



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

Janet T. Mills
GOVERNOR

Dale F. Doughty
COMMISSIONER

April 29, 2026
Subject: Salmon Falls Bridge
Replacement
WIN:023643.00
Location: Hollis & Buxton
Amendment No. 2

Dear Sir/Ms.:

Make the following changes to the Bid Document:

REMOVE Sheet Number 3 of 53, GENERAL PLAN dated 11/20/2025 and **REPLACE** with the attached Sheet Number 3 of 53, GENERAL PLAN dated 04/28/2026.

REMOVE Sheet Number 52 of 53, RIGHT OF WAY MAP dated 09/29/2025 and **REPLACE** with the attached Sheet Number 52 of 53, RIGHT OF WAY MAP dated 04/28/2026.

In the Bid Book, pages 46-49, **REMOVE** SPECIAL PROVISION SECTION 104 UTILITIES dated October 10, 2025 (4 pages) and **REPLACE** with the attached SPECIAL PROVISION SECTION 104 UTILITIES dated April 24, 2026 (5 pages).

In the Bid Book, page 63, **REMOVE** SPECIAL PROVISION SECTION 107 TIME dated November 5, 2025 (1 page) and **REPLACE** with the attached SPECIAL PROVISION SECTION 107 TIME dated April 29, 2026 (1 page).

The following questions have been received:

Question: It appears that the high voltage power lines will not be relocated from the upstream side of the bridge nor in any meaningful way at both abutments. The bridge girders are over 220 feet long and weigh over 100,000 pounds, requiring large cranes that cannot be safely set up near the power lines nor can the girders be safely unloaded from delivery trucks. Please revise the utility relocations to provide a safe jobsite for our employees.

Response: Please see the aforementioned changes to the bid documents.

Question: After reviewing the contract substantial completion, final completion and the allowable in water work windows can the department add more time to the contract to complete Construction? Currently the bridge can be shut down 3/1/27 with an approximately two month in water work window for superstructure demolition, pier and abutment removal and installation of new abutment cofferdams. The window opens again August 1st for cofferdam removal to facilitate superstructure construction. The superstructure will need to be complete in a three month window to meet the substantial completion date of 10/29/2027. This is extremely aggressive, this type of work usually needs two season to complete with the in water restrictions.

Response: Additional environmental coordination is pending. A future amendment prior to bid opening is likely to include extending the in-water work window for some activities, including an open in-water work window for cofferdam removal and a 2-week in-water work window extension from May 1 to May 15 conditional on the absence of migrating fish in the Saco system. With respect to the remaining schedule portions of the question, please see the aforementioned changes to the bid documents.

Question: The department has provided a temporary construction limits for access on the upstream side of the bridge. Between these limits and the existing/current bridge are overhead power lines. After reviewing the SP104 utility section I do not see where these lines are being relocated. These line will need to be located to the downstream side to facilitate access construction and for the demolition and construction of the new bridge. Also the lines on one or both Salmon Falls Roads will need to be moved to the other side away from the river for crane access. This particular project will require large cranes and safe OSHA power line working clearances for construction. Please provide an updated 104 Utility Special Provision with the lines relocated so this project can be constructed.

Response: Please see the aforementioned changes to the bid documents.

Question: In SP 105 Section IV. Special Conditions 4 states "All in-water excavation shall be conducted within a cofferdam", does this include demolition and removal of the existing piers to ledge?

Response: No, existing pier work may be completed outside of a cofferdam.

Question: The parenthetical quantity for item 505.08 does not agree with the plan quantity indicated on DWG 42.

Response: Shear Connectors paid for under Pay Item 505.08 are specified on Sheet 42, Framing Plan and Sheet 46, Superstructure Reinforcing.

Question: Based on the road closure restriction (3/1/2027), the in-water work window (opens 8/1/2027) and the substantial completion requirement (10/29/2027), it would be impossible to complete all of the bridge work inside of those windows. We respectfully request that the substantial completion date be moved to 6/30/2028 and final completion be moved to 10/30/2028.

