.0 in	1	4,1017
Base	12.5 mm	403.213	N/A	2.0 in	1	4,1017

COMPLEMENTARY NOTES

10. Section 106.6 Acceptance, (2) Method D - For hot mix asphalt items designated as Method D in Special Provision Section 403 --Hot Mix Asphalt, one sample will be taken from the paver hopper or the truck body per **250** ton, per pay item. The mix will be tested for gradation and PGAB content. Disputes will not be allowed. If the mix is within the tolerances listed in Table 9, below the Department will pay the contract unit price.

Table 9

Property	USL and Method D
Percent Passing 4.75 mm [No. 4] and larger sieves	Target ± 7
Percent Passing 2.36 mm [No. 8] to 1.18 mm [No. 16] sieves	Target ± 5
Percent Passing 0.60 mm [No. 30]	Target ± 4
Percent Passing 0.30 mm [No. 50] to 0.075 mm [No. 200] sieve	Target ± 3
PGAB Content	Target ±
In-Place Density	Minimum

If the test results for each **250**-ton increment are outside these limits the following deductions, (Table 9b) shall apply to the HMA quantity represented by the test. A second consecutive failing test shall result in cessation of production.

TABLE 9b

PGAB Content	-5%
2.36 mm sieve	-2%
0.30 mm sieve	-1%
0.075 mm sieve	-2%
In-Place Density	see note 17

17. The Contractor shall cut two (2) 6-inch cores per **250** ton per pay item, which shall be tested for percent TMD per AASHTO T-269. If the average of the two test results is below 92.5%, the area represented by the test will be isolated and tested separately. A minimum of two additional cores shall be randomly selected from the isolated area. If the core results from the isolated area average below 92.5 %, the effected area shall be removed and replaced at the expense of the Contractor for the full lane width to the limits determined by the Department.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form				Materials Testing and Exploration			
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description	HMA Core				
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting		
	WIN	17341.00	Town	Saco				
	Plant	Pike	Location	Wells				
	Item No.	403.208	Lot No.	1	Sublot No.	4	Sublot Size	256
	MaineDOT Design No.					Comparison No.		

Enter "Sublot Size" – HMA Cores – Methods A and C

Methods A and C

Each Lot is divided into equal-sized Sublots (as determined at the Preparing Conference).

- The quantity of mix in each Sublot is determined by dividing the mix quantity in the Lot by the number of Sublots.

EXAMPLE – For Item 403.208 (below), each Lot contains 4350 tons, and is divided into 17 Sublots (17 cores). The Sublot Size = 4350 tons/17, which equals a Sublot Size of **256** tons.



PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples, 17 cores/Lot.

403.209: 450 tons - 2 Method D samples

403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form				Materials Testing and Exploration			
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description				HMA Core	
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting		
	WIN	17341.00	Town	Saco				
	Plant	Pike		Location	Wells			
	Item No.	403.213	Lot No.	1	Sublot No.	1	Sublot Size	492
	MaineDOT Design No.					Comparison No.		

Enter "Sublot Size" – HMA Cores – Method B



Method B

Each Lot is divided into 3 equal-sized Sublots.

- The quantity of mix in each Sublot is determined by dividing the mix quantity in the Lot by 3.

EXAMPLE – For Item 403.213 (below), the Lot contains 1475 tons, and is divided into 3 Sublots (3 cores). The Sublot Size = 1475 tons/3, which equals a Sublot Size of **492** tons.

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples/Lot.

403.209: 450 tons - 2 Method D samples

403.211: 3 Lots - 4000 tons each - 5 samples each.

403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form				Materials Testing and Exploration			
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Reference Number	281301	Sample Description				HMA Core	
	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting		
	WIN	17341.00	Town				Saco	
	Plant	Pike	Location		Wells			
	Item No.	403.209	Lot No.	1	Sublot No.	1	Sublot Size	113
	MaineDOT Design No.					Comparison No.		

Enter "Sublot Size" – HMA Cores – Method D



Method D

For Method D HMA items which include a density specification, the rate of testing is 2 cores/250 tons. The required number of Method D cores for each pay item on the project can be found in the Minimum Testing Requirements. The Sublot Size is determined by dividing the estimated tons of the HMA item by the number of cores.

EX: Lot Size = 450 tons/4 Sublots = 113 tons

PREPAVING CONFERENCE REPORT

General Comments:

403.208: 5 Lots @ 4350 tons each - 6 samples/Lot.
 403.209: 450 tons - 2 Method D samples
 403.211: 3 Lots - 4000 tons each - 5 samples each.
 403.213: 1 Lot Method B - 1475 tons – 3 samples, 3 cores.

MINIMUM TESTING REQUIREMENTS			
Quantity of Method D Mixes	450	Ton	2
Number of Method D mix sublots	2	sublots	
Number of Method D sublots with cores	4	sublots	
List Mixes:			
	403.209		



GENERAL SAMPLE INFORMATION



MaineDOT		HMA and PCC Sample Identification Form		Materials Testing and Exploration	
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm	
<input type="checkbox"/> Accept. Method B	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer
<input type="checkbox"/> Accept. Method C	WIN	17341.00	Town	Saco	
<input type="checkbox"/> Accept. Method D	Plant	Pike	Location	Wells	
<input type="checkbox"/> Indep. Assurance	Item No.	403.208	Lot No.	1	Sublot No.
<input type="checkbox"/> Verification	MaineDOT Design No.	PII-WE11-75B-12R			Sublot Size
<input type="checkbox"/> Maintenance					725
<input type="checkbox"/> Indep. Verification					Comparison No.
<input type="checkbox"/> QC <input type="checkbox"/> Other					

Enter "MaineDOT Design No."

PII-WE11-75B-12R

HMA Producer
PII = Pike Industries

Plant Location
WE = Wells

Year design was approved
11 = 2011

Design gyrations
Typically 50 or 75

Plant type
B = Batch
D = Drum

Mix size
475 = 4.75 mm
95 = 9.5 mm
12 = 12.5 mm
19 = 19 mm

R : Mix contains
Recycled
Asphalt
Pavement



GENERAL SAMPLE INFORMATION

MaineDOT	HMA and PCC Sample Identification Form			Materials Testing and Exploration				
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm				
<input type="checkbox"/> Accept. Method B	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer	ABC Consulting		
<input type="checkbox"/> Accept. Method C	WIN	17341.00	Town	Saco				
<input type="checkbox"/> Accept. Method D	Plant	Pike	Location	Wells				
<input type="checkbox"/> Indep. Assurance	Item No.	403.208	Lot No.	1	Sublot No.	4	Sublot Size	725
<input type="checkbox"/> Verification	MaineDOT Design No.	PII-WE11-75B-12R			Comparison No.			
<input type="checkbox"/> Maintenance								
<input type="checkbox"/> Indep. Verification								
<input type="checkbox"/> QC <input type="checkbox"/> Other								

Additional Mix Design Designations

PII-WE11-50B-ST95

PII-WE11-50B-WMA95

PII-WE11-50B-L95

PII-WE11-75B-P12

PII-WE11-50B-95C

PII-WE11-50B-12F

PII-WE11-50B-RB19

3/4" Surface Treatment

Warm Mix Asphalt

Latex-modified binder

Polymer-modified binder

Coarse-graded mix

Fine-graded mix

Asphalt Rich Base



GENERAL SAMPLE INFORMATION

MaineDOT		HMA and PCC Sample Identification Form		Materials Testing and Exploration	
<input type="checkbox"/> Accept. Method A	Reference Number	281301	Sample Description	HMA Mix – 12.5 mm	
<input type="checkbox"/> Accept. Method B	Date Sampled	7/24/2012	Sampler	J. Smith	Sampler's Employer
<input type="checkbox"/> Accept. Method C	WIN	17341.00	Town	Saco	
<input type="checkbox"/> Accept. Method D	Plant	Pike	Location	Wells	
<input type="checkbox"/> Indep. Assurance	Item No.	403.208	Lot No.	1	Sublot No.
<input type="checkbox"/> Verification	MaineDOT Design No.	PII-WE11-75B-12R			Sublot Size
<input type="checkbox"/> Maintenance					725
<input type="checkbox"/> Indep. Verification					Comparison No.
<input type="checkbox"/> QC <input type="checkbox"/> Other					

“Comparison No.” – This is ONLY used by Independent Assurance technicians.

SAMPLE TYPE

MaineDOT	HMA and PCC Sample Identification Form	Materials Testing and Exploration
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	<p>The random samples taken during construction will almost always be Acceptance Method A, B, C or D. The Acceptance Method will be designated on the Special Provision Section 403 page in the Contract book.</p>	

DETERMINING THE ACCEPTANCE METHOD

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Bit Cont. % of Mix	Total Thick	No. Of Layers	Comp. Notes
<u>6" HMA Overlay Areas</u>						
<u>Mainline Travelways & Shoulders</u>						
Wearing	12.5 mm	403.208	N/A	2"	1	5(8)
Base	12.5 mm	403.213	N/A	2"	1	4(7)16
Base	12.5 mm	403.213	N/A	2"	1	4(7)16
<u>Commercial Drives</u>						
Wearing	9.5 mm	403.209	N/A	3"	2/more	2,3,10,11,14
<u>Islands, Sidewalks, Residential Drives, Etc.</u>						
Wearing	9.5 mm	403.209	N/A	2"	1/more	2,3,10,11,14

See Notes for each Item

COMPLEMENTARY NOTES

2. The density requirements are waived. In addition, the use of an oscillating steel roller shall be required to compact all HMA 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.
5. The aggregate qualities shall meet the design traffic level of 3 to <10 million ESALS for mix placed under this contract. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at 75 gyrations.
7. Section 106.6 Acceptance, (1) Method A.
8. Section 106.6 Acceptance, (2) Method B.
10. Section 106.6 Acceptance, (2) Method D.

Notes will identify Acceptance Method for Item

SAMPLE TYPE

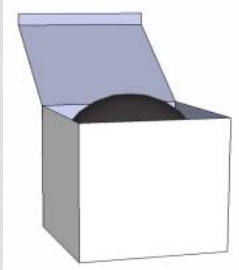
MaineDOT	HMA and PCC Sample Identification Form	Materials Testing and Exploration
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	<p>Independent Assurance samples are <u>ONLY</u> taken by IA technicians.</p>	

MaineDOT	HMA and PCC Sample Identification Form	Materials Testing and Exploration
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	<p>Verification samples are taken for the following reasons:</p> <ul style="list-style-type: none">• Prior to construction, to verify the mix design• To determine if contractor can resume production, following Shutdown/corrective action	

SAMPLE TYPE

MaineDOT	HMA and PCC Sample Identification Form	Materials Testing and Exploration
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Samples taken on Maintenance projects – Light Capital Paving.	

MaineDOT	HMA and PCC Sample Identification Form	Materials Testing and Exploration
<input type="checkbox"/> Accept. Method A <input type="checkbox"/> Accept. Method B <input type="checkbox"/> Accept. Method C <input type="checkbox"/> Accept. Method D <input type="checkbox"/> Indep. Assurance <input type="checkbox"/> Verification <input type="checkbox"/> Maintenance <input type="checkbox"/> Indep. Verification <input type="checkbox"/> QC <input type="checkbox"/> Other	Independent Verification - samples that are used to validate contractor/consultant test results on Design-Build projects. QC – Splits of contractor QC samples that are obtained at the QC lab by DOT plant inspectors. Other – Samples taken for information; all other samples.	



HMA MIX SAMPLE INFORMATION

Enter the following information on ALL HMA mix samples.

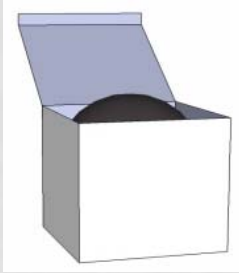
HMA Mix Samples								
Ticket No.	248674	<input type="checkbox"/> Test Strip	<input type="checkbox"/> Method D - Gmm Needed for the 2 required cores	Temp.	285°F	<input type="checkbox"/> Truck at plant	Station	<input type="checkbox"/> LT <input type="checkbox"/> RT <input type="checkbox"/> CL

Enter "Ticket No. " – found on truck delivery slip.
Enter the mix temperature.

HMA Mix Samples								
Ticket No.	248674	<input type="checkbox"/> Test Strip	<input type="checkbox"/> Method D - Gmm Needed for the 2 required cores	Temp.	285°F	<input type="checkbox"/> Truck at plant	Station	<input checked="" type="checkbox"/> LT <input type="checkbox"/> RT <input type="checkbox"/> CL

Enter the location where the sample was taken.

