



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

February 11, 2025

Subject: Roundabout Construction &
Roadside Improvements
State WIN: 023689.00 & 026924.00
Location: **Palmyra, Newport &
Pittsfield**
Amendment No. 1

Dear Sir/Ms.:

Make the following changes to the roundabout construction Plan Set (023689.00)

Remove sheet 15 titled SPECIAL DETAILS TRUCK APRONS totaling one page dated 1/16/2025 and **Replace** with the attached SPECIAL DETAILS TRUCK APRONS DATED 2/7/2025 totaling one page.

The following questions have been received:

Question: On sheet 2, the detail for the Circulatory Roadway shows Truck Apron on the outside of the circle and Slipform mold #4 on the inside of the circle. On sheet 63, it shows Truck Apron on the inside and Slipform mold #6 as the outside of the circle. Can you please clarify which mold is in which location and where the Truck apron is located?

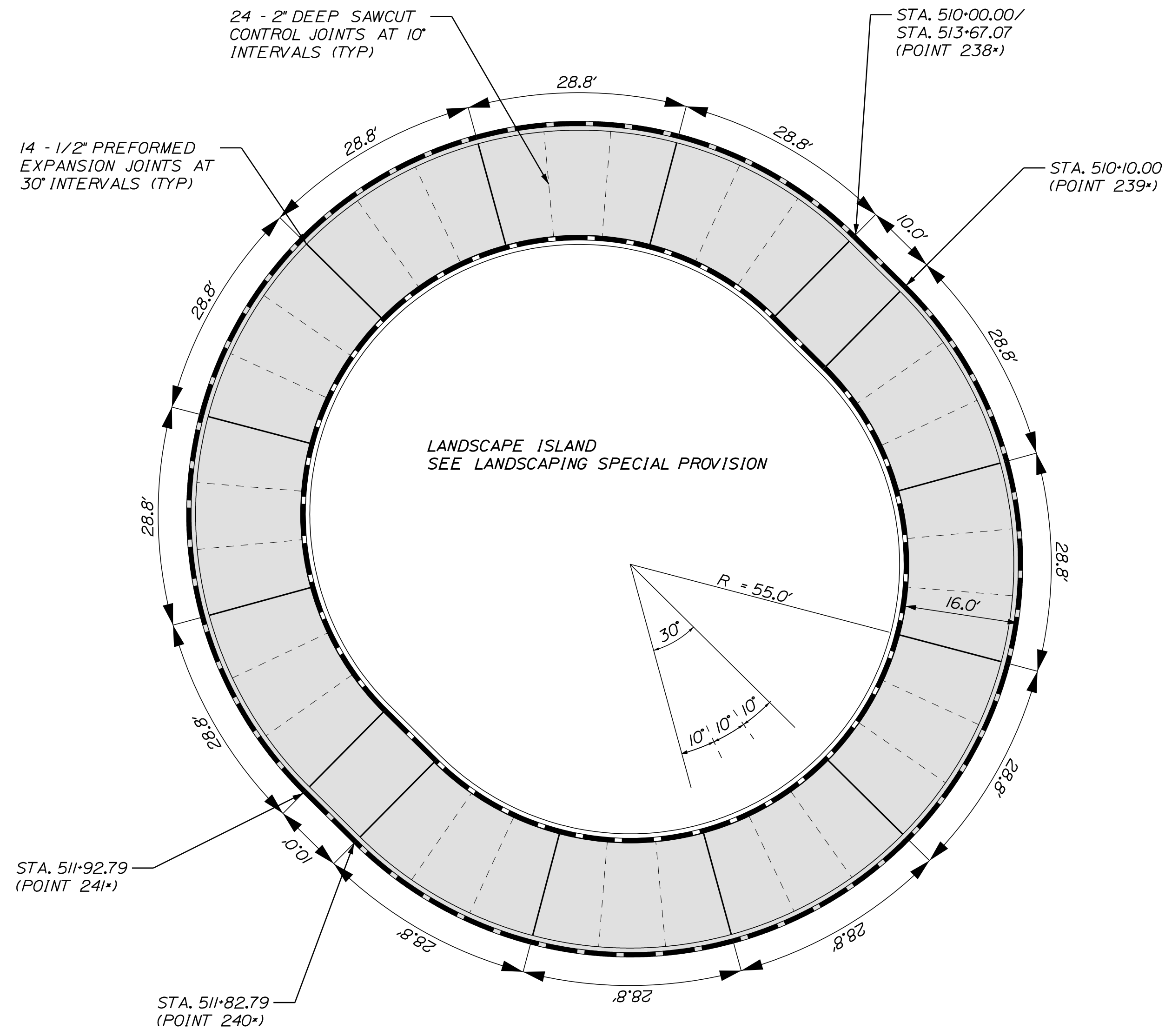
Response: Sheet 2 truck apron and mold notes are correct, see revised Sheet 63 of 154 dated 2/7/2025.

