



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

Janet T. Mills
GOVERNOR

Dale F. Doughty
COMMISSIONER

September 25, 2026
Subject: Highway Reconstruction
WIN:022656.00
Location: Frenchville
Amendment No. 1

Dear Sir/Ms.:

Make the following changes to the Bid book:

Remove Page 63 Special Provision Section 105, General Scope of Work Dated August 5, 2025 and **Replace** with the attached Special Provision Section 105, General Scope of Work Dated September 23, 2026.

In the Plan Sheet:

Remove sheet 2 TYPICAL SECTIONS dated 8/9/2026 and **Replace** with the attached Sheet 2 TYPICAL SECTIONS dated 9/23/2026.

Consider these changes and information prior to submitting your bid on **October 7, 2026**.

Sincerely,

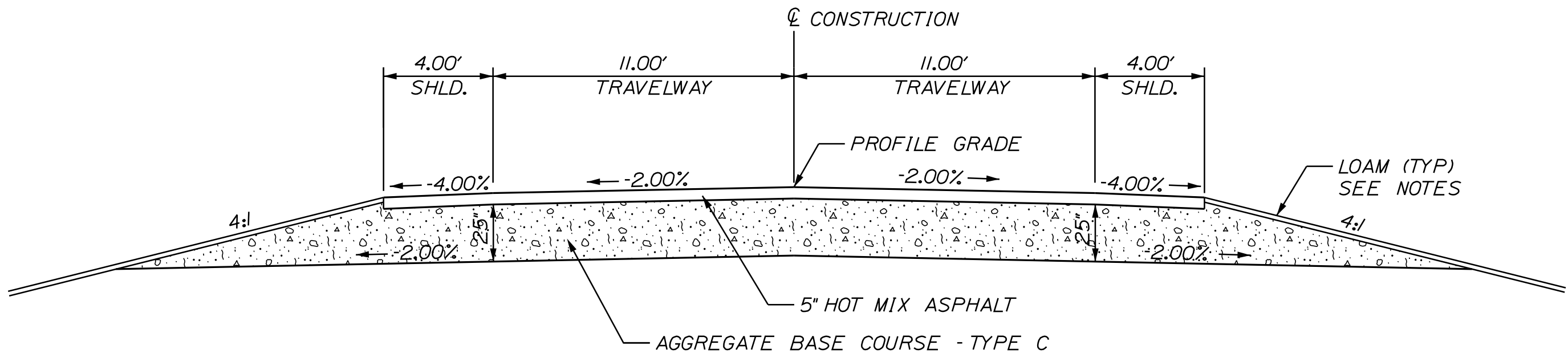
A handwritten signature in blue ink that reads "George Macdougall".

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

September 23, 2026

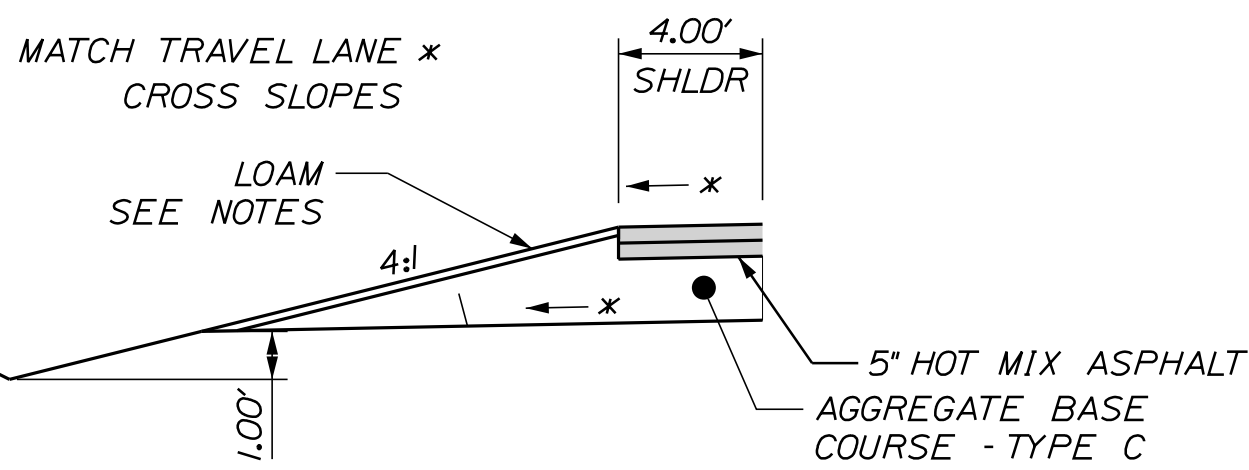
SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Limitations of Operations)