- Most samples will be taken at the paver – enter the "Station", ;
Check the box indicating "LT", "RT", or "CL".
- For Method D samples (typically taken from a truck at the plant)
Check the box "Truck at plant".



HMA MIX SAMPLE INFORMATION

HMA Mix Samples								
Ticket No.	248674	<input checked="" type="checkbox"/> Test Strip	<input type="checkbox"/> Method D - Gmm Needed for the 2 required cores	Temp.	285°F	<input type="checkbox"/> Truck at plant	Station	<input type="checkbox"/> LT <input type="checkbox"/> RT <input type="checkbox"/> CL

If the sample was taken from a test strip (typically 3/4" Surface Treatment projects), check the "Test Strip" box.

- The need to perform a test strip will be determined at the Prepaving conference.
- Requirements for test strips can be found in Special Provision Section 401, Hot Mix Asphalt, 3/4" (20 mm) Surface Treatment (see following page).

SPECIAL PROVISION
SECTION 401
HOT MIX ASPHALT
($\frac{3}{4}$ inch (20mm) Surface Treatment)

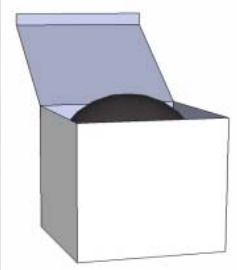
“If the proposed JMF has been used and approved under Method “A” or “B” testing requirements for mix volumetric and density on a current MaineDOT project, to include layover mix designs used the previous year, a test strip will not be required.”

“A test strip at a nominal depth of 1¼ inch [30mm], full lane width, shall be required with any new JMF’s not used and approved under the Method “A” or “B” testing requirements for mix volumetric and density on a current calendar year MaineDOT project.”

“If a test strip is required, it shall conform to the following requirements:

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 [600 meters] in length, or 440 ton [400 Mg] production. Prior to the placement of the test strip a passing verification test is required.”

“Test strips 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.”



HMA MIX SAMPLE INFORMATION

HMA Mix Samples								
Ticket No.	248674	<input type="checkbox"/> Test Strip	<input checked="" type="checkbox"/> Method D - Gmm Needed for the 2 required cores	Temp.	285°F	<input type="checkbox"/> Truck at plant	Station	<input type="checkbox"/> LT <input type="checkbox"/> RT <input type="checkbox"/> CL

For Acceptance Method D ONLY – if the Item includes density requirements, check the box “Method D - Gmm Needed for the 2 required cores”. This will alert the lab staff to determine the Gmm on the mix sample, so that the percent compaction of the cores can be calculated.

- To determine if the Method D Item requires density testing, refer to Special Provision 403, Complimentary Notes (specifically, Note 17).

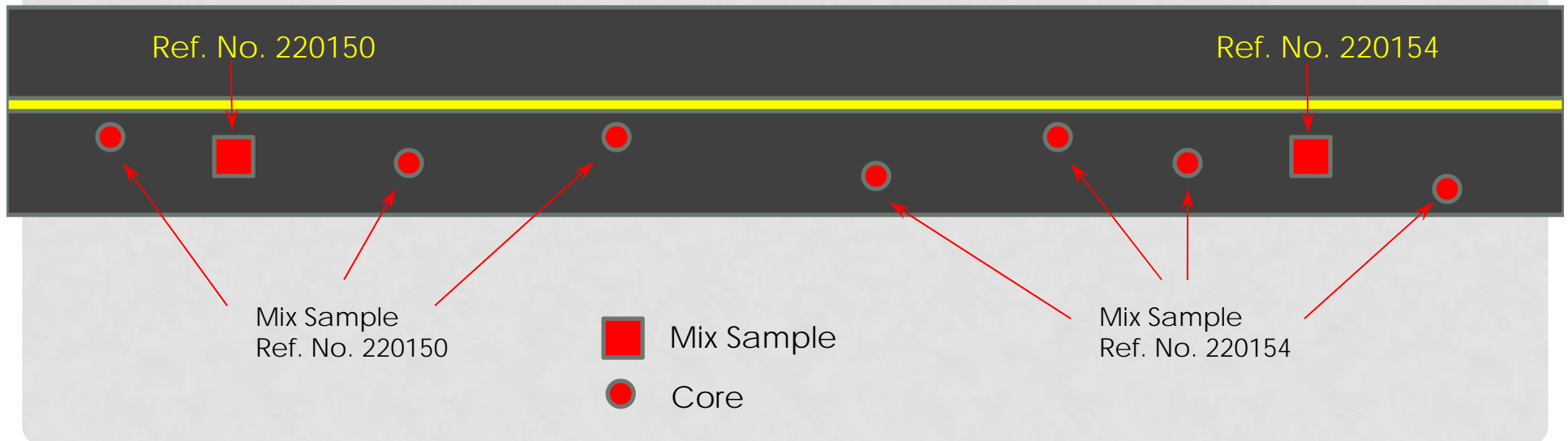
HMA CORE INFORMATION



HMA Cores					
Mix Sample Ref No. 220150	<input type="checkbox"/> Test Strip	Spec <input type="checkbox"/> 92.5, min. <input type="checkbox"/> 92.5 - 97.5 <input type="checkbox"/> 93.5 - 98.5	Station	Offset	<input type="checkbox"/> LT <input type="checkbox"/> RT <input type="checkbox"/> CL
2 nd Mix (CL) Ref No.		<input type="checkbox"/> 91.0, min. (CL Density)			
		<input type="checkbox"/> Information only (shoulder, etc.)			

Enter "Mix Sample Ref No. "

- Use the Reference Number of the HMA mix sample determined to be closest to the core. (This is described in the HMA Policies and procedures manual.)



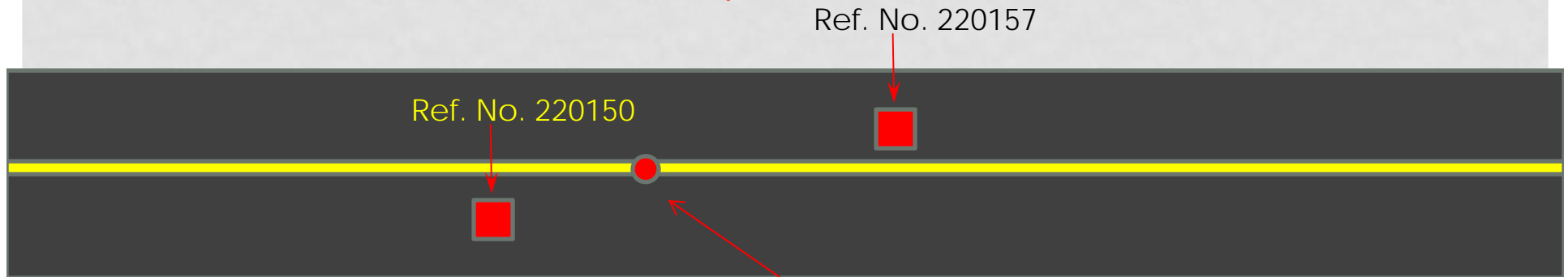
HMA CORE INFORMATION



HMA Cores					
Mix Sample Ref No.	220150	<input type="checkbox"/> Test Strip	Spec <input type="checkbox"/> 92.5, min. <input type="checkbox"/> 92.5 - 97.5 <input type="checkbox"/> 93.5 - 98.5	Station	Offset
2 nd Mix (CL) Ref No.	220157		<input type="checkbox"/> 91.0, min. (CL Density)		<input type="checkbox"/> LT <input type="checkbox"/> RT <input type="checkbox"/> CL
			<input type="checkbox"/> Information only (shoulder, etc.)		

Enter "2nd Mix (CL) Ref No. " ONLY for Centerline Joint cores.

- The percent compaction of Centerline Joint cores is based on the average maximum specific gravity of the nearest mix sample from both sides of centerline.



Mix Sample



Centerline Joint Core

Mix Sample Ref No. 220150
2nd Mix (CL) Ref No. 220157

HMA CORE INFORMATION



HMA Cores					
Mix Sample Ref No.	220150	<input type="checkbox"/> Test Strip	Spec <input type="checkbox"/> 92.5, min. <input type="checkbox"/> 92.5 - 97.5 <input type="checkbox"/> 93.5 - 98.5	Station	Offset
2 nd Mix (CL) Ref No.			<input type="checkbox"/> 91.0, min. (CL Density) <input type="checkbox"/> Information only (shoulder, etc.)		<input type="checkbox"/> LT <input type="checkbox"/> RT <input type="checkbox"/> CL

If the core was taken from a test strip (typically $\frac{3}{4}$ " Surface Treatment projects), check the box "Test Strip".

HMA CORE INFORMATION



HMA Cores						
Mix Sample Ref No.	220150	<input type="checkbox"/> Test Strip	Spec <input type="checkbox"/> 92.5, min. <input type="checkbox"/> 92.5 – 97.5 <input type="checkbox"/> 93.5 – 98.5 <input type="checkbox"/> 91.0, min. (CL Density) <input type="checkbox"/> Information only (shoulder, etc.)	Station	Offset	<input type="checkbox"/> LT <input type="checkbox"/> RT <input type="checkbox"/> CL
2 nd Mix (CL) Ref No.						

Check the appropriate box to indicate the Specified density:

- “92.5, min.” – Acceptance Method D.
- “92.5 – 97.5” – Acceptance Methods A, B and C.
- “93.5 – 98.5” – Asphalt Rich Base (rarely used).
- “91.0, min. (CL Density)” – Centerline Joint cores.
- “Information only (shoulder, etc.)” – Shoulder cores on projects where density specifications do not apply to the shoulders (most projects); any other cores that are cut as a check on density, but not intended for Acceptance purposes.

HMA CORE INFORMATION



HMA Cores						
Mix Sample Ref No.	220150	<input type="checkbox"/> Test Strip	Spec <input type="checkbox"/> 92.5, min. <input type="checkbox"/> 92.5 - 97.5 <input type="checkbox"/> 93.5 - 98.5	Station	Offset	<input type="checkbox"/> LT <input checked="" type="checkbox"/> RT <input type="checkbox"/> CL
2 nd Mix (CL) Ref No.			<input type="checkbox"/> 91.0, min. (CL Density)		34+62	2.7'
			<input type="checkbox"/> Information only (shoulder, etc.)			

Enter the location where the core was taken:

- Station
- Offset
- Left, Right, or Centerline*

*Centerline cores are not standard. They may be required by Special Provision 403, or requested at the prepaving conference.

DIVISION 400 – PAVEMENTS



Uniform Tack Application

What to look for:

- Must be completely and uniformly covered with tack coat
- Avoid spots with excessive tack
- Avoid “corn rows” or streaks in cover

Section 409 Bituminous Tack Coat



Non-Uniform Tack Coat Application

1. Check distributor equipment
2. Check spray bar height
3. Check application temperature
4. Check rate for existing surface

What is the rate difference between a milled surface versus an overlay?

DIVISION 400 - PAVEMENTS

Section 409 Bituminous Tack Coat



© NCDOT

What does it mean for tack to break?

When tack breaks it turns from a brown color to a black color, because the water in the tack coat evaporates.