Response: Additional environmental coordination is pending. A future amendment prior to bid opening is likely to include extending the in-water work window for some activities, including an open in-water work window for cofferdam removal and a 2-week in-water work window extension from May 1 to May 15 conditional on the absence of migrating fish in the Saco system. With respect to the remaining schedule portions of the question, please see the aforementioned changes to the bid documents.

Consider these changes and information prior to submitting your bid on **May 13, 2026**.

Sincerely,



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

Date: 4/28/2026

Username: 8646

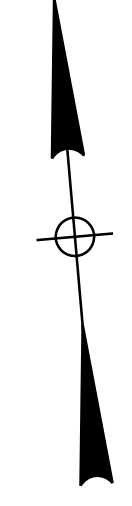
Division: HIGHWAY

Filename: ...100\BRIDGE\MSTA\003_BDP\plan.dgn

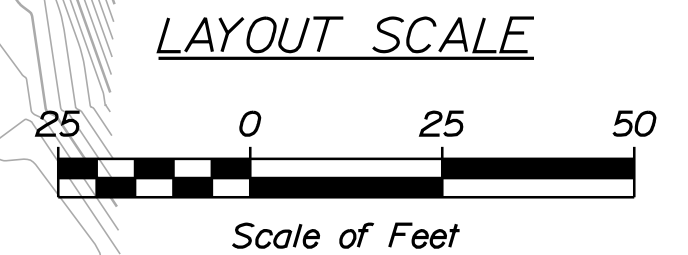
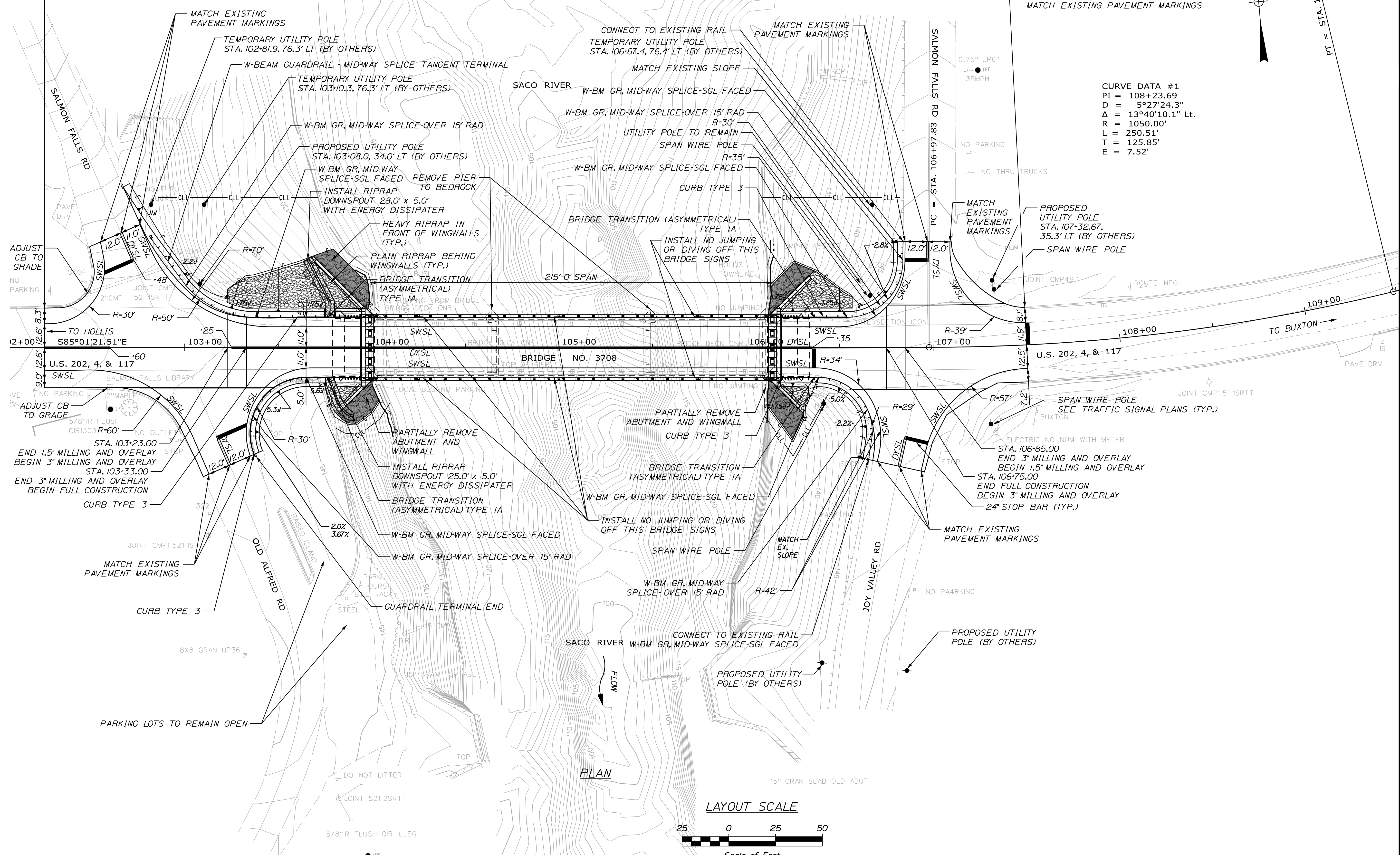
STA. 102+25.00
BEGIN PROJECT
LIMIT OF WORK
BEGIN 1.5" MILLING AND OVERLAY
MATCH EXISTING
PAVEMENT MARKINGS

