



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

June 16, 2025
Subject: Bridge Replacement
WIN: 022382.00
Location: **Cumberland-Yarmouth**
Amendment No. 1

Dear Sir/Ms.:

CHANGE on page 14 “NOTICE TO CONTRACTORS”, the bid opening date in the first paragraph from “July 9, 2025” to “July 16, 2025”. Make this change in pen and ink.

In the contract bid book:

ADD SPECIAL PROVISION SECTION 627 – PAVEMENT MARKINGS (Polyurea Pavement Marking) dated June 26, 2025 (8 pages) after page 140 of the bid book.

ADD SPECIAL PROVISION 627 - GROOVING FOR PAVEMENT MARKING dated June 26, 2025 (2 pages) after page 140 of the bid book.

REMOVE pages 66 to 68 titled SPECIAL PROVISION 107 - TIME (Contract Completion Date, Supplemental Liquidated Damages, Allowable Work Times) dated May 20, 2025 and **REPLACE** with the attached SPECIAL PROVISION 107 - TIME (Contract Completion Date, Supplemental Liquidated Damages, Allowable Work Times) dated June 26, 2025 (4 pages).

REMOVE pages 16 to 27 titled Proposal Schedule of Items dated 5/28/2025 and **REPLACE** with the attached Proposal Schedule of Items dated 6/30/25 (12 pages).

In the Plan Set:

REMOVE Sheet Number 2 of 121, ESTIMATED QUANTITIES dated 5/21/2025 and **REPLACE** with the attached Sheet Number 2 of 121, ESTIMATED QUANTITIES dated 6/27/2025.

REMOVE Sheet Number 21 of 121, SIGNING AND STRIPING PLAN (1 OF 4) dated 5/2/2025 and **REPLACE** with the attached Sheet Number 2 of 121, SIGNING AND STRIPING PLAN (1 OF 4) dated 6/27/2025.

The following questions have been received:

Question: For Item 634.210 Conventional Light Standard, are the poles aluminum or steel?

Response: Material and design of poles shall be steel and shall meet the requirements of Standard Specifications Section 634.

Consider these changes and information prior to submitting your bid on **July 16, 2025**.

Sincerely,



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

SPECIAL PROVISION
SECTION 107
TIME

(Contract Completion Date, Supplemental Liquidated Damages, Allowable Work Times)

The specified Contract Completion Date for this Contract is June 30, 2027.

The contractor shall maintain two travel lanes with shoulders on I-295 northbound (NB) and southbound (SB) as outlined in Special Provision 652 and have all ramps open during the following holiday periods:

- Memorial Day Weekend: 6:00 AM the Friday before to 1:00 AM the following Tuesday;
- Thursday July 3, 2025 at 6:00 AM to Monday July 7, 2025 at 8:00 PM;
- Friday July 3, 2026 at 6:00 AM to Monday July 6, 2026 at 8:00 PM;
- Labor Day Weekend: 6:00 AM the Friday before to 1:00 AM the following Tuesday;
- Indigenous People's Day Weekend: 6:00 AM the Friday before to 1:00 AM the following Tuesday;
- Thanksgiving Weekend: 6:00 AM the Wednesday before to 1:00 AM the following Monday
- Yarmouth Clam Festival: 6:00 AM the Monday before to 1:00 AM the following Tuesday. The Yarmouth Clam Festival is typically held on the third Friday in July. Coordination with the Yarmouth Chamber of Commerce shall be required to confirm the event date.

Supplemental Liquidated Damages in the amount of \$10,000 will be assessed per hour for each lane that is not open as specified above.

For all other times not listed above, the following shall apply:

1. Full closures
 - a. Closure of I-295 NB and/or SB
 - i. Allowed Monday through Saturday between 1:00 AM and 5:00 AM
 - ii. Closure periods shall be a maximum of 25 minutes. Before the roadway is reopened, all materials and equipment shall be secured or cleared from the site and roadway shall be cleaned as approved by the Resident. At the end of the closure period, traffic shall be allowed to clear completely before another closure period is allowed to begin, as determined by the Resident.
 - iii. Full closures are permitted for construction activities that cannot be performed over or alongside live traffic. Full closures will be allowed for work activities such as installation/removal of temporary shielding, demolition of the existing concrete deck and steel superstructure, erection of steel girders, and other construction activities as approved by the Resident.

- iv. Supplemental Liquidated Damages in the amount of \$2,000 will be assessed per lane for each five-minute period that the interstate is not open to traffic after each allowed closure period.
 - b. Closure of I-295 Exit 15 on/off ramps:
 - i. Allowed between 11:00 PM and 5:00 AM Sunday night through Saturday morning.
 - ii. Allowed for critical construction activities where it is impractical to maintain a suitable travel way as approved by the Resident.
 - iii. Supplemental Liquidated Damages in the amount of \$5,000 will be assessed per hour for each ramp that is not open to traffic after the allowed closure period.
 - c. Closure of US Route 1 between I-295 Exit 15 Ramps
 - i. Allowed from Sunday through Saturday between 10:00 PM and 5:00 AM the next morning. During closure of US Route 1, the I-295 northbound off-ramp slip lane to US Route 1 northbound shall be closed and all other I-295 on-ramps and off-ramps shall remain open.
 - ii. Before the roadway is reopened, all materials and equipment shall be secured or cleared from the site and roadway shall be cleaned as approved by the Resident.
 - iii. Full closures will be permitted for construction activities that may not be safely completed while maintaining traffic on US Route 1, such as erection of steel girders and other construction activities as approved by the Resident.
 - iv. Supplemental Liquidated Damages in the amount of \$5,000 will be assessed for every hour the road is not open to traffic after the allowed closure period.
- 2. Lane Closures
 - a. Lane closures on I-295:
 - i. The Contractor will be permitted limited single lane closures of I-295. Portions of the interstate previously closed to traffic shall be cleaned of all demolition and debris and all other construction materials prior to reopening that portion of the interstate, as approved by the Resident.
 - ii. Single lane closures on I-295 are only allowed:
 - 1. Sunday through Friday between 10:00 PM and 6:00 AM the next morning.
 - 2. Saturday between 8:00 PM and 9:00 AM Sunday morning.
 - iii. Supplemental Liquidated Damages will be assessed for each remaining closed lane, after the specified lane opening time as described in the table below:

Monday Through Saturday Morning

Time of Lane Reopening	Incremental Supplemental Liquidated Damage	Cumulative Supplemental Liquidated Damage
6:15 AM	\$1,500	\$1,500
6:30 AM	\$5,000	\$6,500
6:45 AM	\$7,500	\$14,000
7:00 AM	\$10,000	\$24,000
7:15 AM	\$2,500	\$26,500
7:30 AM	\$2,500	\$29,000

Sunday Morning

Time of Lane Reopening	Incremental Supplemental Liquidated Damage	Cumulative Supplemental Liquidated Damage
9:15 AM	\$1,500	\$1,500
9:30 AM	\$5,000	\$6,500
9:45 AM	\$7,500	\$14,000
10:00 AM	\$10,000	\$24,000
10:15 AM	\$2,500	\$26,500
10:30 AM	\$2,500	\$29,000

For each 15-minute period that each lane on I-295 remains closed beyond the time of lane opening shown in the tables above, the Contractor will be assessed an incremental Supplemental Liquidated Damage of \$2,500.

b. Lane closures on US Route 1

- i. One-way alternating traffic with flaggers or temporary traffic signals on US Route 1 is allowed during the following times for construction activities that cannot be performed while maintaining two-way traffic:
 1. Starting at 8:00 PM and ending at 6:00 AM
 2. One-way alternating traffic will be allowed for the purpose of tying in pavement to transition traffic from the existing US Route 1 alignment to the proposed US Route 1 alignment and other construction activities as approved by the Resident.
- ii. Supplemental Liquidated Damages in the amount of \$1,500 will be assessed per hour for each hour that US Route 1 is not restored to two travel lanes and shoulders for two-way traffic after the allowed closure period.

The full amount of all Supplemental Liquidated Damages will be assessed one minute after the specified time.

3. Rolling Slowdowns

a. Rolling Slowdowns on I-295:

- i. Rolling Slowdowns are allowed on I-295 between 9:00 AM and 3:00 PM upon approval from the Department. A Rolling Slowdown is a traffic control strategy that uses a rolling blockade of vehicles, each equipped with amber warning lights, traveling at slow speeds to create a gap in traffic to enable completion of work activities requiring exclusive access across or over the directional roadway that would otherwise present significant risks to motorists. These activities typically involve allowing Contractor vehicles to enter the median from I-295 or exit the median onto I-295.
- ii. The Department reserves the right to restrict or remove the use of the 9:00 AM to 3:00 PM Rolling Slowdowns, completely and unconditionally, with limited advance warning due to heavy traffic, traffic backups, accidents, inclement weather, forecasted storm events, etc. The Department will try to provide as much advance notification as possible before taking this step.

SPECIAL PROVISION
SECTION - 627
GROOVING FOR PAVEMENT MARKING

627.30 Description

This work shall consist of furnishing and installing a groove in the pavement for placement of pavement markings as shown on the Plans or as directed by the Resident.

627.30.1 Construction Requirements

Prior to grooving any recessed lines, the Contractor shall layout the proposed pavement markings on the surface course with a chalk line or other suitable method so that the Resident can inspect the locations. Once the Resident has inspected and approved the proposed striping layout, the grooves for the proposed pavement markings may be ground. No pavement grooving shall be done without the prior approval of the Resident.

The Contractor shall use gang stacked diamond tipped cutting blades that will produce a smooth texture at the bottom of the groove that will be a flat, uniform texture with minimal variation in height so that the rise in the finished groove between each bottom of the cutting blade does not exceed 10 mils in depth. The acceptability of the surface texture will be decided by the Resident and/or Manufacturer's Technical Representative.

The final depth of the groove shall be 105 mils $\pm$ 5 mils for paint applications, the final depth of groove shall be 125 mils $\pm$ 5 mils for any tape application. The width of the groove shall be one (1) $\pm$ ¼ inch wider than the width of the painted lines indicated in the Contract or as directed by the Resident. A two (2) inch offset from the edge of the recessed groove to the longitudinal surface course pavement joint is desirable. Lengths of grooves shall be determined in the Contract. Depth plates shall be provided by the contractor to assure that desired groove depth is achieved.

Grooves shall be clean, dry with no visible moisture, free of laitance, oil, dirt, grease, paint or other foreign contaminants. Prior to the installation of the pavement marking the grooves shall be air blasted to remove any remaining dirt and residue. The Contractor shall prevent traffic from traversing and damaging the grooves and re-groove or re-clean grooves as necessary prior to application of any pavement markings. All debris resulting from the installation of the grooves shall be removed and disposed of by the contractor.

All grooved locations shall be constructed in accordance with this specification and any additional manufacturer's recommended procedures.

627.30.2 Method of Measurement

The quantity of grooving for markings measured for payment will be the number of Square Feet as shown in the Schedule of Items in the Contract. Additional measurement will not be made except for authorized changes during construction or where significant errors are found in the contract quantity. The revision or correction in quantity will be measured, computed and added to or deducted from the contract quantity. When required, grooves will be measured separately and made to the nearest square foot.

When grooving is used for sections of broken lines for acceleration/deceleration, auxiliary lanes and passing zones the length measured for payment shall include only the grooved areas. Breaks or gaps will not be included in the length measured for payment.

627.30.3 Basis of Payment

The accepted quantity of grooving will be paid for at the contract unit price per each of the pay items included in the contract. Payment will be considered full compensation for all labor, equipment, necessary material to complete the described work, including cleaning, loading, hauling, stockpiling and disposal of material; and any other incidental items.

<u>Pay Item</u>		<u>Pay Unit</u>
627.30	Grooving for Pavement Marking	Square Foot

SPECIAL PROVISION
SECTION 627
PAVEMENT MARKINGS
(POLYUREA PAVEMENT MARKING)

627.01 Description This work shall consist of furnishing and placing reflectorized polyurea pavement lines and markings, and furnishing and applying polyurea reflectorized paint to curbing in reasonably close conformity with the Contract Documents or as directed by the Resident.