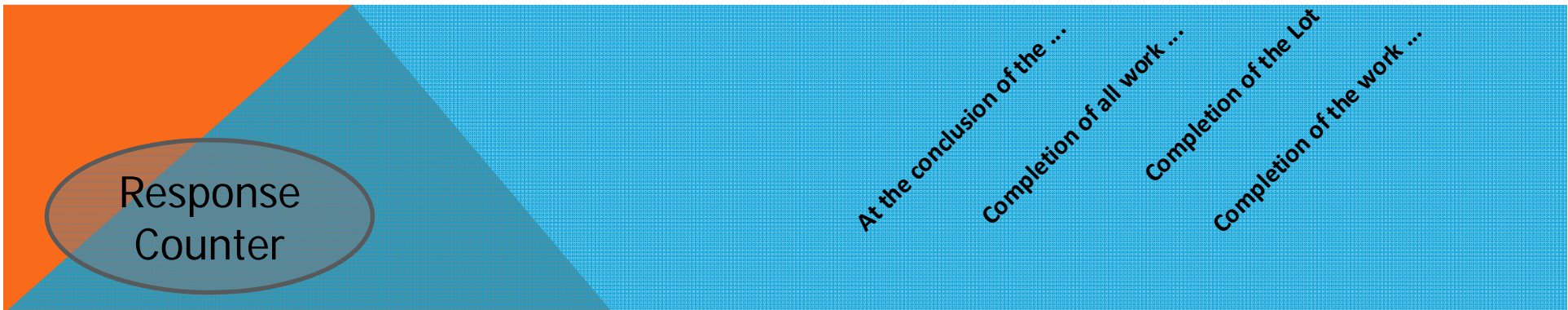
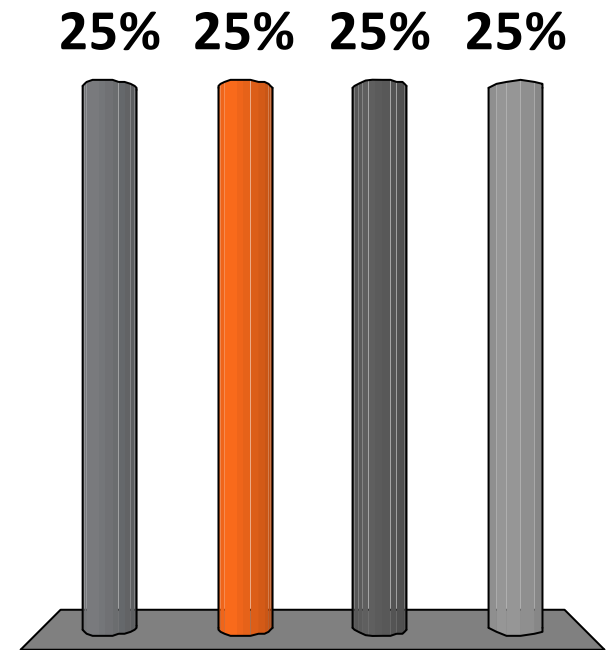
Tack needs to “break” prior to paving a new asphalt layer to ensure proper adhesion.

PAVEMENT STUFF



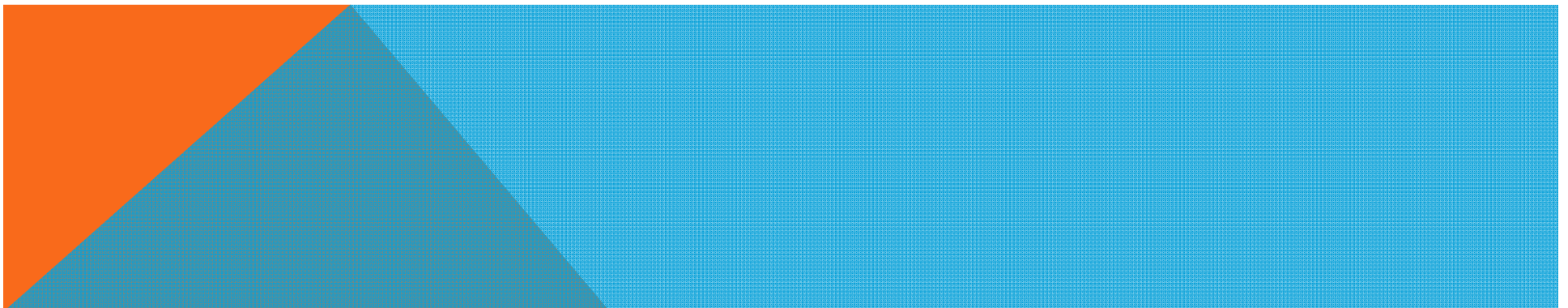
WHEN SHOULD YOU CLOSE OUT HMA LOTS AND REPORT PAYFACTORS TO THE CONTRACTOR?

- A. At the conclusion of the project
- B. Completion of all work under the item number
- C. Completion of the Lot
- D. Completion of the work under that Lot and at the end of the season



WARM-MIX ASPHALT

- The WMA items have been discontinued – do not change item numbers for the addition of a warm-mix additive
- The addition of WMA still needs approval by DOT and above the Resident – should include Project Manager and Pavement Support personnel (Brian and Derek)
- No contract modification necessary, language in the 400 standard covering it now
- If WMA used, make sure to use the JMF including “WMA” in the name as this is how the material will be tracked



MTV OPTION SPECIFICATION

- New special provision allowing compensation for use of an MTV at Contractor's option
 - Compensation set at \$2/ton for mainline travelway and shoulders paved in the same operation
- Contractor must choose to use the MTV or not prior to paving surface
- When they decide to use it, it is then required – cannot use it one day and not the next
- If equipment breaks down, they can finish out the day but receive no compensation



CENTERLINE WEDGE JOINT

We are getting excellent results when done properly

Its an option for the contractor on 1 ½” and thicker lifts

A special provision is needed to allow it; requires additional efforts by the Contractor



TACK

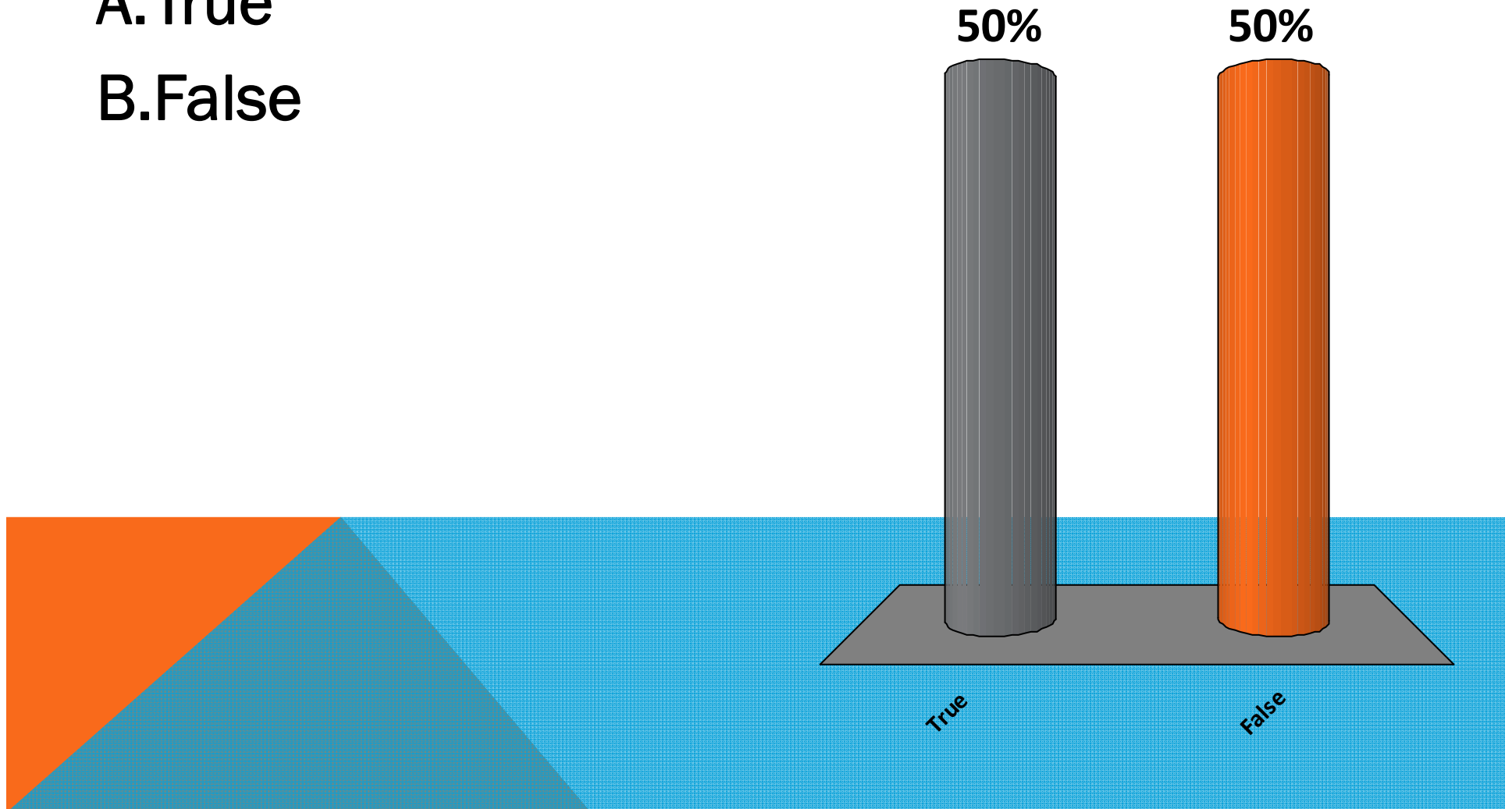
- Specification in the 403 has been altered to allow payment of tack over existing pavement up to 0.03 gal/SY
 - Note required to use 0.03 gal/SY but allows payment if more tack will improve bond



TACK NEEDS TO “BREAK” PRIOR TO PAVING OVER

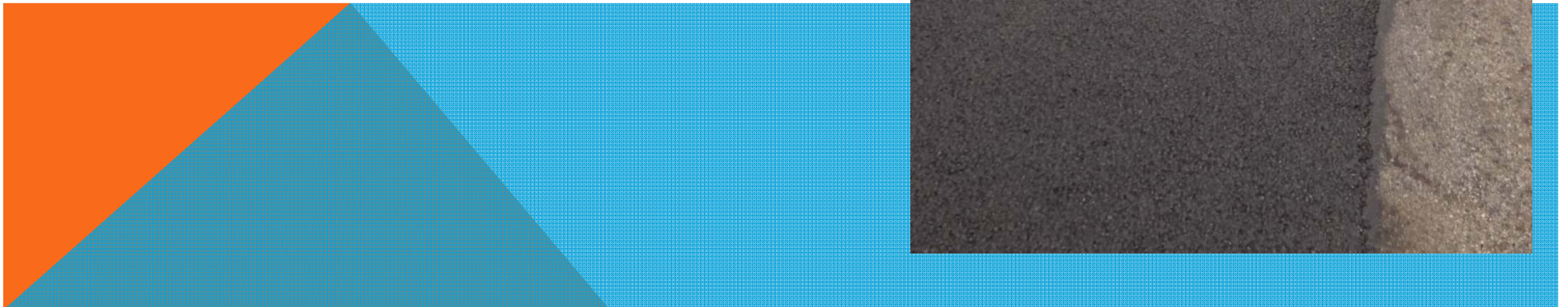
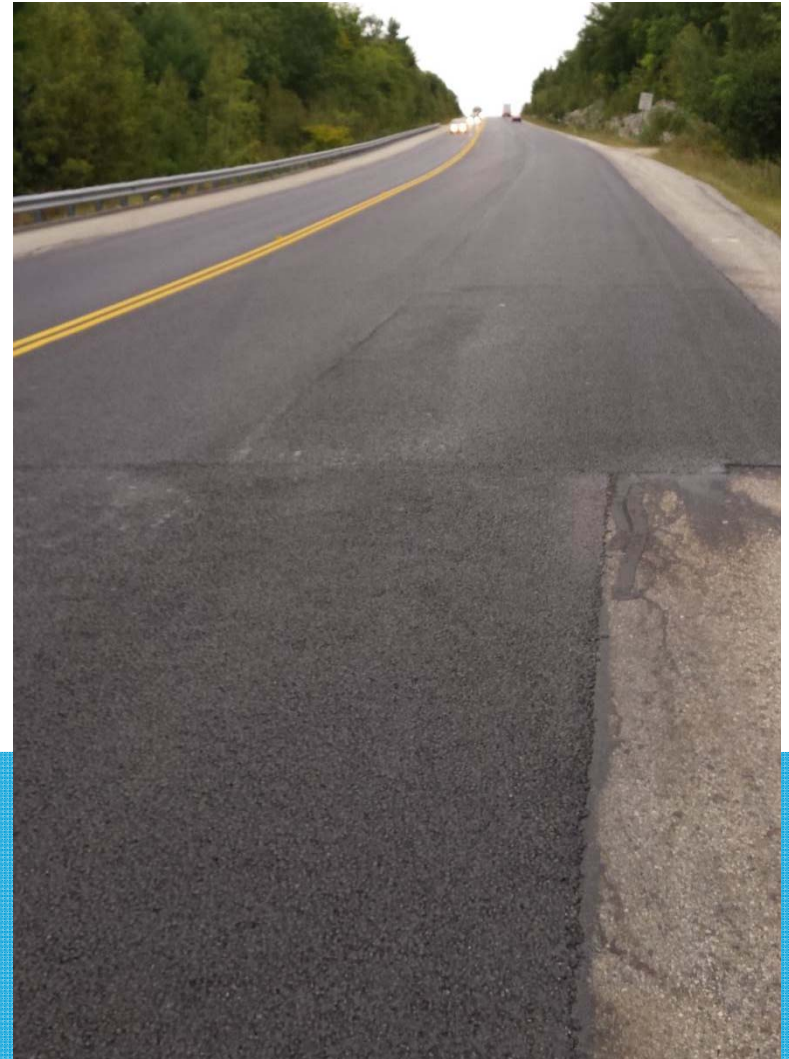
A.True