STA. 107+50.00 END PROJECT
LIMIT OF WORK
END 1.5" MILLING AND OVERLAY
MATCH EXISTING PAVEMENT MARKINGS

CURVE DATA #1
PI = 108+23.69
D = 5°27'24.3"
Δ = 13°40'10.1" Lt.
R = 1050.00'
L = 250.51'
T = 125.85'
E = 7.52'



PT = STA. 109+48.34



| | | | | | |
|---------------------|--|------------------------------|--|-----------------|--|
| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | | BRIDGE NO. 3708 | |
| 2364300 | | WIN | | 023643.00 | |
| SALMON FALLS BRIDGE | | SACO RIVER | | YORK COUNTY | |
| HOLLIS-BUXTON | | YORK COUNTY | | GENERAL PLAN | |
| SHEET NUMBER | | 3 | | OF 53 | |

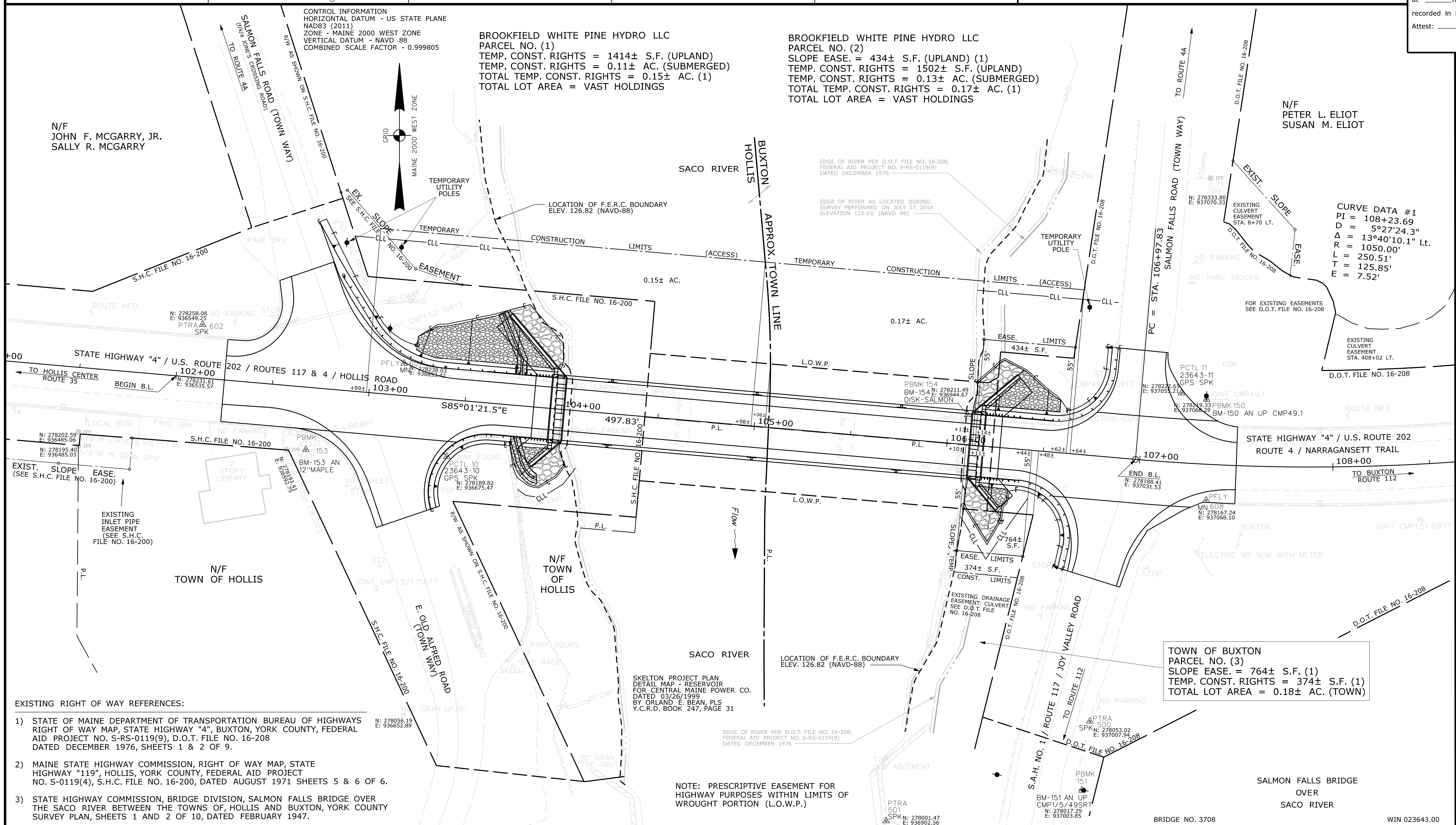