The liquid marking material shall be applied by spray method onto hot mix asphalt and Portland cement concrete surfaces. Following an application of retroreflective optics, and upon curing, the resulting marking shall be an adherent reflectorized stripe during dry and wet conditions of the specified thickness and width that is capable of resisting deformation by traffic.

Work under these items shall consist of the furnishing and installation of white and lead-free yellow polyurea reflectorized pavement markings (including edge lines, center lines, skip lines, cross walks, stop bars and symbols) on all pavement surfaces noted in the Contract Documents or as directed by the Resident.

627.02 Materials Polyurea Material shall conform to the following requirements:

The Contractor shall use a polyurea paint that is classified as **very fast curing polyurea traffic paint** (no-track times < 10 minutes). The polyurea paint used shall be listed on the Department's Qualified Products List (QPL) or approved equal.

At least one component shall be composed of secondary amines, pigments and fillers as needed to meet performance requirements of this specification.

These films shall be manufactured without the use of lead chromate pigments or other similar, lead-containing chemicals.

The white polyurea shall contain not less than 13% by weight rutile titanium dioxide pigment to ensure adequate opacity, hiding power and reflective properties.

The reflective media must include a first drop of 3M CR AW 90 Series elements and second drop of Swarco 18/50 beads (former Utah Performance) bead blend based on manufacturers recommended drop rates. These beads and elements shall be for drop-on application applied simultaneously with paint by pressurized or mechanical means.

627.03 General The pavement markings shall be applied in accordance with the Manual on Uniform Traffic Control Devices.

Longitudinal lines placed on tangent roadway segments shall be straight and true. Longitudinal lines placed on curves shall be continuous smoothly curved lines consistent with the roadway alignment. All pavement markings placed shall meet the tolerance limits shown in the Contract Documents. Broken lines shall consist of alternate 10- foot painted line segments and 30 -foot gaps on non- Interstate or expressway. Broken lines on Interstate and expressway shall consist of alternate 15- foot painted line segments and 25- foot gaps.

Newly painted lines shall be protected from traffic using cones, stationary vehicles or other approved methods until the paint is dry.

627.03.1 Polyurea Marking Polyurea Marking equipment shall be certified by the manufacturer as suitable for the application of the polyurea and reflective media. The striping equipment shall bear a decal identifying it as manufacturer certified.

At any time throughout the duration of the project, the Contractor shall provide free access to his application equipment for inspection by the Resident, his authorized representative, or the materials representative.

627.04 Polyurea Performance Requirements The Polyurea marking material shall consist of white and yellow films with pigments selected and blended to conform to standard highway colors.

The mixed polyurea compound, both white and yellow, when applied to a 144 in² aluminum panel at 15±3 mil in thickness with no glass beads and exposed for 500 hours in a Q.U.V. Environmental Testing Chamber, as described in ASTM G-154, Cycle #1, shall conform to the following minimum requirements. The color of the white polyurea system shall not be darker than Federal Standard No. 595A-17778. The color of the yellow polyurea system shall be reasonably close to Federal Standard No. 595A-13538.

The surface of the retroreflective marking shall provide an initial average skid resistance value of 45 BPN when tested according to ASTM E303.

When tested in accordance with ASTM D711 the polyurea marking material shall reach a track-free condition in 7 minutes or less at 15 mils with no retroreflective material.

When installed at 77° F, at a wet film thickness of 22±1 mils and reflectorized with glass beads, the polyurea markings shall reach a no-track condition in less than 6 minutes. Dry to “no-tracking” shall be considered as the condition where no visual deposition of the polyurea marking to the pavement surface is observed when viewed from a distance of 50 feet, after a

traveling vehicle's tires have passed over the line.

The polyurea pavement marking materials, when tested according to ACI Method 503, shall demonstrate 100% concrete failure in the performance of this test. The prepared specimens shall be conditioned at room temperature ($75^{\circ} \pm 2^{\circ}$ F) for a minimum of 24 hours and maximum of 72 hours prior to the performance of the tests indicated.

The polyurea pavement marking materials, when tested according to ACI Method 503, shall demonstrate 100% asphalt failure in the performance of this test. The prepared specimens shall be conditioned at room temperature ($75^{\circ} \pm 2^{\circ}$ F) for a minimum of 24 hours and maximum of 72 hours prior to the performance of the tests indicated.

The material shall have a minimum Shore D Hardness of between 70 and 100 when tested in accordance with ASTM D 2240.

The material shall have a maximum abrasion resistance of 150 mg at 15 ± 1 mil (0.375 ± 0.025 mm) when tested in accordance with ASTM D4060 (formally ASTM C 501).

The Contractor shall furnish a certificate of compliance showing the Polyurea material conforms to all requirements of this specification.

627.05 Preparation of Surface At the time of Polyurea application all pavement surfaces shall be grooved to create a recess for the paint that shall be in accordance with specification 627.30 Grooving for Pavement Markings in addition any polyurea manufacturer's recommended procedures. The acceptability of the surface texture will be decided by the Resident and/or Manufacturer's Technical Representative prior to application.

Temporary pavement marking will not require grooving.

The pavement surface temperature and the ambient temperature shall be above 32° F at the time of application. The Resident shall determine the atmospheric conditions and pavement surface conditions that produce satisfactory results.

627.06 Application All work shall be done in accordance with the Material Suppliers specifications and the following:

1. The polyurea binder shall be applied at rates to achieve a minimum uniform wet thickness of 25 ± 2 mils.

2. Marking Performance: The typical dry average initial retro reflectance of the markings shall be 600 [(mcd(ft-2)(fc-1)] for white and 400 [(mcd(ft-2)(fc-1)] for yellow per ASTM E1710. The typical wet average initial retro reflectance of the markings shall be 375 [(mcd(ft-2)(fc-1)] for white and 275 [(mcd(ft-2)(fc-1)] for yellow per ASTM E2177.