B.False



UTBWC TIPS

- Preservation treatment being used more by MaineDOT
- Described as a HMA chip seal, placed by a spray paver
- Pavers less able to work in tapers, so plan on paving at a set width for a length then change width



HMA DURABILITY EFFORT

Continued joint effort by
MAPA and MaineDOT to
improve durability of
HMA materials

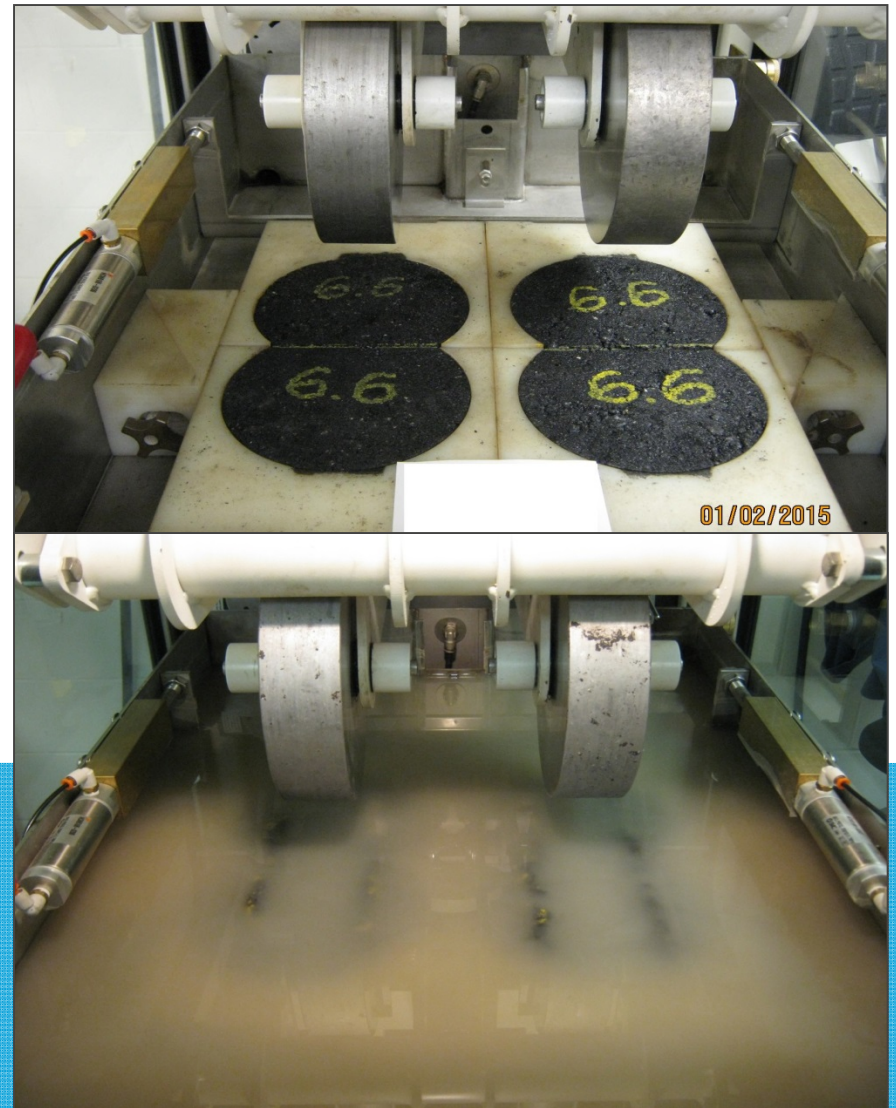
Effort to reduce
premature failures
seen in recent years

“HMA Erosion” seen and
other data suggesting
service lives of
pavements reduced by
50%



HMA DURABILITY EFFORT

- 10-12 projects advertised this year have different versions of special provisions aimed at improving durability
 - Hamburg Wheel Tracker requirements
 - Hydrated Lime
 - Fine Aggregate Durability
- Continued effort for obtaining samples and extensive testing



HAMBURG WHEEL TRACKER – MIX PERFORMANCE

THIS IS NOT THE RESULT WE'RE LOOKING FOR...



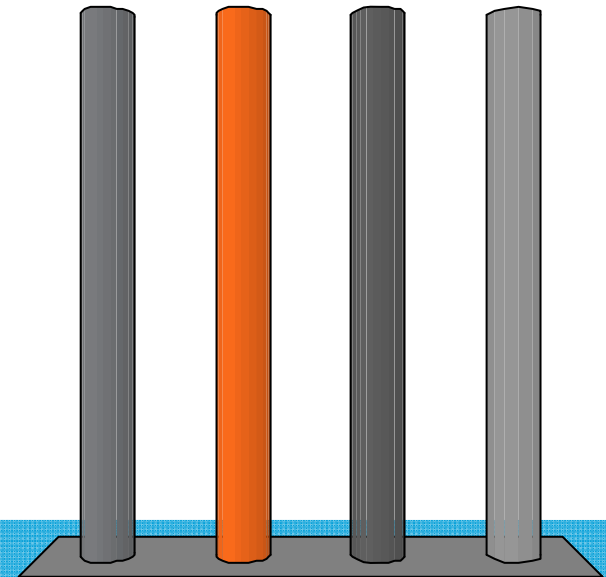
NEW ARAN COLLECTION VEHICLE



ASAP – THE CURRENT ASAP PROGRAM WILL NOT WORK WITH THE NEW ARAN OUTPUT FILES SO WHAT DO WE DO FOR FUTURE PROJECTS?

- A. Just Wing it
- B. Send a survey crew out to collect existing project condition
- C. Involve resources needed to update or redesign the program to use the new data format
- D. Don't use ARAN / ASAP anymore...

25% 25% 25% 25%



Just Wing it

Send a survey crew out t...

Involve any resources ne...

Don't use ARAN / ASAP...

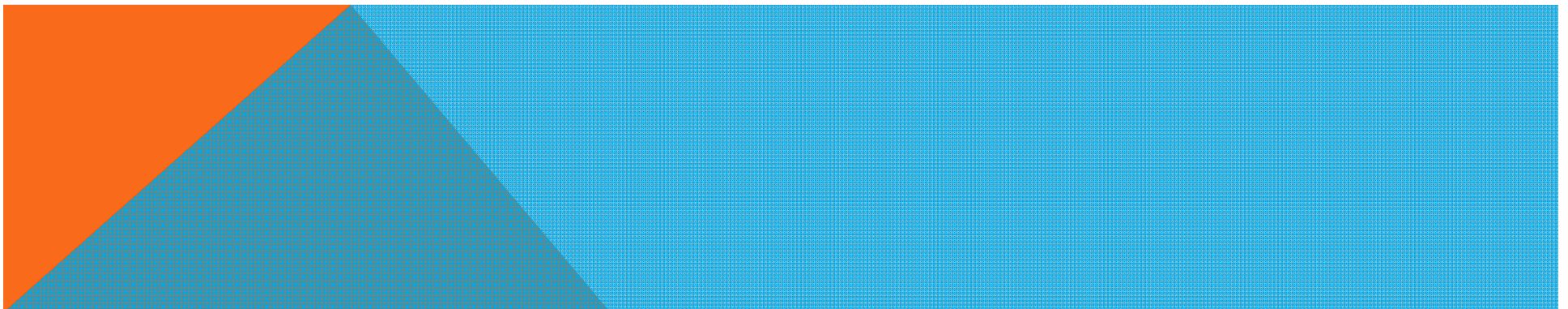
ARAN / ASAP



Currently working with OIT, Pavement Management, and software consultants to update or redesign the ASAP program to utilize the data output from ARAN

Looking for functional improvements as well

Target date of June 2016



HMA LOT TERMINATIONS

The Contractor cannot terminate HMA Lots in progress without approval from the Department.

Taking HMA mix from a different plant is, in effect, terminating a Lot in Progress

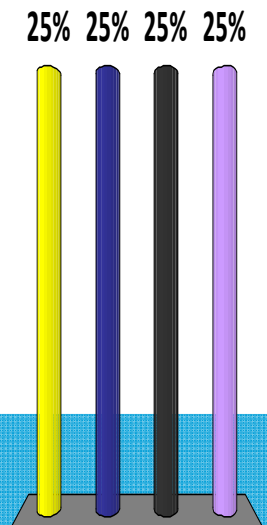
We have allowed the “suspension of a Lot in progress” in rare occasions due to major plant breakdowns, but discussion is needed at the Program level

Method D samples constitute a Lot, and are not combined with other samples to get a pay factor



IF THE CONTRACTOR PROPOSES TO TERMINATE A MIX LOT IN PROGRESS WITHOUT ENOUGH SAMPLES TO GENERATE A MIX PAY FACTOR (3), AND WE APPROVE THE REQUEST..

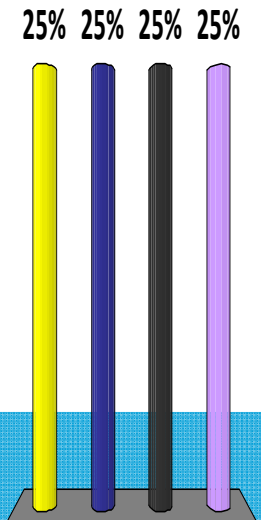
- A. The Contractor receives 100% pay?
- B. The Contractor can submit QC samples to get a pay factor?
- C. The Contractor will receive 80% pay for mix properties placed to date?
- D. The Department never allows this...



The Contractor receives
The Contractor can sub
The Contractor will ter
The Department never

IF THE DEPARTMENT ELECTS TO TERMINATE A MIX LOT IN PROGRESS WITHOUT ENOUGH SAMPLES TO GENERATE A MIX PAY FACTOR (3) ...

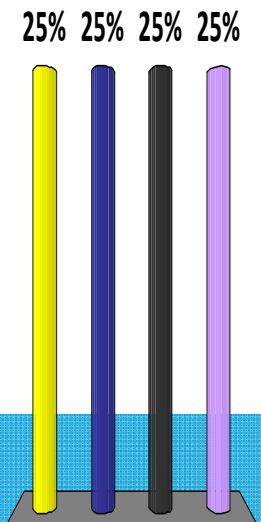
- A. The Contractor receives 100% pay?
- B. The Department can use extra QA samples to get a pay factor?
- C. The Contractor will receive 80% pay for mix properties placed to date?
- D. The Department never terminates Lots



The Contractor receive
The Department can use
The Contractor Will receive
The Department never

IF A MIX LOT IS TERMINATED BY THE CONTRACTOR, OR THE DEPARTMENT, HOW DO WE CALCULATE A DENSITY PAY FACTOR IF WE LACK CORES...?

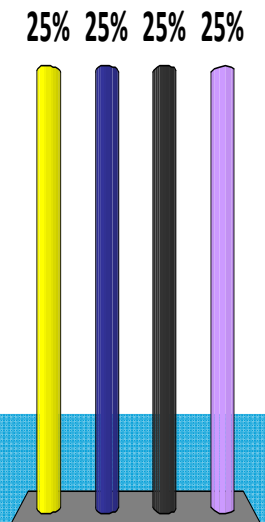
- A. Pay 100% for density?
- B. Pay 80% for density?
- C. Pay 0% for density?
- D. We go cut the cores needed to generate a density pay factor...



Pay 100% for density
Pay 80% for density
Pay 0% for density
We go cut the cores free

QUALITY ASSURANCE PROGRAM - WHO IS RESPONSIBLE FOR MAKING SURE ENOUGH SAMPLES ARE TAKEN TO GENERATE A PAY FACTOR?

- A. The project Resident and Inspectors?
- B. The Contractors QC personnel?
- C. The Contractors Plan Administer (QAT)?
- D. All of the above?