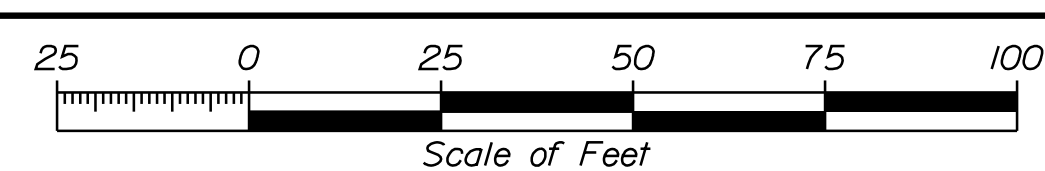
| PROJ. MANAGER | BY | DATE | SIGNATURE | P.E. NUMBER | DATE |
|------------------------|-------------|------------|-----------|-------------|------|
| J. Brock | J. Brock | Nov. 2024 | | | |
| N. Zukerman | N. Zukerman | Nov. 2024 | | | |
| J. Petrelli | J. Petrelli | Sept. 2025 | | | |
| P. Paros | P. Paros | Sept. 2025 | | | |
| L. Lomasol | L. Lomasol | Sept. 2025 | | | |
| Temp. poles & CLL loc. | | 4/28/26 | | | |
| REVISIONS 1 | | | | | |
| REVISIONS 2 | | | | | |
| REVISIONS 3 | | | | | |
| REVISIONS 4 | | | | | |
| FIELD CHANGES | | | | | |