The average initial retro reflectance shall be determined according to the measurement and sampling procedures outlined in ASTM D 6359, using a 30 meter retro reflectometer. The 30 meter retro reflectometer shall measure the coefficient of retroreflected luminance, RL, at an observation angle of 1.05 degrees and an entrance angle of 88.76 degrees. RL shall be expressed in units of millicandelas per square foot per foot-candle [(mcd(ft-2)(fc-1)]. The metric equivalent shall be expressed in units of millicandelas per square yard per lux [mcd(m-2)(lux-1)].

627.07 Installation The Contractor shall provide equipment containing a Data Logging System (DLS) for long line paint striping trucks. No separate or additional payment will be made for the use of DLS. The costs to furnish and operate the DLS, all manufacturer representation, labor, equipment, reports, documentation, and materials necessary for striping operations will not be paid for directly but will be considered incidental to related Contract items.

The DLS details and specification requirements are found in appendix A of this special provision.

The Department will measure initial performance of the pavement markings within fourteen (14) days after application. Measurements shall also be made six (6) and twelve (12) months after application for data purposes only.

627.09 Removing Lines and Markings Removing lines and markings shall be done in accordance with Standard Specification Section 627, Pavement Markings.

627.10 Method of Measurement The quantity of permanent pavement marking lines measured for payment will be the number of linear feet, measured in place and accepted.

Polyurea Pavement Marking Lines, either Recessed or Temporary, including restriping of temporary marking lines, shall be measured by the linear foot. Double yellow centerline, broken or solid, will be considered one line for measurement purposes. Any broken or dotted white lines measurement will not include the gaps. All other pavement markings will be measured by the square foot for work completed in accordance with the contract. The Data Logging System (DLS) shall be made part of the unit price in the contract.

627.11 Basis of Payment The accepted quantity of permanent or temporary pavement marking lines will be paid for at the contract unit price per linear foot. No adjustment will be made to the quantity for payment, except as described under Method of Measurement above. All other permanent pavement markings will be paid for at the contract unit price per square foot.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
627.734 4" White or Yellow Polyurea Pavement Marking Line (Recessed)	Linear Foot
627.745 6" White or Yellow Polyurea Pavement Marking Line (Recessed)	Linear Foot
627.751 White or Yellow Polyurea Pavement Markings (Recessed)	Square Foot
627.782 4" White or Yellow Polyurea Pavement Marking Line (Temporary)	Linear Foot
627.783 6" White or Yellow Polyurea Pavement Marking Line (Temporary)	Linear Foot

Appendix A

Description: This work shall consist of providing equipment containing a Data Logging System (DLS) for long line paint striping trucks. No separate or additional payment will be made for the use of DLS. The costs to furnish and operate the DLS, all manufacturer representation, labor, equipment, reports, documentation, and materials necessary for striping operations will not be paid for directly, but will be considered incidental to items 627.734, 627.745 and 627.751.

Equipment and System Requirements: Long line paint striping trucks for this project shall be equipped with a DLS that meets the following requirements:

- (1) Measuring and recording the application vehicle speed to the nearest 0.1 mile per hour (mph).
- (2) Measuring and recording the weight in pounds (lbs.) and/or volume in gallons (gals) of binder. Measurement shall be made with a positive displacement pump mechanism, a flow meter, or load cells under the material tanks.
- (3) Measuring and recording the weight in pounds of reflective glass beads or elements used. Measurement shall be made with load cells under the bead or element tanks.
- (4) Measuring and recording the pavement surface temperature (Degrees F).
- (5) Measuring and recording the air temperature (Degrees F).
- (6) Measuring and recording the dew point (Degrees F).
- (7) Measuring and recording the humidity (Percent).
- (8) Calculating and recording the average material application rates and film thicknesses over each segment painted.
- (9) Providing the Project WIN, town name, with the beginning and ending reference points rounded to the nearest thousandth of a mile, the beginning and ending coordinates determined by a Global Positioning System receiver with an accuracy of 16 feet, and the direction of travel in terms of increasing or decreasing reference points.
- (10) Providing cellular capabilities for field data transport to website.
- (11) Providing a GPS mapping system that is capable of real time (within 20 minutes) tracking of material application rates, film thickness, bead pounds per gallon, vehicle speed, time, date, project numbers, operator manual data, and color-coded alarms for film thickness. Film thickness alarms shall have a tolerance of ± 0.5 mils.

Documentation and Reporting Requirements: The system must record and report the average material application rates for paint and beads with each application. Each road (segment) will be calculated over an entire control section (CS) in increments of 5 miles. When the CS is less than 5 miles long, it will be evaluated over its entire length and considered a segment. Control sections greater than 5 miles long will be broken into 5 mile segments, (e.g. a CS that is 20 miles long would have four 5 mile long segments, a CS that is 17 miles long would have three 5 mile long segments and one 2 mile long segment). At the beginning and end of each CS, the Contractor shall ensure that the material is settled in the tanks prior to logging the system information.

The DLS system shall store data and export to the Resident or Department designee on a daily basis. The data shall be in Microsoft Excel format, containing data identified below. Two versions of the DLS Report are contained in each Excel file: DLS Short Report and DLS Full Report, which are on separate sheet tabs. The DLS Short Report is an abbreviated format containing only critical application information which can be easily printed on 8.5 x 11 paper. DLS Full Reports contain all project application and environmental data.

The DLS reports shall include the following information:

- (1) Date and beginning and ending time of application.
- (2) Vendor and product (binder and reflective material).
- (3) Lot numbers of product used.
- (4) Specific weight of binder lots used in pounds per gallon (lbs./gal).
- (5) Striping Contractor.
- (6) Designation of the marking being applied (LEL = Left Edge Line, REL = Right Edge Line, CL = Centerline, LL = Lane Line).
- (7) Width of marking being applied.
- (8) Application vehicle speed to the nearest 0.1 mph.
- (9) Weight in pounds or volume in gallons of binder used by color, measured per the requirements in Subsection 2.(a)(2) of this special provision.
- (10) Weight in pounds of reflective glass beads or elements used, measured per the requirements in Subsection 2.(a)(3) of this special provision.
- (11) Pavement surface temperature (Degrees F).
- (12) Air temperature (Degrees F).
- (13) Dew point (Degrees F).
- (14) Humidity (Percent).
- (15) Average material application rates and film thicknesses over each segment painted.
- (16) Total linear feet painted for each segment, broken down by line color and width (e.g. total 4" yellow in segment, total 6" white in segment, etc.).
- (17) The highway number, highway name, and town name, with the beginning and ending reference points rounded to the nearest thousandth of a mile, the beginning and ending coordinates determined by a Global Positioning System receiver to an accuracy of 16 feet, and the direction of travel in terms of increasing or decreasing reference points.