1. At a minimum, one lane of alternating one-way traffic shall be maintained on Route 1 at all times.
2. A minimum lane width of 11'-0" shall be maintained at all times.
3. During Highway Construction and Rehabilitation Activities, the Maximum lane closure length on Route 1 shall not exceed 2,500'.
4. During Highway Paving Activities and with approval from the Resident, the Maximum lane closure length on Route 1 shall not exceed 4,000'.
5. Clearing between stations 645+00 LT and 652+00 LT shall not commence until bedrock has been exposed and the exact extent of the cut has been determined.



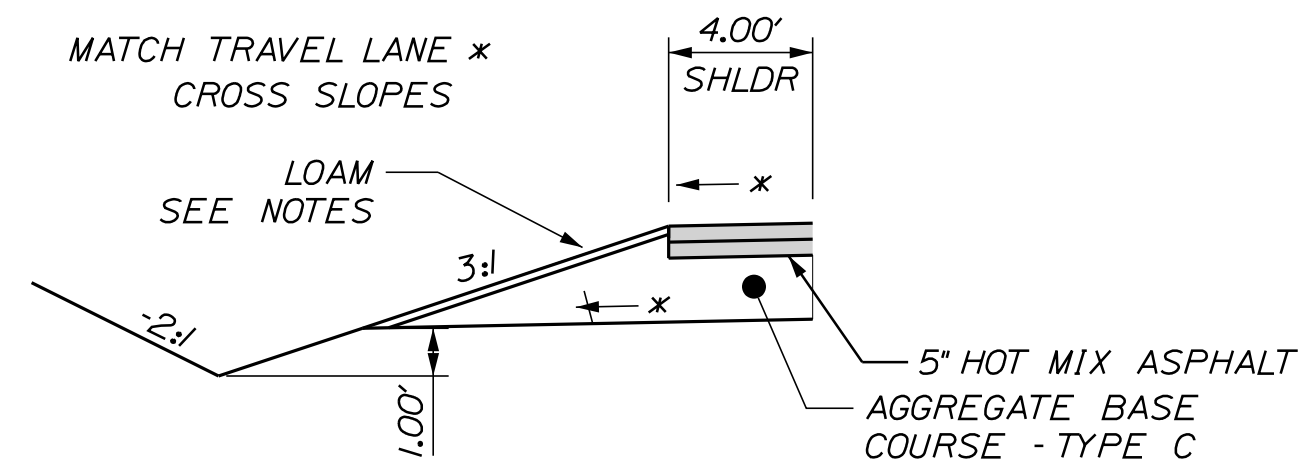
ROUTE 1
 RECONSTRUCTION
 NORMAL SECTION

4FT. RIGHT SHOULDER CY/100 LF STATION TO STATION	12 FT. TRAVEL LANES CY/100 LF STATION TO STATION	4FT. RIGHT SHOULDER CY/100 LF STATION TO STATION
605+75 TO 617+25	606+75 TO 609+25	668+25 TO 673+25
671+25 TO 673+25	625+75 TO 627+50	694+75 TO 695+25
678+25 TO 683+75	633+00 TO 638+25	723+25 TO 729+75
681+25 TO 683+25	644+75 TO 645+75	738+25 TO 741+25
683+75 TO 690+00	657+50 TO 659+50	743+25 TO 745+25
691+75 TO 692+25	668+75 TO 673+00	
696+25 TO 696+75	678+25 TO 696+75	
725+75 TO 729+75	723+25 TO 729+50	
738+25 TO 739+75	738+25 TO 745+00	
741+25 TO 741+75	758+50 TO 765+25	
743+25 TO 745+25	774+50 TO 775+25	
788+75 TO 809+25	788+50 TO 816+50	
809+75 TO 816+75	835+75 TO 845+25	
835+25 TO 843+75		
844+25 TO 845+25		



SHOULDER
VARIES CY/100 LF
STATION TO STATION
625+25 TO 625+75 LT
699+50 TO 700+00 RT
751+75 TO 752+90 LT
764+25 TO 766+00 LT
770+00 TO 770+25 RT
804+75 TO 806+75 LT