Pay 100% for dens?
Pay 80% for dens?
Pay 0% for dens?
We go cut the cores, nee

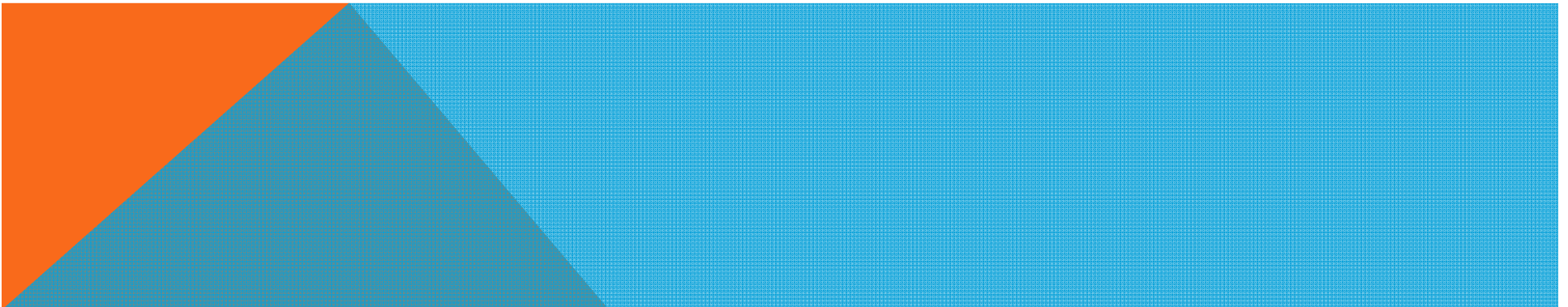
SEGREGATION – THERMAL OR MATERIAL

Both are a concern, and both cause early pavement failure



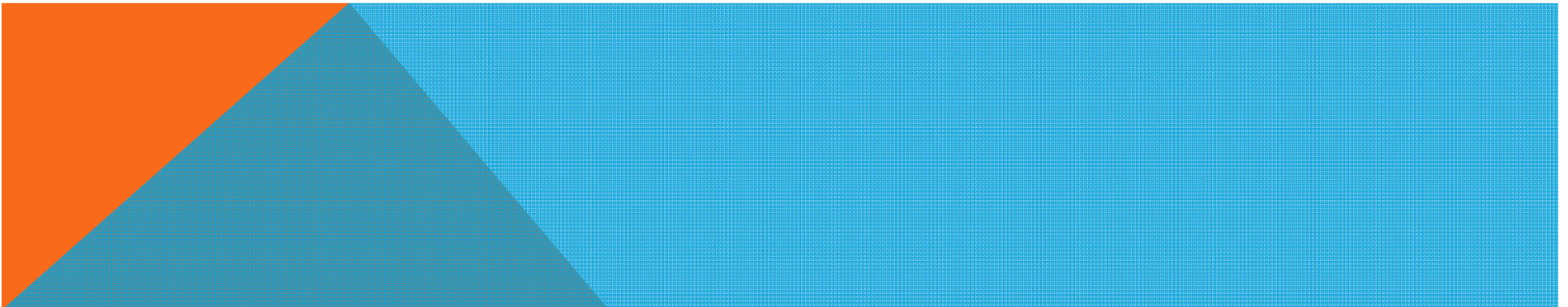
SHOULDER WIDENING PAVING POLICY

On sections of roadway where the traveled way and adjacent shoulder HMA surface course is being placed in a full width, continuous operation, and the equipment is configured to pave to the full width section required in widened areas, (such as to one inch to face of rail, or to face of curb) the Contractor may elect to pave any guardrail end treatment widening in a separate operation if not able to pave the widening at the same time.



SHOULDER WIDENING PAVING POLICY

On sections of roadway where the traveled way and adjacent shoulder HMA surface course is being placed in a full width, continuous operation and widened shoulder areas cannot be paved to the full width section required, (such as to one inch to face of rail, or to face of curb) the Contractor shall pave the traveled way only and pave the wider shoulder and any guardrail end treatment widening in a separate operation.



SHOULDER WIDENING PAVING POLICY

The Contractor shall be required to place pavements to the full width section of the shoulder in guardrail areas to the face of rail, or as directed by the contract documents.





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DIVISION 600 – MISC. CONSTRUCTION

Option I The Contractor shall furnish any of the following type of pipe under Option I:

Corrugated Steel, Metallic (zinc or aluminum) Coated Pipe
Reinforced Concrete Pipe
Corrugated Polyethylene Pipe
Any of the metal pipes allowed under Option III.

Option III The Contractor shall furnish any of the following types of pipe under Option III.
(Corrugated pipe used under this option shall be adequate to equal the flow capacity of comparable smoothlined pipe):

Corrugated Aluminum Alloy Pipe
Polyvinylchloride (PVC) Pipe
Polymer-Precoated Galvanized Corrugated Steel Pipe
Reinforced Concrete Pipe
Corrugated Polyethylene Pipe
Polypropylene Pipe

- Option I and Option III - Contractor's option as to specific kind of pipe
- Backfill with existing material

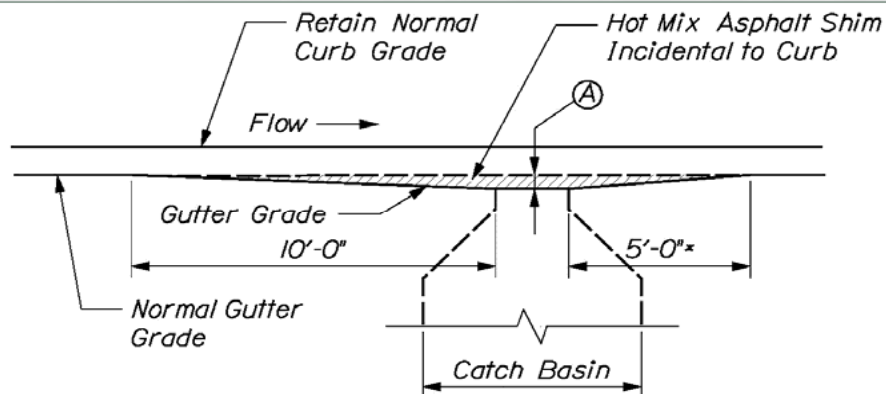
Section 603 Pipe Culverts and Storm Drains



DIVISION 600 – MISC. CONSTRUCTION

- Surface water inlet vs. solid cover
- Existing structures – Adjust, Alter, Rebuild
- Clay Brick and Type II Cement is used to set the frame
- Overlays – Adjust grate vs. mill around
- New Structures – Extra payment for deep structures

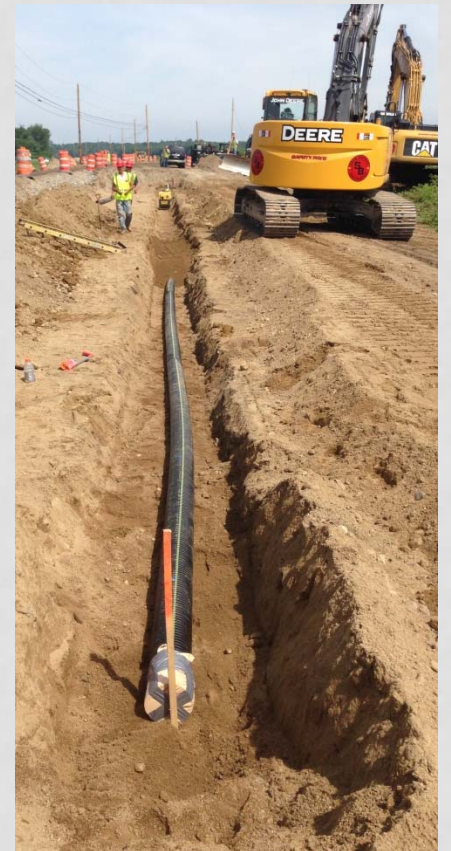
Section 604 Catch Basins and Manholes



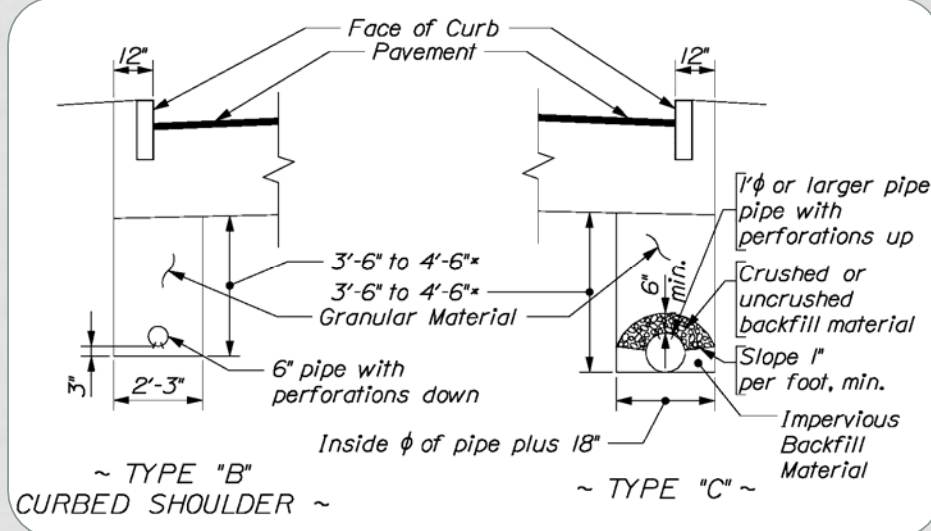
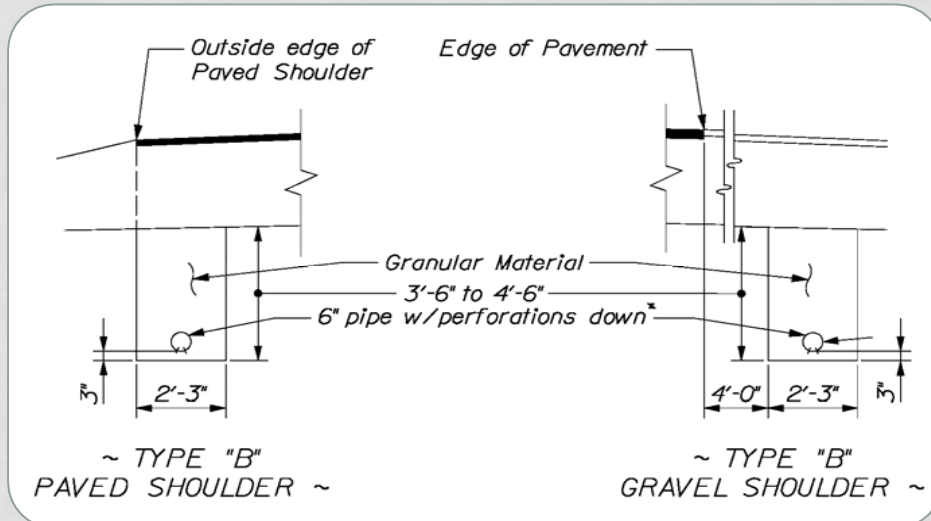
DIVISION 600 – MISC. CONSTRUCTION

- Type 'B' – 6-inch diameter; to collect water only
- Type 'B' – Trench is backfilled with underdrain sand only
- Type 'C' – 12-inch and larger diameters
- Type 'C' – Trench is backfilled with impervious material, underdrain stone and underdrain sand