The DLS reports shall be available to the Resident within 24 hours of the striping work and will be submitted to the Resident or designated field personnel for inclusion with project documentation records. The electronic records shall be produced in their final form prior to the records being removed from the pavement marking equipment.

Paint Application: The Department may randomly perform field verifications of the DLS operation and calibration at any time to ensure the accuracy of the DLS printouts. If the Resident or Department designee believe that the DLS printouts are not accurate, then additional checks may be performed. The DLS shall be operational, calibrated and in use during all pavement marking operations. Data shall be collected for any non-handwork longitudinal pavement marking application of 300 feet (drive length) or greater.

The Contractor shall provide the resident with the DLS manufacturer's recommendations for equipment calibration frequency and provide certification that the equipment meets the manufacturer's recommended calibration. Every DLS shall be calibrated annually, prior to being used. A signed DLS calibration sticker shall be present in the driver's door and shall carry a date from the current calendar year.

In the event the DLS equipment fails, the Contractor shall notify the Resident of DLS failure before proceeding with any paint application. The Department will allow the completion of work for the individual day of a DLS failure. The Contractor shall document the application and material usage quantities from the time of the DLS failure and make calculations to determine the gallons of binder per mile and pounds of beads per mile.

6/30/2025

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 12

Proposal ID: 022382.00

Project(s): 022382.00

SECTION: 1 INITIAL GROUP

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	201.11 CLEARING	2.100 AC	_____	_____	_____	_____
0020	202.15 REMOVING EXISTING MANHOLE OR CATCH BASIN	2.000 EA	_____	_____	_____	_____
0030	202.19 REMOVING EXISTING BRIDGE	LUMP SUM	LUMP SUM		_____	_____
0040	202.202 REMOVING PAVEMENT SURFACE	1,150.000 SY	_____	_____	_____	_____
0050	202.205 RUMBLE STRIPS - SHOULDER	1,500.000 LF	_____	_____	_____	_____
0060	202.207 RUMBLE STRIPS, FILL	1,500.000 LF	_____	_____	_____	_____
0070	203.20 COMMON EXCAVATION	11,300.000 CY	_____	_____	_____	_____
0080	203.24 COMMON BORROW	41,500.000 CY	_____	_____	_____	_____
0090	203.25 GRANULAR BORROW	380.000 CY	_____	_____	_____	_____
0100	203.4338 LIGHTWEIGHT FILL FOAMED GLASS AGGREGATE	1,300.000 CY	_____	_____	_____	_____
0110	206.082 STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	196.000 CY	_____	_____	_____	_____
0120	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	11,000.000 CY	_____	_____	_____	_____

6/30/2025

Maine Department of Transportation

Proposal Schedule of Items

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Proposal ID: 022382.00

Project(s): 022382.00

SECTION: 1 INITIAL GROUP

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0130	403.2081 12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	1,430.000 T	_____	 _____	_____	 _____
0140	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	330.000 T	_____	 _____	_____	 _____
0150	403.2131 12.5 MM POLYMER MODIFIED HMA BASE	4,850.000 T	_____	 _____	_____	 _____
0160	409.15 BITUMINOUS TACK COAT - APPLIED	885.000 G	_____	 _____	_____	 _____
0170	461.131 TEMPORARY PAVEMENT	600.000 T	_____	 _____	_____	 _____
0180	501.239 DYNAMIC LOADING TESTS - PROVIDING FOR	3.000 EA	_____	 _____	_____	 _____
0190	501.50 STEEL H-BEAM PILES 89 LBS/FT, DELIVERED	1,750.000 LF	_____	 _____	_____	 _____
0200	501.501 STEEL H-BEAM PILES 89 LBS/FT, IN PLACE	1,600.000 LF	_____	 _____	_____	 _____
0210	501.90 PILE TIPS	35.000 EA	_____	 _____	_____	 _____
0220	501.91 PILE SPLICES	14.000 EA	_____	 _____	_____	 _____
0230	501.92 PILE DRIVING EQUIPMENT MOBILIZATION	LUMP SUM	LUMP SUM		_____	 _____

6/30/2025

Maine Department of Transportation

Proposal Schedule of Items

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Proposal ID: 022382.00

Project(s): 022382.00

SECTION: 1 INITIAL GROUP

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0240	502.219 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	LUMP SUM	LUMP	SUM	_____	_____
0250	502.239 STRUCTURAL CONCRETE PIERS	LUMP SUM	LUMP	SUM	_____	_____
0260	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES	LUMP SUM	LUMP	SUM	_____	_____
0270	502.31 STRUCTURAL CONCRETE APPROACH SLABS	LUMP SUM	LUMP	SUM	_____	_____
0280	503.12 REINFORCING STEEL, FABRICATED AND DELIVERED	5,400.000 LB	_____	_____	_____	_____
0290	503.13 REINFORCING STEEL, PLACING	5,400.000 LB	_____	_____	_____	_____
0300	503.19 LOW-CARBON, CHROMIUM REINFORCEMENT - FABRICATED & DELIVERED	189,600.000 LB	_____	_____	_____	_____
0310	503.20 LOW-CARBON, CHROMIUM REINFORCEMENT - PLACING	189,600.000 LB	_____	_____	_____	_____
0320	504.702 STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED	LUMP SUM	LUMP	SUM	_____	_____
0330	504.71 STRUCTURAL STEEL ERECTION	LUMP SUM	LUMP	SUM	_____	_____
0340	505.08 SHEAR CONNECTORS	LUMP SUM	LUMP	SUM	_____	_____