| PLAN LEGEND | |
|--|---|
| <p>Town, County, State</p> <p>Approx. Property Lines</p> <p>Existing Right of Way</p> <p>Limits of Wrought Portion</p> <p>Control Of Access</p> <p>New Right of Way</p> <p>New Easement</p> <p>New Temporary Rights</p> <p>New R/W Within Existing R/W</p> | <p>New R/W Along Existing R/W</p> <p>Building</p> <p>Trees</p> <p>Water Edge</p> <p>Ledge</p> <p>Fence</p> <p>Sign</p> <p>Clearing Limit Line</p> <p>Conifer</p> <p>Deciduous</p> <p>Bush Line</p> <p>Rock/Boulder</p> <p>Flag Pole</p> <p>CHAIN LINK</p> <p>BARB WIRE</p> <p>WELL</p> <p>STOCKADE</p> <p>Mallbox</p> <p>Sanitary Sewer</p> <p>Telephone Line</p> <p>Electric Line</p> <p>Water Line</p> <p>Underdrain Line</p> <p>Gas Line</p> <p>Guardrail</p> <p>Culvert</p> <p>Existing</p> <p>Proposed</p> <p>Traveler Way</p> <p>Ditch</p> <p>Catch Basin</p> <p>Manhole</p> <p>Sewer Manhole</p> <p>Utility Pole</p> <p>Fire Hydrant</p> <p>Curbing</p> <p>Existing</p> <p>Proposed</p> <p>Cut Line</p> <p>Stonewall</p> <p>Baseline</p> <p>Monument</p> <p>Iron Rod Found</p> <p>Replacement Pin Set</p> <p>Fill Line</p> <p>Retaining Wall</p> <p>Traverse Point</p> <p>Pipe Found</p> |

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ADJACENT PROPERTY OWNERS.

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____
at _____ h _____ m _____ M and
recorded in Plan Bk _____, Pg. _____
Attest: _____ REGISTER



- EXISTING RIGHT OF WAY REFERENCES:
- STATE OF MAINE DEPARTMENT OF TRANSPORTATION BUREAU OF HIGHWAYS RIGHT OF WAY MAP, STATE HIGHWAY "4", BUXTON, YORK COUNTY, FEDERAL AID PROJECT NO. S-RS-0119(9), D.O.T. FILE NO. 16-208 DATED DECEMBER 1976, SHEETS 1 & 2 OF 9.
 - MAINE STATE HIGHWAY COMMISSION, RIGHT OF WAY MAP, STATE HIGHWAY "119", HOLLIS, YORK COUNTY, FEDERAL AID PROJECT NO. S-0119(4), S.H.C. FILE NO. 16-200, DATED AUGUST 1971 SHEETS 5 & 6 OF 6.
 - STATE HIGHWAY COMMISSION, BRIDGE DIVISION, SALMON FALLS BRIDGE OVER THE SACO RIVER BETWEEN THE TOWNS OF HOLLIS AND BUXTON, YORK COUNTY SURVEY PLAN, SHEETS 1 AND 2 OF 10, DATED FEBRUARY 1947.

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

Date: 4/28/2026
Username: jude.hogan
Division: ROW
Filename: ... \00\ROW\MSTA001_RWP\PLAN1.dgn

| ITEM | TECH | CHECKED |
|-------------------------|--------|---------|
| EXISTING CONDITION PLAN | R.M.C. | C.W.K. |
| FINAL RIGHT OF WAY | J.H. | P.N.S. |
| AREAS | J.H. | M.C.G. |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
HOLLIS \ BUXTON
RIGHT OF WAY MAP

| NO. | DATE | REVISIONS DESCRIPTION | BY | PLAN FILED IN PLAN BOOK | | | | PAGE COUNTY RECORD | | | |
|-----|------|-----------------------|----|-------------------------|---------------------------------|--------------------|----------|--------------------|------|--|--|
| | | | | NO. | GRANTOR | INSTRUMENT | DATE | BOOK | PAGE | | |
| | | | | | BROOKFIELD WHITE PINE HYDRO LLC | COND. | 03-02-26 | 19852 | 594 | | |
| | | | | | | SLOPE EASE./T.C.R. | 03-16-26 | 19861 | 658 | | |

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER

DATE _____

STATE HIGHWAY "4"
U.S. ROUTE 202 / ROUTES 117 & 4
HOLLIS / BUXTON
YORK COUNTY
FEDERAL AID PROJECT NO. 2364300

SEPTEMBER 2025
SCALE 1" = 25'

RIGHT-OF-WAY MAP
SHEET 1 OF 2

D.O.T. FILE NO. 16-564

SHEET NUMBER
52
OF 53

SPECIAL PROVISIONS
SECTION 104
Utilities

UTILITY COORDINATION

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

THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.