Section 605
Underdrains



DIVISION 600 – MISC. CONSTRUCTION



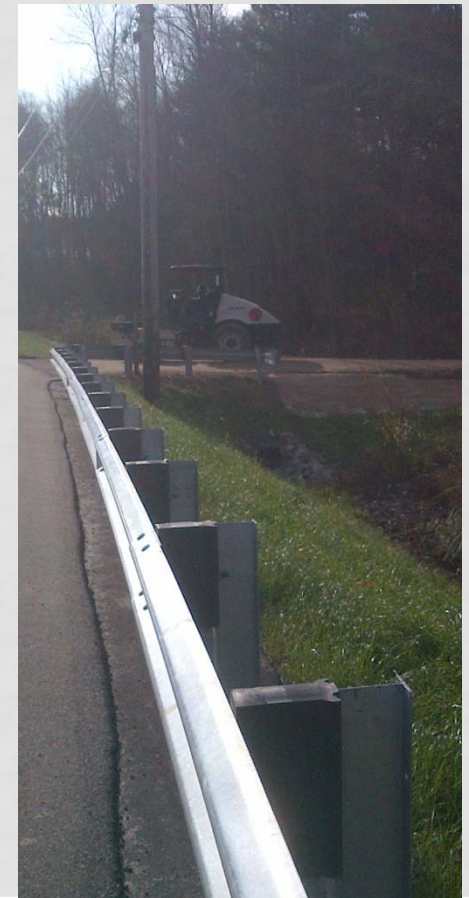
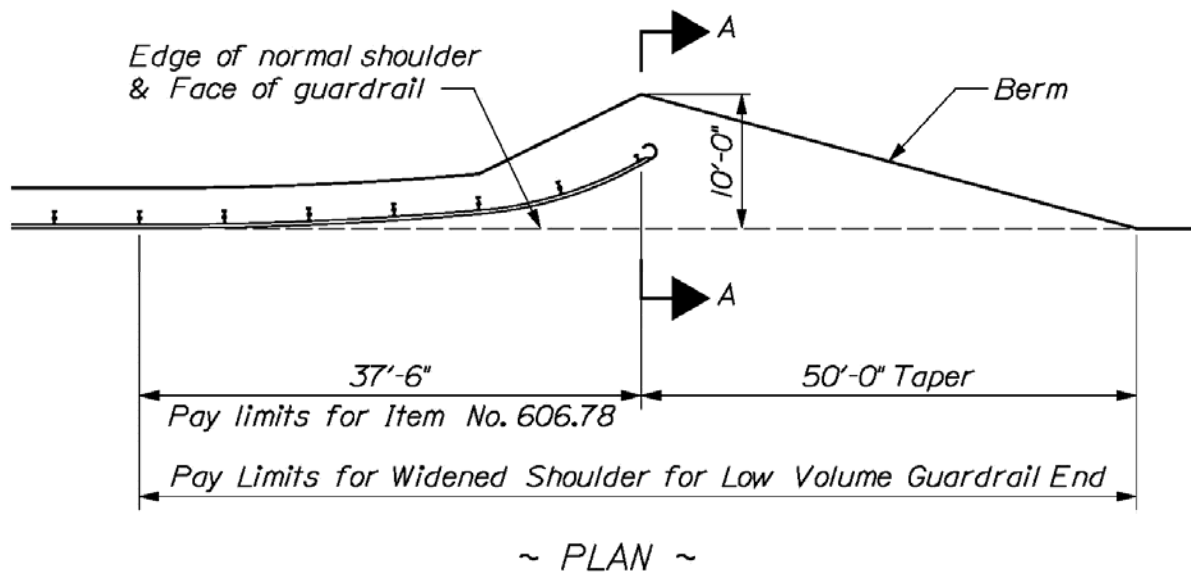
Section 605 Underdrains: Standard Details



DIVISION 600 – MISC. CONSTRUCTION

- Height of rail
- Many pay items – easy to confuse
- Widening for end treatment

Section 606
Guardrail



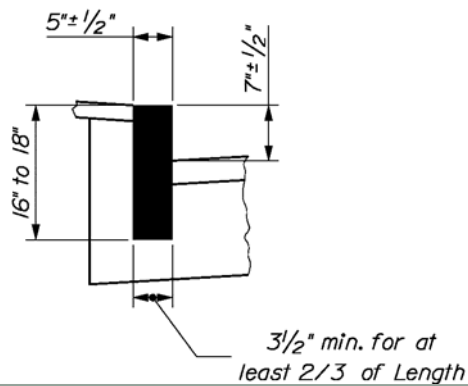
DIVISION 600 – MISC. CONSTRUCTION

- R/W Line – Public or Private Fence?

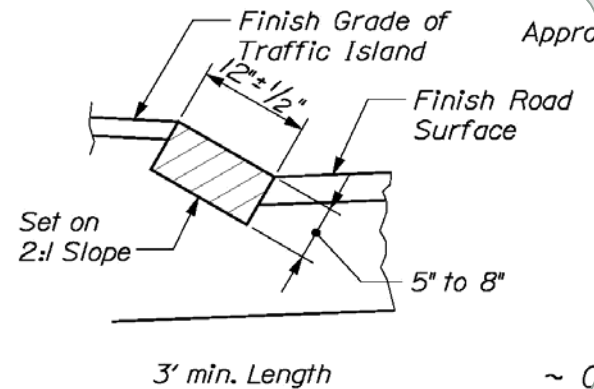
Section 607
Fences

DIVISION 600 – MISC. CONSTRUCTION

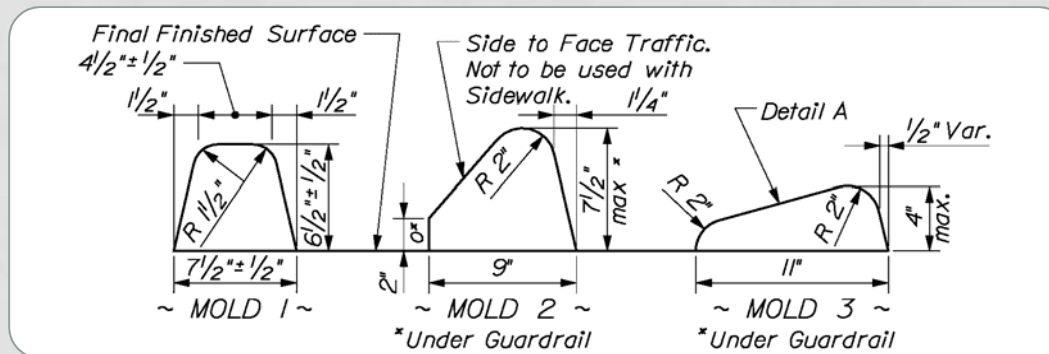
Section 609 Curb



Type 1 Curb –
Vertical Granite



Type 5 Curb –
Slope Granite (Islands)



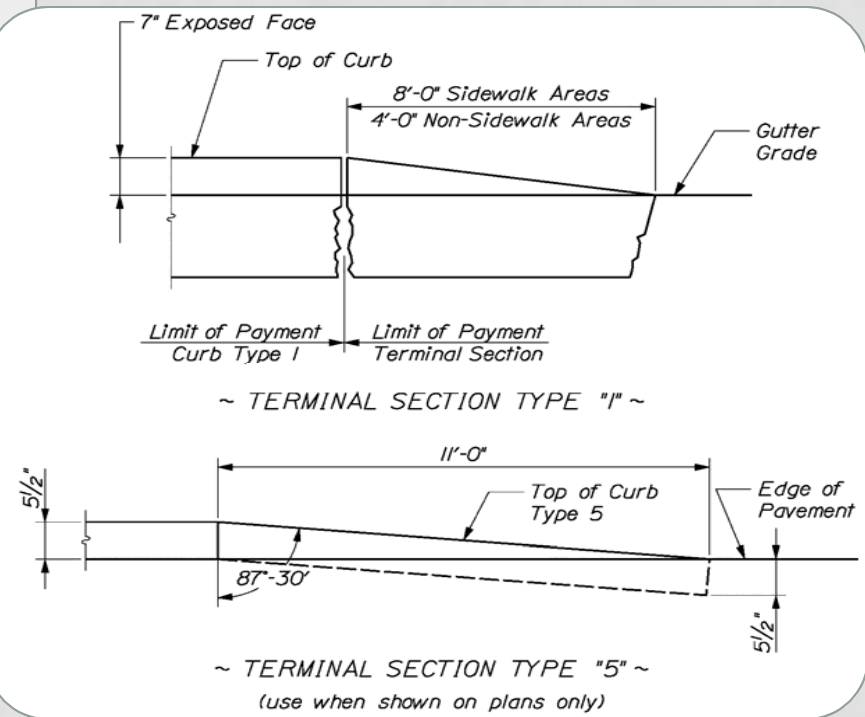
Type 3 Curb - Bituminous



DIVISION 600 – MISC. CONSTRUCTION

Section 609 Curb: ADA Compliance

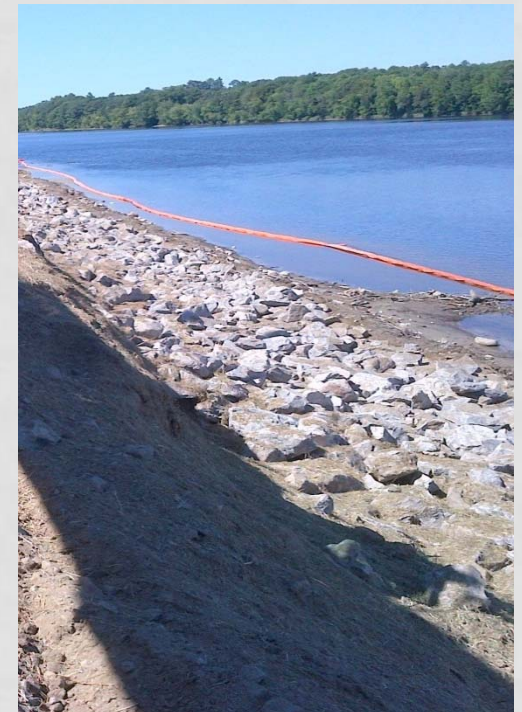
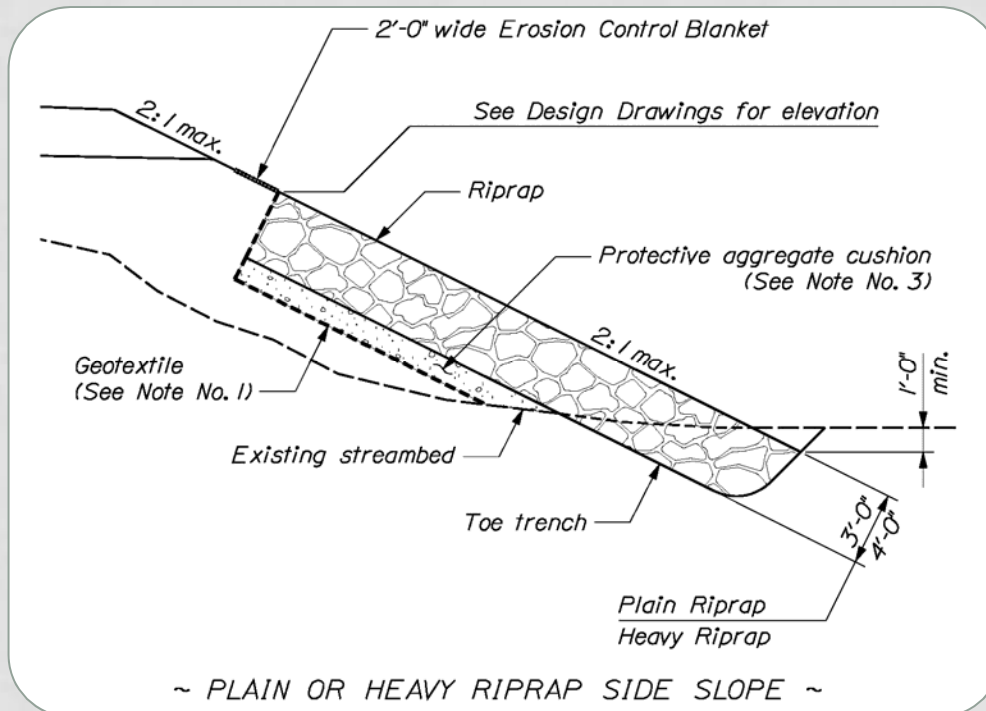
- Legislation that guarantees that people with disabilities have the same opportunities as everyone else



DIVISION 600 – MISC. CONSTRUCTION

- Geotextile is placed under stone
- Refer to 700 Section (Standard Details) for correct stone sizes

Section 610 Stone Fill, Riprap, Stone Blanket and Stone Ditch Protection



DIVISION 600 – MISC. CONSTRUCTION

- Installed on slopes and in ditches
- Make sure overlap is going the correct way
- Seed placed under the blanket

Section 613
Erosion Control
Blankets



DIVISION 600 – MISC. CONSTRUCTION

- Different testing requirements

Section 615
Loam and
Dirty Borrow



DIVISION 600 – MISC. CONSTRUCTION



Section 618 Seeding

- Method #1 – Lawns
- Method #2 – Most non-lawn areas
- Method #3 – Slopes behind guardrail, non-mowed areas
- Standard Specifications show what other materials and at what rate, the seed needs to be added

DIVISION 600 – MISC. CONSTRUCTION

Section 619 Mulch



- Cellulose fiber, hay or straw. Hay cannot be used with Method #1 Seeding

DIVISION 600 – MISC. CONSTRUCTION



Section 620 Geotextiles

- Stabilization Geotextile
- Drainage Geotextile
- Erosion Control Geotextile
- Separation Geotextile

DIVISION 600 – MISC. CONSTRUCTION



Section 621
and 622
Landscaping
and
Transplanting

Kent Cooper:
624-3085


DIVISION 600 – MISC. CONSTRUCTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