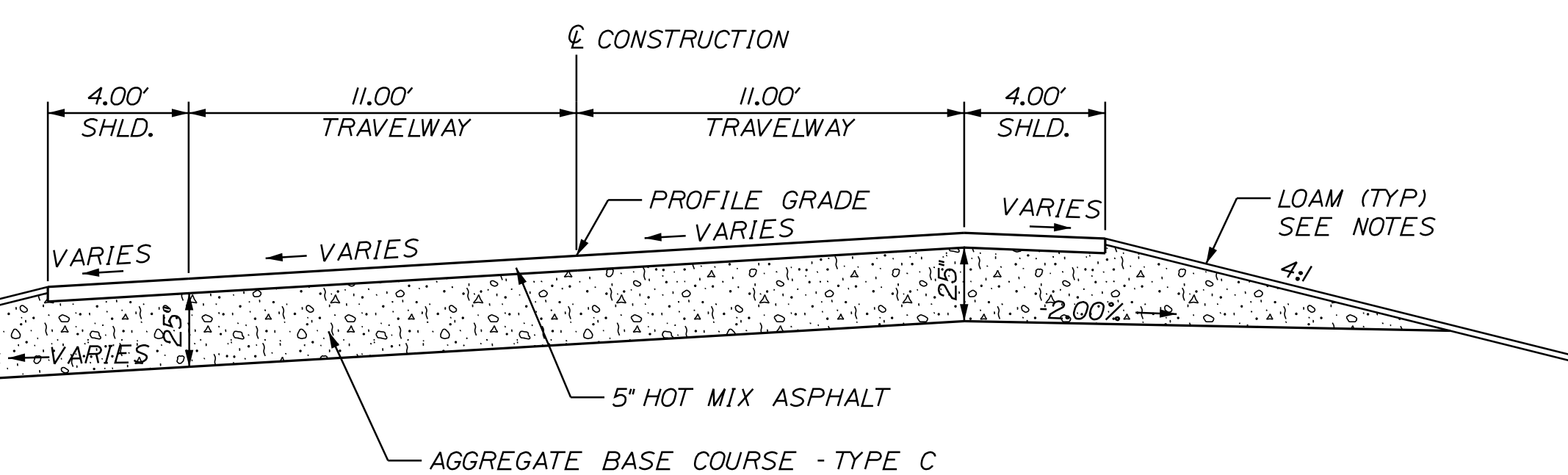
4:1 DITCH WITH 2:1 BACKSLOPE
 NORMAL



SHOULDER
VARIES CY/100 LF
STATION TO STATION
663+25 TO 663+75 LT

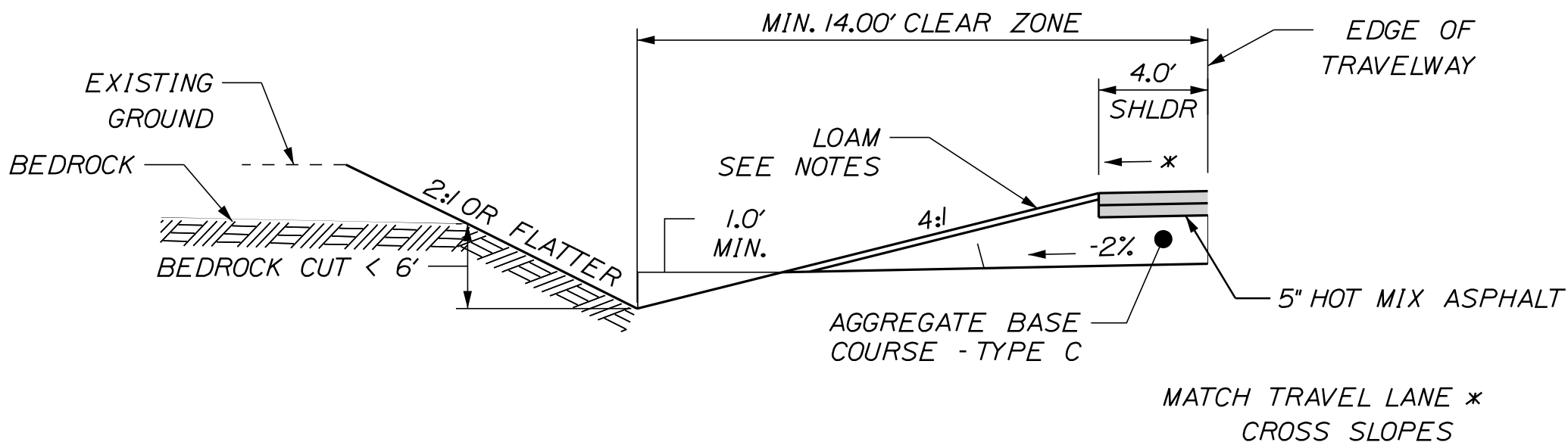
3:1 DITCH WITH 2:1 BACKSLOPE