Consider these changes and information prior to submitting your bid on **February 26, 2025**.

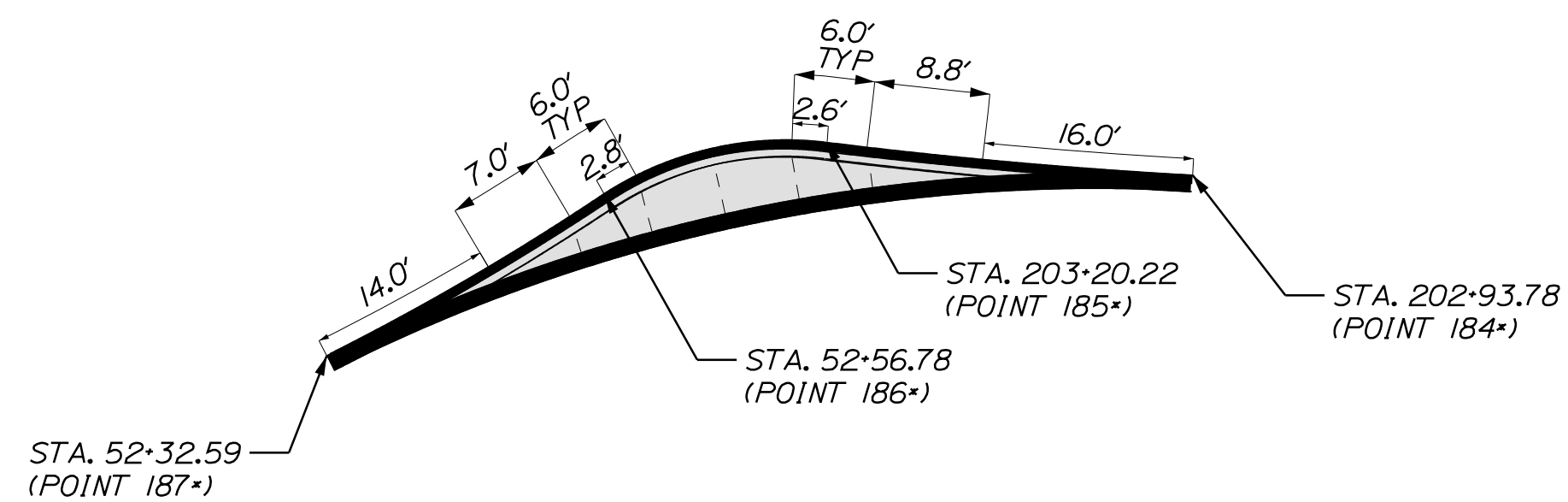
Sincerely,

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

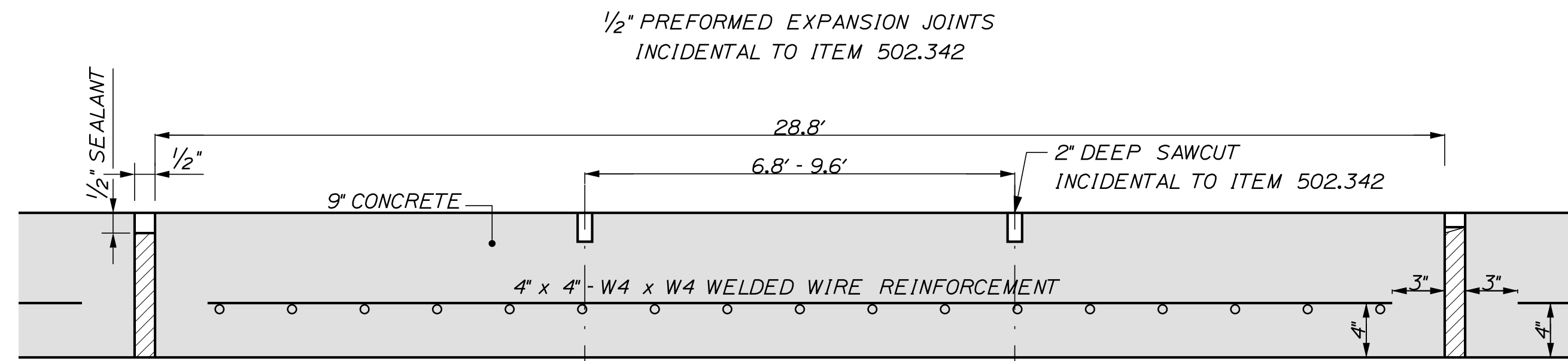
George M. A. Macdougall P.E.
Contracts & Specifications Engineer