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0350	506.9104 THERMAL SPRAY COATING - SHOP APPLIED	LUMP SUM	LUMP	SUM	_____	_____
0360	507.0833 BARRIER MOUNTED BRIDGE RAIL, BICYCLE	LUMP SUM	LUMP	SUM	_____	_____
0370	507.0848 BARRIER-MOUNTED STEEL BRIDGE RAILING, 2 BAR	LUMP SUM	LUMP	SUM	_____	_____
0380	508.14 HIGH PERFORMANCE WATERPROOFING MEMBRANE	LUMP SUM	LUMP	SUM	_____	_____
0390	515.21 PROTECTIVE COATING FOR CONCRETE SURFACES	LUMP SUM	LUMP	SUM	_____	_____
0400	519.60 EXPANSION DEVICE - ASPHALTIC PLUG JOINT	110.000 LF	_____	_____	_____	_____
0410	523.52 BEARING INSTALLATION	7.000 EA	_____	_____	_____	_____
0420	523.5401 LAMINATED ELASTOMERIC BEARINGS, FIXED	7.000 EA	_____	_____	_____	_____
0430	524.301 TEMPORARY STRUCTURAL SUPPORT PIER	LUMP SUM	LUMP	SUM	_____	_____
0440	524.40 PROTECTIVE SHIELD	LUMP SUM	LUMP	SUM	_____	_____
0450	526.301 PORTABLE CONCRETE BARRIER TYPE I	LUMP SUM	LUMP	SUM	_____	_____

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Alt Set ID: Alt Mbr ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0460	526.341 PERMANENT CONCRETE BARRIER	LUMP SUM				
0470	527.33 TRUCK MOUNTED ATTENUATOR	2.000 EA				
0480	527.34 WORK ZONE CRASH CUSHIONS	4.000 UN				
0490	603.169 15 INCH CULVERT PIPE OPTION III	160.000 LF				
0500	603.175 18 INCH REINFORCED CONCRETE PIPE CLASS III	192.000 LF				
0510	603.179 18 INCH CULVERT PIPE OPTION III	286.000 LF				
0520	604.092 CATCH BASIN TYPE B1-C	3.000 EA				
0530	604.16 ALTERING CATCH BASIN TO MANHOLES	1.000 EA				
0540	604.262 CATCH BASIN TYPE B5-C	14.000 EA				
0550	605.11 12 INCH UNDERDRAIN TYPE C	614.000 LF				
0560	605.13 18 INCH UNDERDRAIN TYPE C	306.000 LF				
0570	606.1301 31" W-BM GR, MID-WAY SPLICE-SGL FACED	1,275.000 LF				

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0580	606.1305 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	4.000 EA	_____	_____	_____	_____
0590	606.1306 31" W-BM GR, MID-WAY SPLICE TANGENT TERMINAL	2.000 EA	_____	_____	_____	_____
0600	606.1307 BRIDGE TRANSITION (ASYMMETRICAL) - TYPE 1A	4.000 EA	_____	_____	_____	_____
0610	606.23 GUARDRAIL TYPE 3C - SINGLE RAIL	25.000 LF	_____	_____	_____	_____
0620	606.232 GUARDRAIL TYPE 3C - OVER 15 FOOT RADIUS	75.000 LF	_____	_____	_____	_____
0630	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	4.000 EA	_____	_____	_____	_____
0640	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	14.000 EA	_____	_____	_____	_____
0650	607.16 CHAIN LINK FENCE - 4 FOOT	850.000 LF	_____	_____	_____	_____
0660	607.1811 CHAIN LINK FENCE - 3 FOOT	180.000 LF	_____	_____	_____	_____
0670	607.421 SCREENING FENCE	184.000 LF	_____	_____	_____	_____
0680	608.26 CURB RAMP DETECTABLE WARNING FIELD	150.000 SF	_____	_____	_____	_____
0690	609.11 VERTICAL CURB TYPE 1	475.000 LF	_____	_____	_____	_____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0700	609.12 VERTICAL CURB TYPE 1 - CIRCULAR	105.000 LF				
0710	609.221 TERMINAL CURB TYPE 1	16.000 LF				
0720	609.222 TERMINAL CURB TYPE 1 - CIRCULAR	16.000 LF				
0730	609.31 CURB TYPE 3	1,025.000 LF				
0740	609.34 CURB TYPE 5	2,775.000 LF				
0750	609.35 CURB TYPE 5 - CIRCULAR	95.000 LF				
0760	610.08 PLAIN RIPRAP	35.000 CY				
0770	610.18 STONE DITCH PROTECTION	20.000 CY				
0780	613.319 EROSION CONTROL BLANKET	4,750.000 SY				
0790	615.07 LOAM	1,480.000 CY				
0800	618.14 SEEDING METHOD NUMBER 2	120.000 UN				
0810	619.12 MULCH	120.000 UN				
0820	619.14 EROSION CONTROL MIX	2,960.000 CY				

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Proposal ID: 022382.00

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0830	620.58 EROSION CONTROL GEOTEXTILE	40.000 SY	_____	_____	_____	_____
0840	626.22 NON-METALLIC CONDUIT	2,280.000 LF	_____	_____	_____	_____
0850	626.35 CONTROLLER CABINET FOUNDATION	3.000 EA	_____	_____	_____	_____
0860	626.36 REMOVE OR MODIFY CONCRETE FOUNDATION	9.000 EA	_____	_____	_____	_____
0870	626.421 24 INCH DIAMETER FOUNDATION	115.000 LF	_____	_____	_____	_____
0880	627.18 12 " SOLID WHITE PAVEMENT MARKING	300.000 LF	_____	_____	_____	_____
0885	627.30 GROOVING FOR PAVEMENT MARKING	5,600.000 SF	_____	_____	_____	_____
0890	627.734 4" WHITE OR YELLOW POLYUREA PAVEMENT MARKING LINE (RECESSED)	9,900.000 LF	_____	_____	_____	_____
0900	627.745 6" WHITE OR YELLOW POLYUREA PAVEMENT MARKING LINE (RECESSED)	2,150.000 LF	_____	_____	_____	_____
0910	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	825.000 SF	_____	_____	_____	_____
0920	627.77 REMOVING PAVEMENT MARKINGS	500.000 SF	_____	_____	_____	_____

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Proposal ID: 022382.00

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SECTION: 1 INITIAL GROUP

Alt Set ID:

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0930	627.782 TEMPORARY 4 INCH POLYUREA PAVEMENT MARKING LINE, WHITE OR YELLOW	8,000.000 LF	_____	_____	_____	_____
0940	627.783 TEMPORARY 6 INCH POLYUREA PAVEMENT MARKING LINE, WHITE OR YELLOW	42,000.000 LF	_____	_____	_____	_____
0950	629.05 HAND LABOR, STRAIGHT TIME	100.000 HR	_____	_____	_____	_____
0960	631.10 AIR COMPRESSOR (INCLUDING OPERATOR)	50.000 HR	_____	_____	_____	_____
0970	631.11 AIR TOOL (INCLUDING OPERATOR)	50.000 HR	_____	_____	_____	_____
0980	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	50.000 HR	_____	_____	_____	_____
0990	631.13 BULLDOZER (INCLUDING OPERATOR)	10.000 HR	_____	_____	_____	_____
1000	631.14 GRADER (INCLUDING OPERATOR)	50.000 HR	_____	_____	_____	_____
1010	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	50.000 HR	_____	_____	_____	_____
1020	631.21 ROAD BROOM (INCLUDING OPERATORS AND HAULER)	50.000 HR	_____	_____	_____	_____
1030	631.22 FRONT END LOADER (INCLUDING OPERATOR)	50.000 HR	_____	_____	_____	_____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
1040	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	10.000 HR	_____	_____	_____	_____
1050	634.160 HIGHWAY LIGHTING	LUMP SUM	LUMP SUM	_____	_____	_____
1060	634.2042 LED LUMINARIES	7.000 EA	_____	_____	_____	_____
1070	634.210 CONVENTIONAL LIGHT STANDARD	7.000 EA	_____	_____	_____	_____
1080	634.2223 REMOVE AND RESET LIGHT STANDARD WITH LUMINAIRE	9.000 EA	_____	_____	_____	_____
1090	639.18 FIELD OFFICE TYPE A	1.000 EA	_____	_____	_____	_____
1100	643.62 RECTANGULAR RAPID FLASHING BEACON	1.000 EA	_____	_____	_____	_____
1110	643.65 PEDESTRIAN HYBRID BEACON SIGNAL LIGHT	LUMP SUM	LUMP SUM	_____	_____	_____
1120	643.97 WOOD POLES WITH GUYS AND SPAN WIRE	1.000 EA	_____	_____	_____	_____
1130	645.103 DEMOUNT GUIDE SIGN	65.000 EA	_____	_____	_____	_____
1140	645.106 DEMOUNT REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN	43.000 EA	_____	_____	_____	_____

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
1150	645.108 DEMOUNT POLE	1.000 EA	_____	_____	_____	_____
1160	645.113 REINSTALL GUIDE SIGN	65.000 EA	_____	_____	_____	_____
1170	645.116 REINSTALL REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN	43.000 EA	_____	_____	_____	_____
1180	645.118 REINSTALL POLE	1.000 EA	_____	_____	_____	_____
1190	645.271 REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS, TYPE I	95.000 SF	_____	_____	_____	_____
1200	652.312 TYPE III BARRICADE	10.000 EA	_____	_____	_____	_____
1210	652.33 DRUM	250.000 EA	_____	_____	_____	_____
1220	652.34 CONE	250.000 EA	_____	_____	_____	_____
1230	652.35 CONSTRUCTION SIGNS	660.000 SF	_____	_____	_____	_____
1240	652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICES	LUMP SUM	LUMP SUM		_____	_____
1250	652.38 FLAGGER	3,000.000 HR	_____	_____	_____	_____
1260	652.381 TRAFFIC OFFICER	240.000 HR	_____	_____	_____	_____

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Alt Set ID:

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
1270	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	4.000 EA	_____	_____	_____	_____
1280	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP SUM	_____	_____	_____
1290	658.20 ACRYLIC LATEX COLOR FINISH, GREEN	1,130.000 SY	_____	_____	_____	_____
1300	659.10 MOBILIZATION	LUMP SUM	LUMP SUM	_____	_____	_____
1310	677.20 MECHANICALLY STABILIZED EARTH RETAINING WALL	6,900.000 SF	_____	_____	_____	_____
Section: 1			Total:	_____	_____	_____
			Total Bid:	_____	_____	_____

NOTES:

1. ALL WORK TO CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES AND STANDARD DETAILS.
2. ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" (MUTCD), AND "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A. LATEST EDITION.
3. PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO OTHER SIGNING ITEMS. SIGNS BEING RESET TO BE PAID UNDER DEMOUNT AND REINSTALL ITEMS 645.I**.
4. SIGNS INSTALLED ON ISLANDS SHALL BE INSTALLED ON 4 LB/FT U-CHANNEL POSTS AND BREAKAWAY DEVICE, THE BREAKAWAY DEVICE SHALL BE MARION STEEL LAP SPLICE U-CHANNEL BREAKWAY SYSTEM, "THE RIB-BAK," BREAKAWAY DEVICE IS INCIDENTAL TO SIGN INSTALLATION ITEMS 645.II3 AND 645.II6.
5. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS (INCIDENTAL TO 627 ITEMS).
6. THE CONTRACTOR SHALL PAINT ALL HOT MIX ASPHALT MEDIAN ISLANDS, PAID AS ITEM 658.20.
7. CROSSWALK MARKINGS TO BE PAID AS ITEM 627.75. MARKINGS SHALL BE IN CONFORMANCE WITH THE IITH EDITION OF THE MUTCD FIGURE 3C-1, LONGITUDINAL BAR MARKINGS. CONTRACTOR SHALL LAYOUT THE CROSSWALK MARKINGS AND OBTAIN APPROVAL FROM THE RESIDENT PRIOR TO PAINTING.
8. YELLOW TRANSVERSE LINES (YTL) TO BE PAID AS ITEM 627.I8. CONTRACTOR SHALL MATCH EXISTING YTL LAYOUT AT 102+00 AND ON CENTER (O.C.) SPACING FROM 102+00 TO 104+00 SHALL BE CONSISTENT WITH EXISTING YTL O.C. SPACING FROM 100+50 TO 102+00.