 NORMAL

- NOTES:
- SEE TYPICAL SECTIONS - 2 SHEET 3 FOR ADDITIONAL SHOULDER DETAILS.
 - SEE SHEET 6 FOR SUPERELEVATION TABLE.



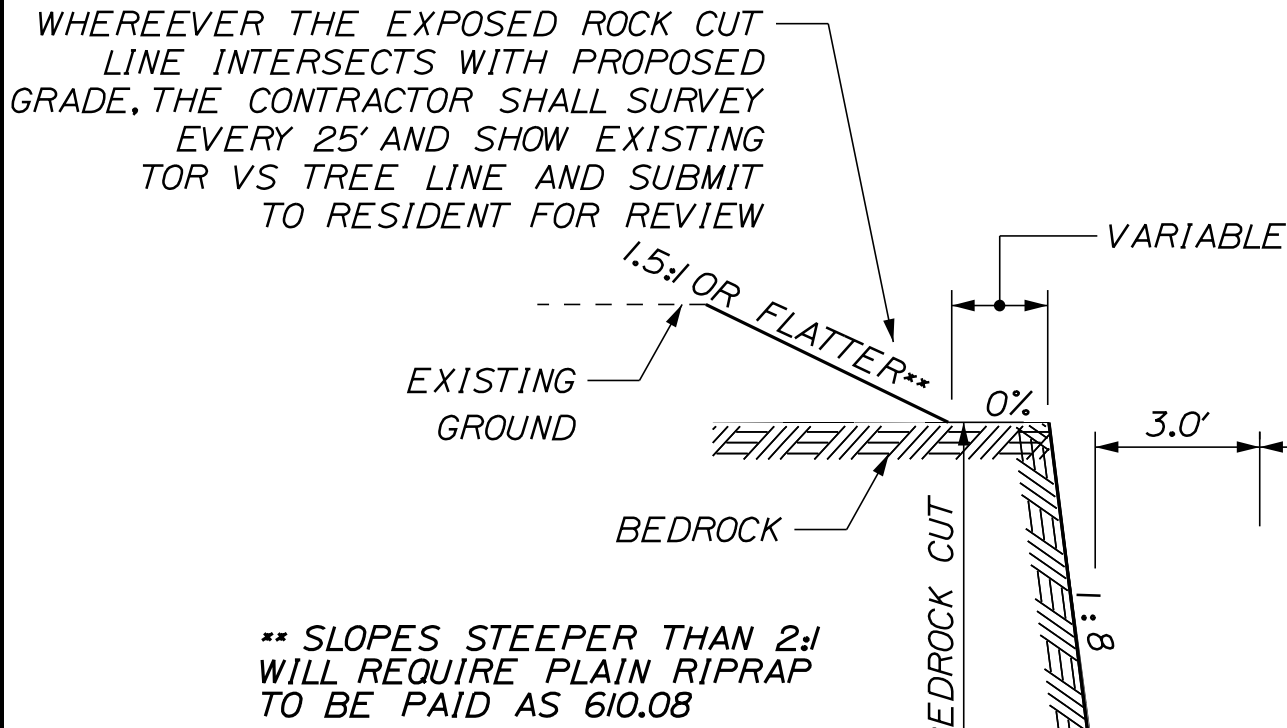
ROUTE 1
 RECONSTRUCTION
 SUPERELEVATED SECTION