MEETING

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

GENERAL INFORMATION

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

Utilities have been notified and will be furnished a project specification.

Overview & Utility Contact Information:

| Utility/Railroad | Aerial | Underground | Contact Name | Contact Number |
|-----------------------------|----------|-------------|--|-------------------------------|
| Central Maine Power Company | X | | Kelvin Hall | (443)867-0362 |
| Charter Communications | X | | John Kilgore or Paul Girouard | 653-8611 253-2252 |
| FirstLight | X | | Mike Ellingwood or Jarrod Smith | 462-2759 (603)396-1100 |
| GoNetspeed | X | | Jim Knight | 590-5111 |
| MaineDOT Electrical | X | X | Alan Farrington | 441-9081 |
| Town of Buxton | | X | Krystal Dyer | 929-5191 |

Temporary utility/railroad adjustments **ARE** anticipated. If any unexpected utility relocations become necessary, they shall be scheduled in accordance with Section 104 of the Standard Specifications and shall be performed by the appropriate utility company in conjunction with the work by the Contractor. Should the Contractor choose to have any poles temporarily relocated or request conductors be covered, all work shall be done at the Contractor’s request and expense, with no additional cost or schedule impacts to the Department.

All adjustments are to be made by the respective utility unless otherwise specified herein.

Fire hydrants shall not be disturbed until all necessary work has been accomplished to provide proper fire protection.

All clearing and tree removal in areas where utilities are involved must be completed before the utilities are able to relocate their facilities.

It is the responsibility of the Contractor with the Utility Pole owner, to layout all of the proposed pole locations in the field prior to the start of utility relocations. Should any adjustments be needed, the Utility will document adjustments and inform the Department prior to utility relocations. The contractor shall mark final grade on all pole stakes.

The Contractor shall provide the utilities access to the new pole locations. Construction of any spot cuts or fills in excess of 2 feet must be completed prior to utility relocations. All cut/fill depths listed on the pole list are approximate and will need to be verified by the contractor prior to poles being set. The Contractor shall prepare a plan for how access and the spot cuts and fills will be accomplished and what the schedule will be for performing the work. This plan will be discussed at the pre-construction utility meeting.

**** Specific information regarding the line voltage can be requested from Central Maine Power Company****

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

AERIAL

Summary:

| Utility | Pole Set | Run New/ Trans. Wires/ Cables | Remove Poles | Estimated Working Days |
|------------------------------------|----------|-------------------------------------|--------------|------------------------|
| Central Maine Power Company | X | X | X | 20 |
| Charter Communications | | X | | 15 |
| FirstLight | | X | | 15 |
| GoNetspeed | | X | | 30 |
| Total: | | | | 80 |

Utility Specific Issues:

Central Maine Power Company

Central Maine Power Company (CMP) has approximately **11 poles** to set as per the pole list included in this specification and has cables to run/transfer to the new pole locations. The contractor shall notify CMP once all poles are staked, pole access is provided, and the clearing and spot cuts/fills are completed. **CMP will require two weeks to schedule their work after notice is received that the prep work is completed.** Once work is scheduled CMP estimates **20 working days to complete their work.** CMP will remove the old poles once all transfers are complete. **CMP will remove the existing power service line for the old/abandoned traffic signal from pole #CMP49/48SRTT at station 106+62.4, 34.3' Lt. to old traffic pole at station 107+32, 46' Rt.**

Charter Communications

Charter Communications has new cables to run/transfer to the new pole locations. After CMP has completed their work Charter shall begin their work. The contractor and/or CMP shall notify Charter once all of CMP's

work is completed. **Charter will require two weeks to schedule their work after notice is received.** Once work is scheduled Charter estimates **15 working days to complete their work.**

FirstLight

FirstLight has cables to run/transfer to the new pole locations. After Charter has completed their work FirstLight shall begin their work. The contractor and/or Charter shall notify FirstLight once all of Charter’s work is completed. **FirstLight will require two weeks to schedule their work after notice is received.** Once work is scheduled FirstLight estimates **15 working days to complete their work.**