LEGEND

- SWL

SOLID WHITE LINE
- SYL

SOLID YELLOW LINE
- DYL

DOUBLE YELLOW LINE
- BWL

BROKEN WHITE LINE
- DWL

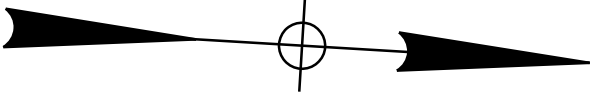
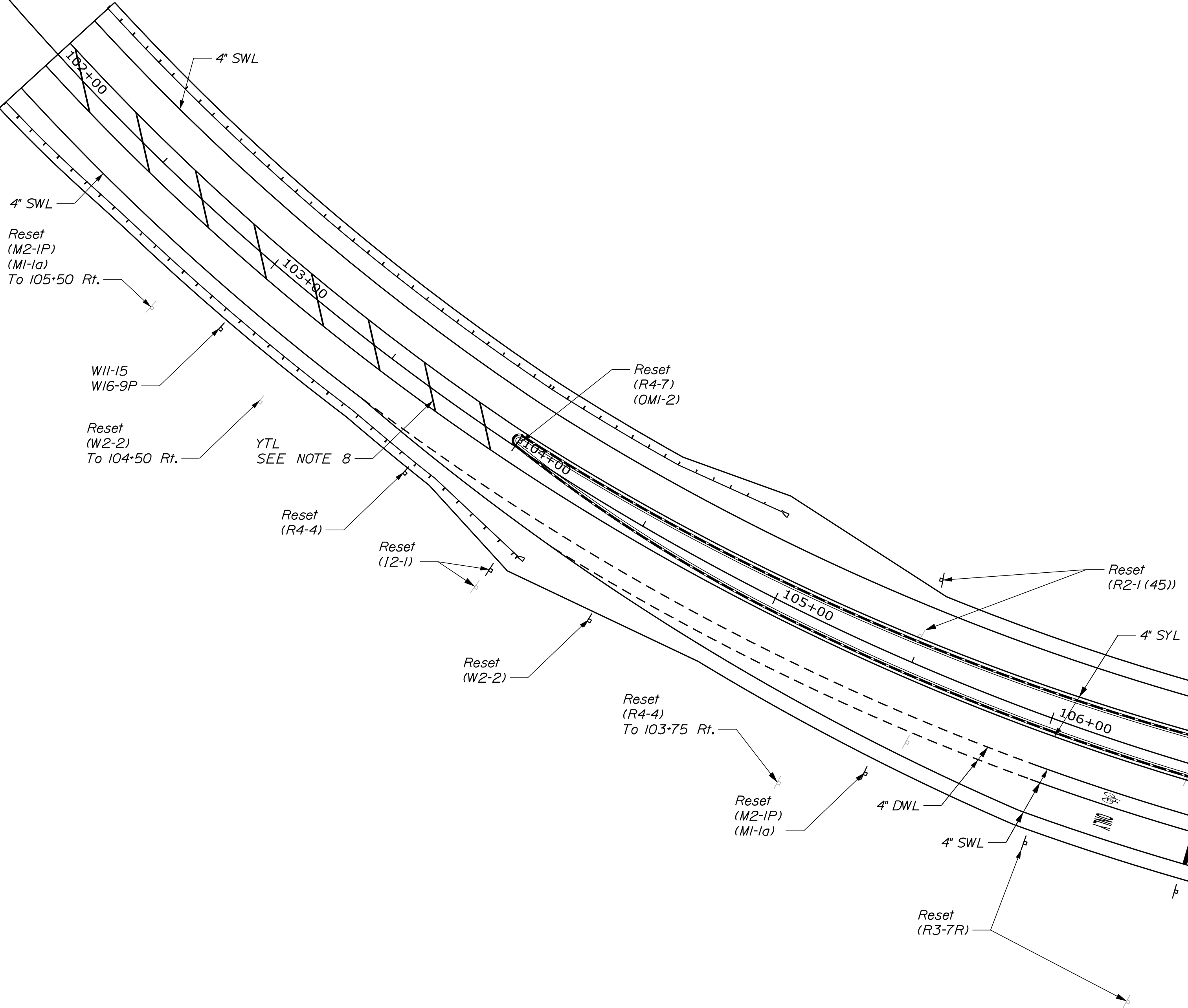
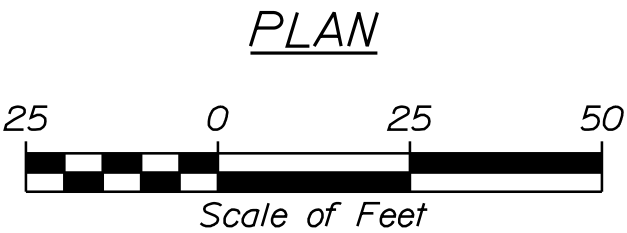
DOTTED WHITE LINE
(2' LINE & 6' GAP)
- WGL

WHITE GORE LINES
(12' @ 45° TO TRAFFIC)
- CWL

CHANNELIZING WHITE LINE
- YTL

YELLOW TRANSVERSE LINES
(12' LINE @ 45° TO TRAFFIC - 10' O.C.)
- SL

STOP LINE
- SINGLE SIGN POST
- DOUBLE SIGN POST
- DIRECTIONAL FLOW ARROW
- LEFT ARROW PAVEMENT MARKING
- RIGHT ARROW PAVEMENT MARKING
- "ONLY" PAVEMENT MARKING



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
		BRIDGE NO. 5604	WIN 22382.00
		BRIDGE PLANS	
RELOCATED US 1 BRIDGE INTERSTATE 295 CUMBERLAND-YARMOUTH CUMBERLAND COUNTY		DATE	
		BY	
		J. Brack	
		LOD	
SIGNING & STRIPING PLAN (1 OF 4)		DATE	
		BY	
		J. Brack	
		LOD	
SHEET NUMBER		DATE	
		BY	
		J. Brack	
		LOD	
21		DATE	
		BY	
		J. Brack	
		LOD	
OF 121		DATE	
		BY	
		J. Brack	
		LOD	