4FT. RIGHT SHOULDER CY/100 LF STATION TO STATION	12 FT. TRAVEL LANES CY/100 LF STATION TO STATION	4FT. RIGHT SHOULDER CY/100 LF STATION TO STATION
83.66 TO 83.66	170.09 TO 170.09	71.17 TO 71.17
601+75 TO 604+75	599+75 TO 606+75	599+25 TO 602+25
649+25 TO 651+25	609+25 TO 625+75	643+75 TO 644+50
674+75 TO 677+75	627+50 TO 633+00	673+25 TO 678+25
696+75 TO 704+50	638+25 TO 644+75	699+25 TO 706+25
729+75 TO 738+25	645+75 TO 657+50	718+25 TO 723+25
745+25 TO 746+25	659+50 TO 668+75	729+75 TO 733+75
769+25 TO 771+75	673+00 TO 678+25	754+75 TO 757+75
778+75 TO 785+75	696+75 TO 723+25	769+75 TO 771+25
816+75 TO 817+75	729+50 TO 738+25	818+25 TO 818+75
820+75 TO 822+75	745+00 TO 758+50	820+75 TO 822+75
828+75 TO 833+25	765+25 TO 774+50	
	775+25 TO 788+50	
	816+50 TO 835+75	



SHOULDER
VARIES CY/100 LF
STATION TO STATION
647+00 TO 651+00 LT

BEDROCK CUT (<6')
 NORMAL



BEDROCK NOTE:
 ONCE BEDROCK IS EXPOSED, A MAINEDOT REPRESENTATIVE WILL DETERMINE THE STABILITY OF THE MATERIAL. THE BACKSLOPE WILL THEN BE CONSTRUCTED AS DIRECTED BY THE RESIDENT. CLEARING BETWEEN STATIONS 645+00 LT AND 652+00 LT SHALL NOT COMMENCE UNTIL BEDROCK IS EXPOSED AND EXACT LIMIT OF CUT DETERMINED. FINAL CLEARING LIMIT WILL BE APPROXIMATELY 10' BEYOND EXTENT OF CUT DETERMINED IN THE FIELD, AS DETERMINED BY THE RESIDENT.

SHOULDER
VARIES CY/100 LF
STATION TO STATION
647+25 TO 651+25 LT

BEDROCK CUT (>6')
 NORMAL

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. ROONEY	T. KELLEY	9/2017			
CHECKED-REVIEWED	B. WATSON	8/2016			
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					