GoNetspeed

GoNetspeed has cables to run/transfer to the new pole locations. After FirstLight has completed their work GoNetspeed shall begin their work. The contractor and/or FirstLight shall notify GoNetspeed once all of FirstLight’s work is completed. **GoNetspeed will require two weeks to schedule their work after notice is received.** Once work is scheduled GoNetspeed estimates **30 working days to complete their work.**

MaineDOT Electrical

MaineDOT Electrical has aerial signals and cables for traffic signals within the project limits.

In general, all 120/240-volt upgrade projects will require a new electric service order with Central Maine Power. The Contractor shall provide the following information with the new electric service order request:

- Electrician’s name performing the work
- Voltage
- Amperage
- Pole number of the existing power supply
- Distance from the pole to the control box
- The 7 digit meter number of the closest meter to the pole associated with each service location

The contractor shall allow at least 4 weeks for the MaineDOT to establish the account.

Pole List:

| Existing Pole # | Existing Station | Left/Right | | Existing Offset | Proposed Station | Left/Right | | Proposed Offset | Comments |
|------------------------|------------------|------------|----|-----------------|------------------|------------|----|-----------------|----------------------------|
| | | LT | RT | | | LT | RT | | |
| CMP2/2/SRTT | 100+92.7 | X | | 33.4 | | | | | OK |
| | | | | | 102+82 | X | | 75' | NEW TEMP POLE |
| CMP1/52/1SR TT | 103+04.2 | X | | 32.7 | 103+08 | X | | 32.7' | REPLACE WITH TALLER |
| | | | | | 103+10 | X | | 75' | NEW TEMP POLE |
| CMP1/521/1SR TT | 103+12.7 | | X | 100.5 | | | | | OK |
| 521/2SR TT | 103+82.3 | | X | 241.3 | | | | | OK |
| CMP49/48SR TT | 106+62.4 | X | | 34.3 | | | | | OK |
| | | | | | 106+67 | X | | 75' | NEW TEMP POLE |
| NO# W/ METER | 107+32.0 | | X | 46.0 | | | | | REMOVE |
| CMP49.1 | 107+32.7 | X | | 33.7 | 107+32 | X | | 34' | REPLACE WITH TALLER |
| CMP1 51 1SR TT | 108+43.9 | | X | 28.9 | | | | | OK |
| Joy Valley Road | | | | | | | | | |

| | | | | | | | | | |
|--------------------------------|----------|---|---|-------|----------|---|---|--------|--|
| | 106+84.4 | | X | | 106+84.4 | | X | 172.7' | REPLACE WITH TALLER, 22.2' FROM CL OF JOY VALLEY RD |
| | | | | | 106+41.9 | | X | 168.7' | ADD NEW SUPPORT POLE BEHIND GUARDRAIL 20.9' FROM CL OF JOY VALLEY RD |
| <u>Route 4A</u> | | | | | | | | | |
| | 50+66 | | X | 17.5' | | | | | OK |
| | 52+50 | X | | 15.7' | | | | | REMOVE ORPHAN POLE |
| | 52+53 | X | | 15.3' | 52+53 | X | | 26' | MOVE, SHOULDER/DITCH (0.7' OFF NEW EP) |
| | 53+11 | X | | 24.4' | 53+11 | X | | 26' | MOVE, DITCH (9.4' OFF NEW EP, 0.4' BEHIND DITCH) |
| | 53+76 | | X | 53.0' | | | | | OK (USHER MILL ROAD) |
| | 54+12 | X | | 19.6' | 54+12 | X | | 26' | MOVE, DITCH (4.5' OFF NEW EP, 4.4' INFRONT OF DITCH) |
| | 55+45 | X | | 18.2' | 55+45 | X | | 23.5' | MOVE, DITCH (7.2' OFF NEW EP, 3.9' INFRONT OF DITCH) |
| | 56+53 | X | | 14.9' | | | | | OK, BEYOND PROJECT LIMITS, MIGHT REPLACE |
| | 57+35 | X | | 14.0' | | | | | OK, BEYOND PROJECT LIMITS |
| <u>Country Club Rd.</u> | | | | | | | | | |
| | 20+68 | X | | 13.3' | | | | | OK, TOWN ROAD |
| | 20+69 | | X | 10.4' | | | | | OK, TOWN ROAD |
| | 20+71 | X | | 15.2' | | | | | REMOVE ORPHAN POLE |