REVIEWED REVIEWED WITH COMMENTS
 REJECTED RETURNED FOR CORRECTIONS

Jul 08, 2015

THIS DOCUMENT WAS REVIEWED IN ACCORDANCE WITH STATE
OF MAINE SPECIFICATION SECTION 105.7 WORKING DRAWINGS

 Sr. Geotechnical Engineer

NAME TITLE

EL. 503.5

Section 626
Foundations,
Conduit and
Junction Boxes
for Highway
Signing,
Lighting and
Signals

- Disposition Stamp
 - Unstamped plans are not okay!
 - Only install "Reviewed" or "Reviewed with Comments"

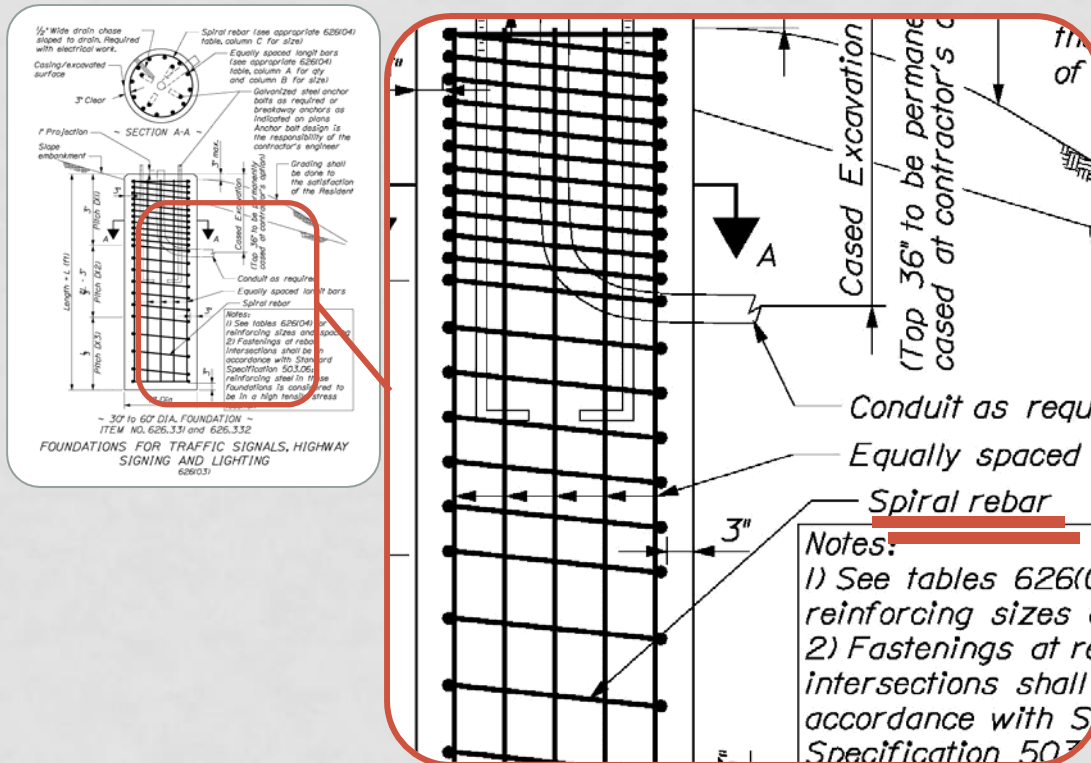
DIVISION 600 – MISC. CONSTRUCTION

Section 626
Foundations,
Conduit and
Junction Boxes
for Highway
Signing,
Lighting and
Signals



- Disposition Stamp
 - Following the wrong plan can lead to problems down the road...

DIVISION 600 – MISC. CONSTRUCTION



Section 626
Foundations,
Conduit and
Junction Boxes
for Highway
Signaling,
Lighting and
Signals



• Reinforcing Cage

- Position – prevent shifting during concrete placement
- Hoops are not spirals! – follow the submitted plan

DIVISION 600 – MISC. CONSTRUCTION



Section 626
Foundations,
Conduit and
Junction Boxes
for Highway
Signing,
Lighting and
Signals



- Reinforcing Cage
 - Spacing – sometimes foundations need to work in tandem...

DIVISION 600 – MISC. CONSTRUCTION



Section 626
Foundations,
Conduit and
Junction Boxes
for Highway
Signing,
Lighting and
Signals



- Anchor Bolts
 - Material – check the mill certification
 - Orientation – the pole needs to face the right direction
 - Protrusion – be careful with measurements

634 HIGHWAY LIGHTING



Pole breakaways must be approved by independent testing lab



All wire will be marked within 2 feet wire must contain a "w" in the rating w stands for Wet location. Some wire is dual rated thhn/thwn Traffic signal cable must be imsa rated

WIRE BREAKAWAYS.



Must disconnect all ungrounded conductors

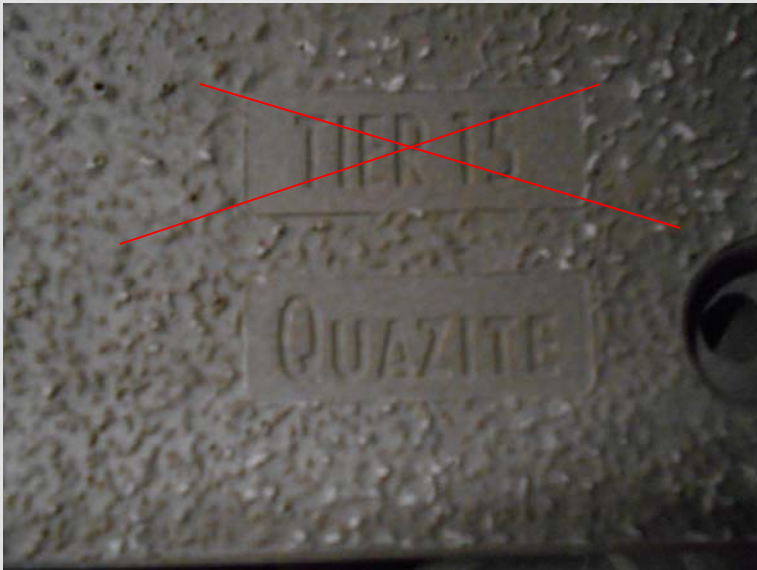
Must be approved for purpose

Must be rated for the correct voltage



PULL BOXES

Tier 22 rating 22,000 lbs design load



Conduits shall enter through the bottom or at least 3 feet deep

Boxes shall be arranged to drain

No splices will be permitted in boxes except for loop wire.

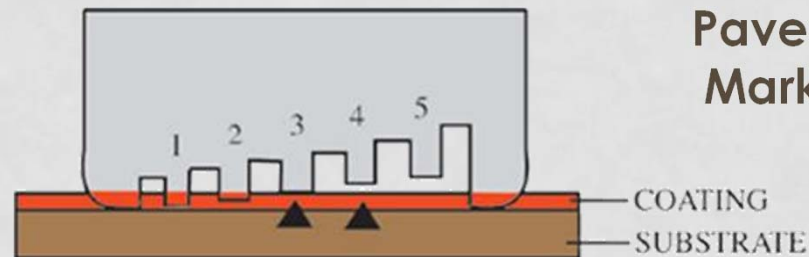
Boxes can be fiber reinforced concrete or concrete not pvc, and must be load rated

Steel covers must be over 100 lbs or be grounded !!!!!!!!!!!!!!!!

DIVISION 600 – MISC. CONSTRUCTION

- Wet film thickness gauge – measures the thickness of the paint.
- Minimum wet thickness (without beads) of paint should be at least 16 mils
- Hand painting should be in two uniform coats, each at least 10 mils thick.
- Temporary striping is now under item 627.78.
- Temporary painted lines and markings have a minimum of 16 mils as well.

Section 627 Pavement Markings



DIVISION 600 – MISC. CONSTRUCTION

Section 627 Pavement Markings



- Glass beads shall be applied to final and temporary pavement lines and marking.
- Lines and markings **must** be protected from traffic by using cones, stationary vehicles or other approved methods until dry.
- Removing pavement lines and markings means completely eradicating the existing line without damage to the pavement.

DIVISION 600 – MISC. CONSTRUCTION

Section 627 Pavement Markings

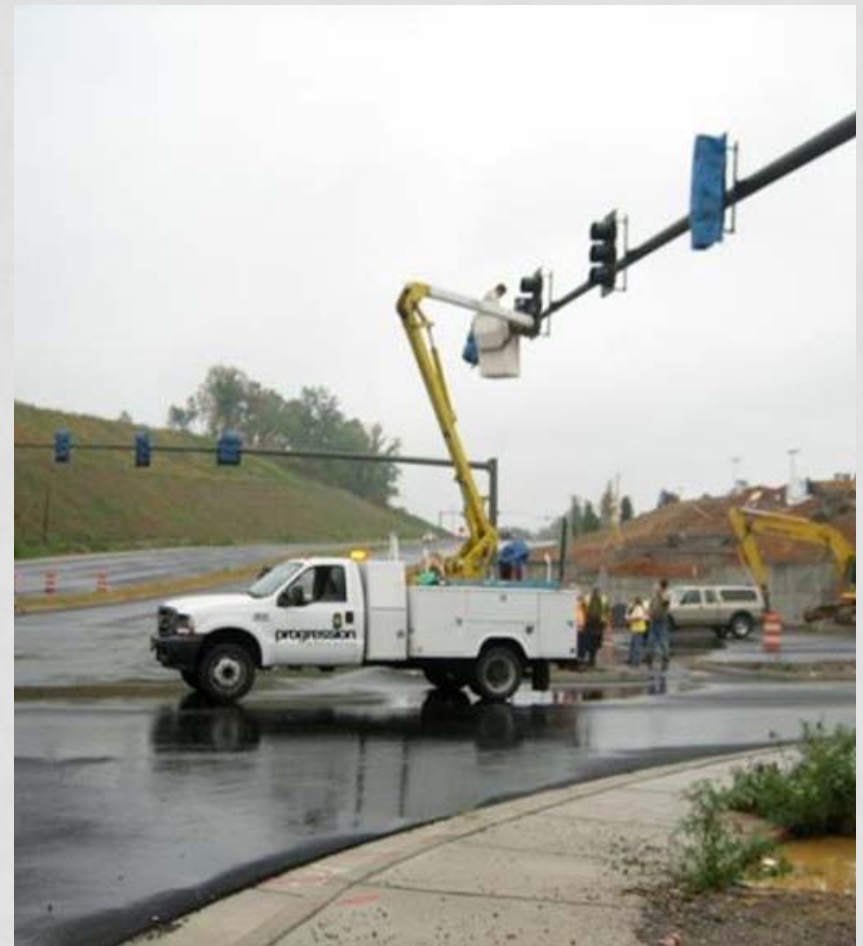


- Temporary Vs. Final
 - Temporary can be T.O.Ms, but we do not pay for them
 - On surface, the first application is temporary striping (627.78) and the second is final (627.733)

DIVISION 600 – MISC. CONSTRUCTION

- **DO NOT ACCEPT OR PAY** for these items until Traffic Engineering inspects and **approves acceptance**
- Traffic control must be set up and verified
- All signal structures with mast/bracket arms need approved damping or energy-absorbing device
- Timing will be supplied in the plan set