Aerial utility lines are located near the bridge and will remain in place throughout the duration of the project and OSHA aerial working clearances will need to be adhered to when using equipment around power lines. The utilities will set 3 temporary poles for a temporary utility line crossing over the river approx. 75' upstream from the proposed centerline of the road. Once the new poles are set and all utilities are transferred to the temporary poles all existing utility lines will be removed between new pole #CMP1/52/1SRTT at station 103+08, 32.7' Lt. to existing pole #CMP49/48SRTT at station 106+62.4, 34.3' Lt. All utility lines that cross Route 202 and to Route 117 will now cross from new pole #CMP49.1 at station 107+32, 34' LT. for additional crane clearance. The contractor will be required to work around this line configuration and shall plan and conduct their work accordingly.

UNDERGROUND

GoNetspeed

GoNetspeed has an underground cable attached to pole #CMP49/48SRTT at station 106+62.4, 34.3' Lt. and runs up Salmon Falls Road. This underground line will stay active during construction. The contractor will be required to work around this line configuration and shall plan and conduct their work accordingly.

Town of Buxton

The Town of Buxton has a dry hydrant on Salmon Falls Road that is outside the project limits and will not be impacted by the work. **The contractor shall ensure adequate access is provided and shall not block or limit access to the hydrant unless alternate arrangements have been made with the Town.**

PLEASE NOTE

Some of the utilities may have underground service facilities located within the project limits. Underground service transfers have been included in the aerial working days estimates. No impacts are anticipated to their service facilities.

All underground utilities require **3 working days' notice** for any/all excavation or any other subsurface work around any underground facilities to schedule an on-site representative to be present. The contractor shall hand dig around all the underground facilities.

MAINTAINING UTILITY LOCATION MARKINGS

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

UTILITY SIGNING

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

SPECIAL PROVISION

SECTION 107

TIME

(Scheduling of Work, Supplemental Liquidated Damages & Contract Completion Date)

U.S. Route 202, 4, & 117 (Hollis Road / Narragansett Trail) at the Project site may be closed to all traffic beginning no sooner than March 1, 2027. Roadway widening and intersection improvement work at the intersection of Route 4A, Country Club Road, and Usher Mill Road, temporary signal installation at the intersection of Route 4A and Route 112, and temporary signal installation at the intersection of Route 4A and Route 117 shall be complete to the satisfaction of the Resident prior to the closure of U.S. Route 202. The Project shall be Substantially Complete, as defined below, by the end of the specified closure period. The Project shall also be Substantially Complete on, or before, October 29, 2027.

The Project shall be considered Substantially Complete when one lane of traffic in each direction is maintained on the Structure and approaches and the following items are complete, in place, inspected and accepted: Base pavement on the approaches, membrane and base pavement on the bridge, temporary pavement ramps, guardrail, guardrail end treatments, bridge rail, transition barrier, and temporary pavement markings. The Resident will be the sole authority as to when the Project is considered Substantially Complete. Roadways shall be cleaned of all debris and construction materials to the satisfaction of the Resident, prior to reopening the Project roadway to traffic.

Temporary lane closures with one-way alternating traffic may be allowed during daylight working hours before and after the closure period, as approved by the Resident, and controlled through work areas by Flaggers. Nighttime temporary lane closures will not be allowed.

The Contractor will be assessed Supplemental Liquidated Damages at the rate of One Thousand Dollars (\$1,000.00) per Day, or portion of a Day, that the Project is not Substantially Complete after the end of the specified closure period. This assessment of Supplemental Liquidated Damages will be in addition to the Liquidated Damages specified in Standard Specifications Section 107.

The specified Contract Completion Date is June 30, 2028.