Section 643 Traffic Signals



DIVISION 600 – MISC. CONSTRUCTION

Section 643 Traffic Signals

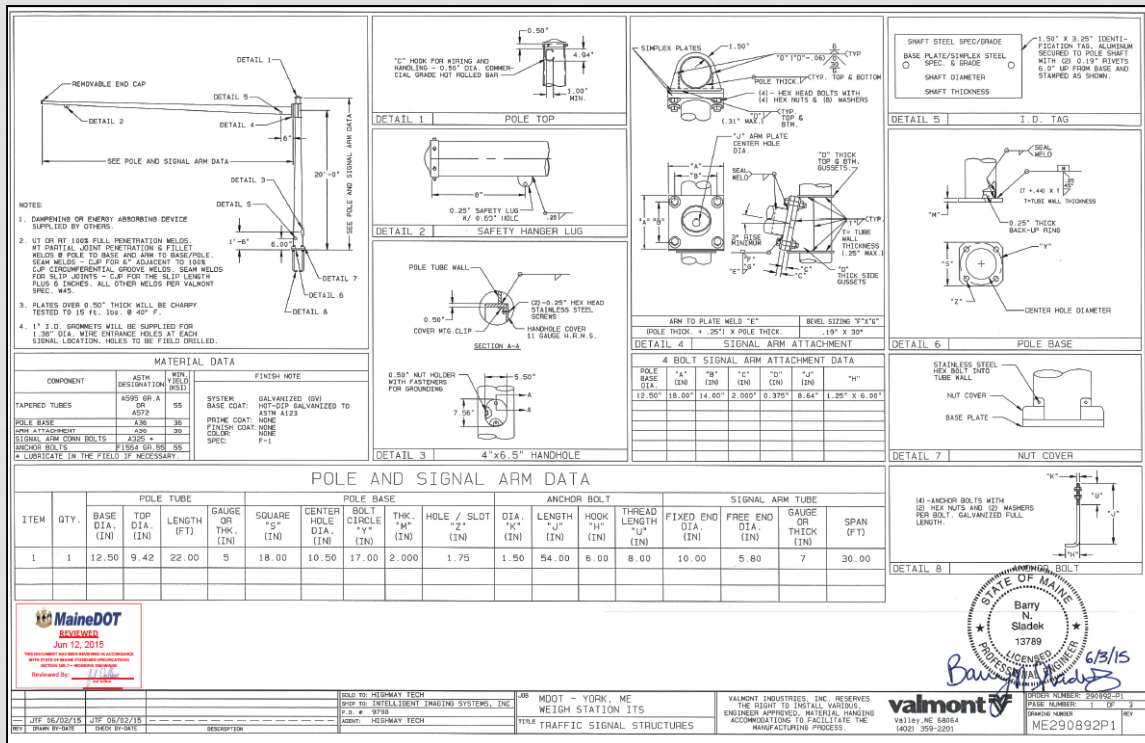
SHOP DRAWING REVIEW	<input checked="" type="checkbox"/> No Exceptions Taken <input type="checkbox"/> Make Corrections Noted <input type="checkbox"/> Amend and Resubmit <input type="checkbox"/> Rejected – See Remarks
<p>Review is only for the general conformance with design concept and intent of Contract Documents. Contractor is solely responsible for verifying dimensions, for establishing fabrication processes, means, techniques, sequences and procedures of construction and for coordination of work of all trades. Exceptions taken and noted to information shown does not authorize work resulting in contract cost revisions unless so stated in separate letter or Change Order.</p>	
HNTB ENGINEERS ARCHITECTS PLANNERS 340 County Road Suite 6c Westbrook, ME 04092 207-774-5155	BY: RBM & CRM DATE: 06/17/15



- Disposition Stamp
 - Unstamped plans are not okay!
 - Do not install “Rejected” or “Amend and Resubmit”

DIVISION 600 – MISC. CONSTRUCTION

Section 643 Traffic Signals



- Fabrication Plans (Shop Drawings)
 - Familiarize – know what these mean!
 - Confirm – check quantity and components

DIVISION 600 – MISC. CONSTRUCTION

Section 643 Traffic Signals



- Hardware
 - Astro-bracket – tighten evenly, these break easily
 - Nut & washers – correct qty & correct location is important

DIVISION 600 – MISC. CONSTRUCTION



Section 643
Traffic Signals



- Baseplate

- Foundation to baseplate distance = $2X$ anchor bolt diameter
- Baseplate must be parallel to top of foundation
- NO grout or spray foam between baseplate and foundation

DIVISION 600 – MISC. CONSTRUCTION

Section 645
Highway
Signing



- **DO NOT ACCEPT OR PAY** for these items until Traffic Engineering inspects and approves acceptance

DIVISION 600 – MISC. CONSTRUCTION

Section 645
Highway
Signing

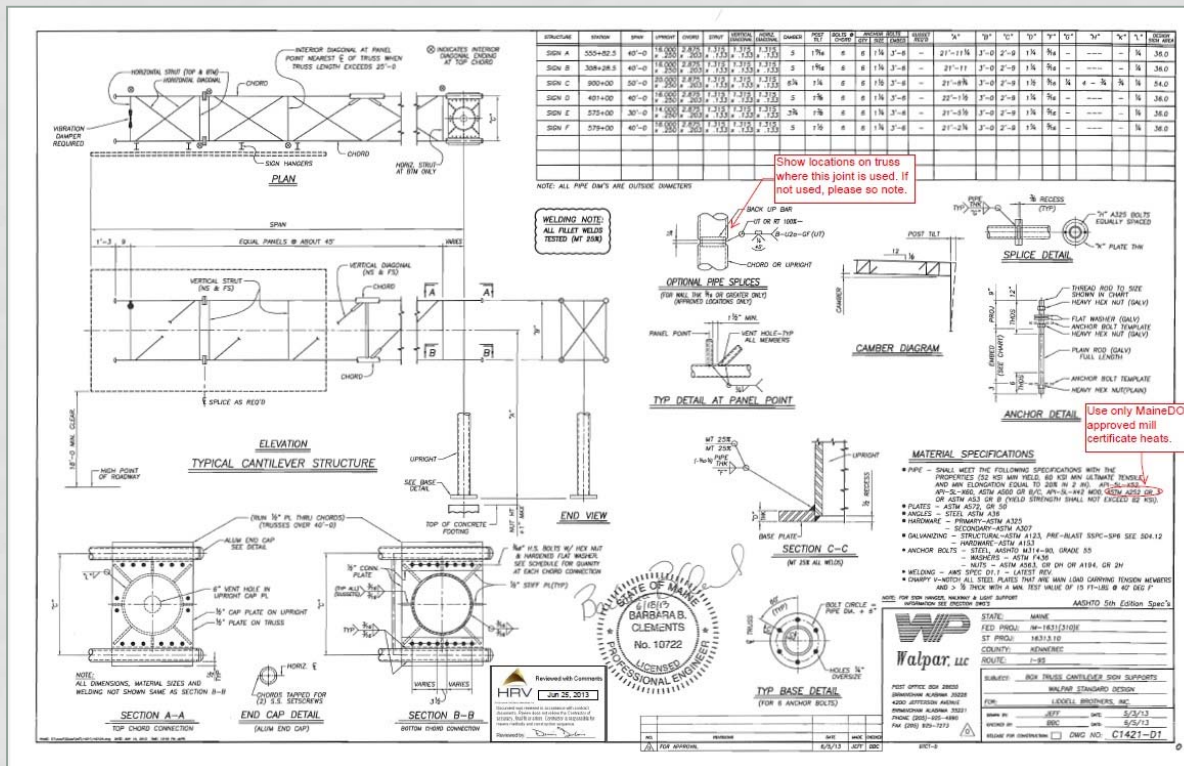
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DIVISION 600 – MISC. CONSTRUCTION

Section 645 Highway Signing



- Fabrication Plans (Shop Drawings)
 - Familiarize – know what these mean!
 - Confirm – check quantity and components

DIVISION 600 – MISC. CONSTRUCTION

Section 645
Highway
Signing



- Hardware on Trusses
 - H-beam – held by at least 4 stainless steel c-clamps
 - Catch piece – installed on each overhead h-beam

DIVISION 600 – MISC. CONSTRUCTION



Section 645
Highway
Signing



- Hardware – post clips
 - 2 installed every foot on each h-beam
 - Stainless steel bolts for overhead signs

DIVISION 600 – MISC. CONSTRUCTION

Section 645 Highway Signing



- H-Beams
 - Max. 5' 3" spacing
 - Max. 3' 3" from edges

DIVISION 600 – MISC. CONSTRUCTION

Section 629 - Hand Labor

A	B	C	D	E	F	G	H	I	J
Maine Department Of Transportation									
Daily Report Of Labor And Equipment Rental									
PIN	STP-A002(000)X			Report Number :			3		
Town :	Norway			Date:			7/29/2011		
Contractor :	K&K Excavation								
Item #	Item Description			# @ #Hrs		Hours			
629.05	Hand Labor			4 @ 4		16			
631.11	All Purpose Excavator			1 @ 1.5		1.5			
631.172	Large Truck			1 @ 1.5		1.5			
Description Of Work:									
Bridge curbing was crumbling in one location where guardrail will later be attached. Extent of work was to repair curbing with mortar such that there was a flush surface to install guardrail upon. Work included exposing curb face, cleaning and removing portions of the curb that were deemed unsuitable, forming, and placing new mortar. Material used was Rapid Set DOT Repair Mortar. See testing file for material information. All work performed as directed according to standards and specifications.									
MDOT Representative:									
Contractor's Representative:									

Section 631 - Equipment Rental

A	B	C	D	E	F	G	H	I	J	K	L	
MAINE DEPARTMENT OF TRANSPORTATION												
DAILY REPORT OF EQUIPMENT RENTAL												
TOWN	Saco-Buxton			REPORT No.			4					
PROJECT NUMBER:	9493.10			AUTHORIZATION			Residents Directive					
CONTRACTOR	Pike			DATE			8/2/2012					
LABOR												
ITEM NO.	CLASS			RATE	TIME	TOTAL						
11	629.05	Hand Labor		\$48	1.5	72						
12						0						
13						0						
14						0						
15						0						
16						0						
17						0						
						TOTAL	72					
EQUIPMENT RENTAL												
ITEM NO.	TYPE			RATE	TIME	TOTAL						
22	631.12	All Purpose Excavator		\$145	1	145						
23						0						
24						0						
25						0						
26						0						
27						0						
28						0						
						TOTAL	145					
MATERIAL												
QUANTITY	DESCRIPTION			RATE	TOTAL							
33					0							
34					0							
35					0							
36					0							
37					0							
38					0							
39					0							
				TOTAL	0							
SUMMARY												
TOTAL LABOR						\$72.00						
TOTAL EQUIPMENT						\$145.00						
TOTAL MATERIAL						\$0.00						
TOTAL THIS REPORT						\$217.00						
PREVIOUS REPORT						\$2,453.25						
TOTAL DATE						\$2,887.25						
APPROVED:												
RESIDENT						CONTRACTOR REPRESENTATIVE						
DESCRIPTION OF WORK:												
Installed a backflow preventor at station 7+144 Lt. as directed by the Resident Engineer. The backflow preventor was installed beyond the property line as agreed upon by the property owner and the Maine DOT												

DIVISION 600 – MISC. CONSTRUCTION



Section 639 Engineering Facilities

- Type A (312 ft²), B (220 ft²) or C (125 ft²)
- Needs to be ADA compliant
- Contractor is required to provide a variety of items such as printer, water cooler, refrigerator, first-aid kit, internet, etc.

DIVISION 600 – MISC. CONSTRUCTION

Section 652 Maintenance of Traffic



(4)



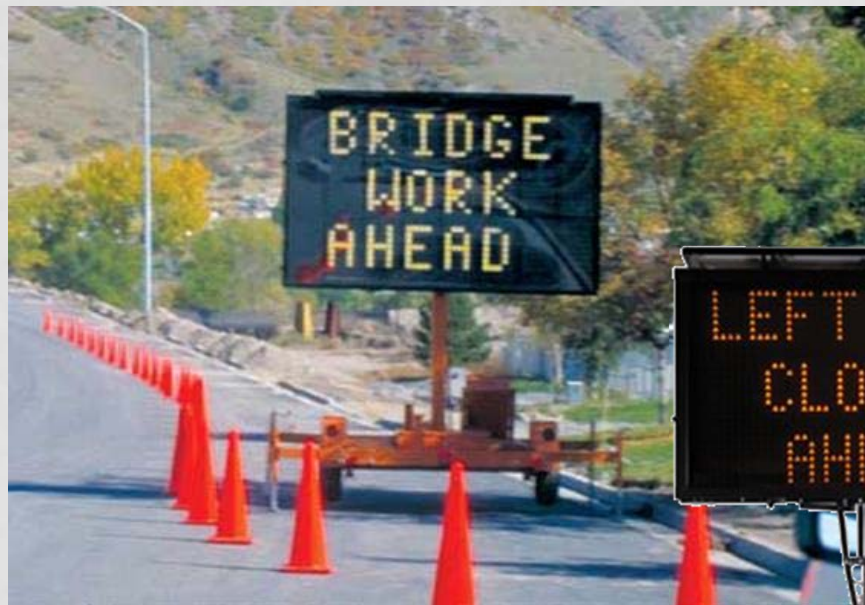
(5)



(6)

DIVISION 600 – MISC. CONSTRUCTION

Message Boards – What purpose do they serve?



Section 652
Maintenance
of Traffic

DIVISION 600 – MISC. CONSTRUCTION

Flaggers

Section 652 Maintenance of Traffic



DIVISION 600 – MISC. CONSTRUCTION

- Signalized Intersection Control
- Panel Markers
- Safety transitioning from day to night work
- Traffic Control Plans (TCPs)

Section 652
Maintenance
of Traffic





MaineDOT

Questions?