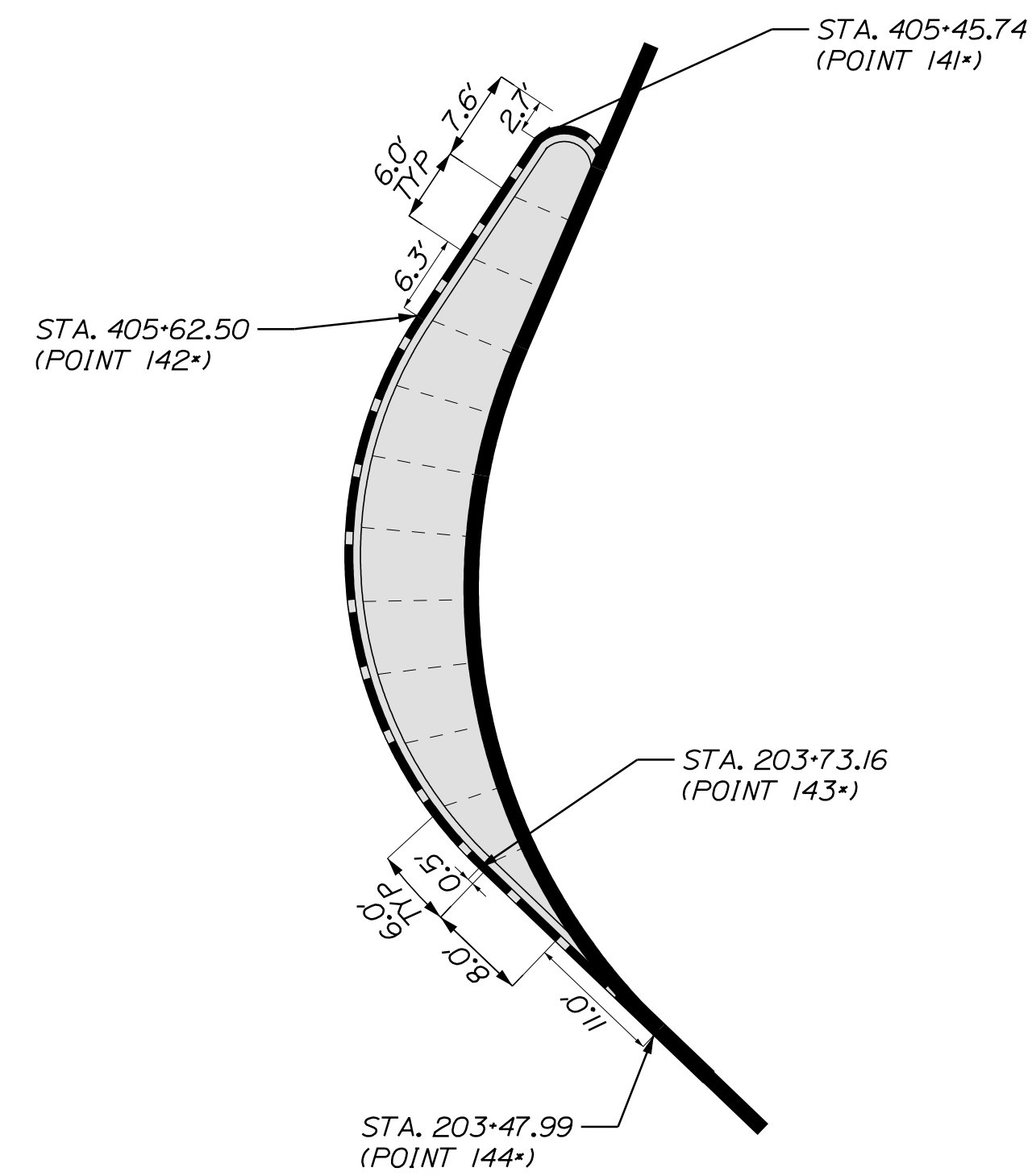
ROUNDABOUT TOP VIEW



EASTBOUND SLIP LANE



ROUNDABOUT SIDE VIEW



NORTHBOUND SLIP LANE

NOTES:

1. THE DISTANCES MEASURED ARE FROM THE FACE OF CURB
 2. THE 4"x4" W4x4 WELDED WIRE REINFORCEMENT SHALL BE SUPPORTED ON CHAIRS. THE WELDED WIRE REINFORCEMENT & CHAIRS SHALL BE INCIDENTAL TO ITEM 502.342
 3. TWO 16"x8"x1/4" SUPPORTS SHALL BE PLACE PER CURB SECTION TO SUPPORT CURBING DURING CONCRETE PLACEMENT. GROUT OR SHIM EACH SECTION OF CURB TO GRADE PRIOR TO PLACING CONCRETE. FULL GROUT BED MUST BE USED WHERE SHIMS ARE LESS THAN 2" HIGH. THIS SHALL BE INCIDENTAL TO ITEM 609.341
 4. THE LP CONCRETE BED FOR SLOPE GRANITE CURB WILL NOT BE PAID FOR DIRECTLY BUT SHALL BE INCIDENTAL TO ITEM 609.341
 5. THE CONTRACTOR SHALL PLACE THE CONCRETE WITH CARE ASSURING THAT THE SUPPORTED CURB IS NOT DISTURBED DURING PLACEMENT
 6. THE CONCRETE SHALL BE PLACE AND CONSOLIDATED IN SUCH A MANNER THAT NO VOIDS WILL BE PRESENT WHEN COMPLETE
 7. THE CONTRACTOR SHALL PLACE CURB JOINTS TO COINCIDE WITH TRUCK APRON EXPANSION AND CONTROL JOINTS
- *REFER TO GEOMETRICS PLANS FOR MORE INFORMATION ON POINTS

| PROJ. MANAGER | BY | DATE | SIGNATURE |
|------------------|-------------|----------|-----------|
| L. ROWE | D. CLOUTIER | FEB 2025 | |
| CHECKED-REVIEWED | | | |
| DESIGN-REVIEWED | | | |
| DESIGN-DETAILED | | | |
| DESIGN-DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

Date: 2/7/2025

Username: common

Division: HIGHWAY

Filename: ... \MSTA\063_geometry\03.dgn

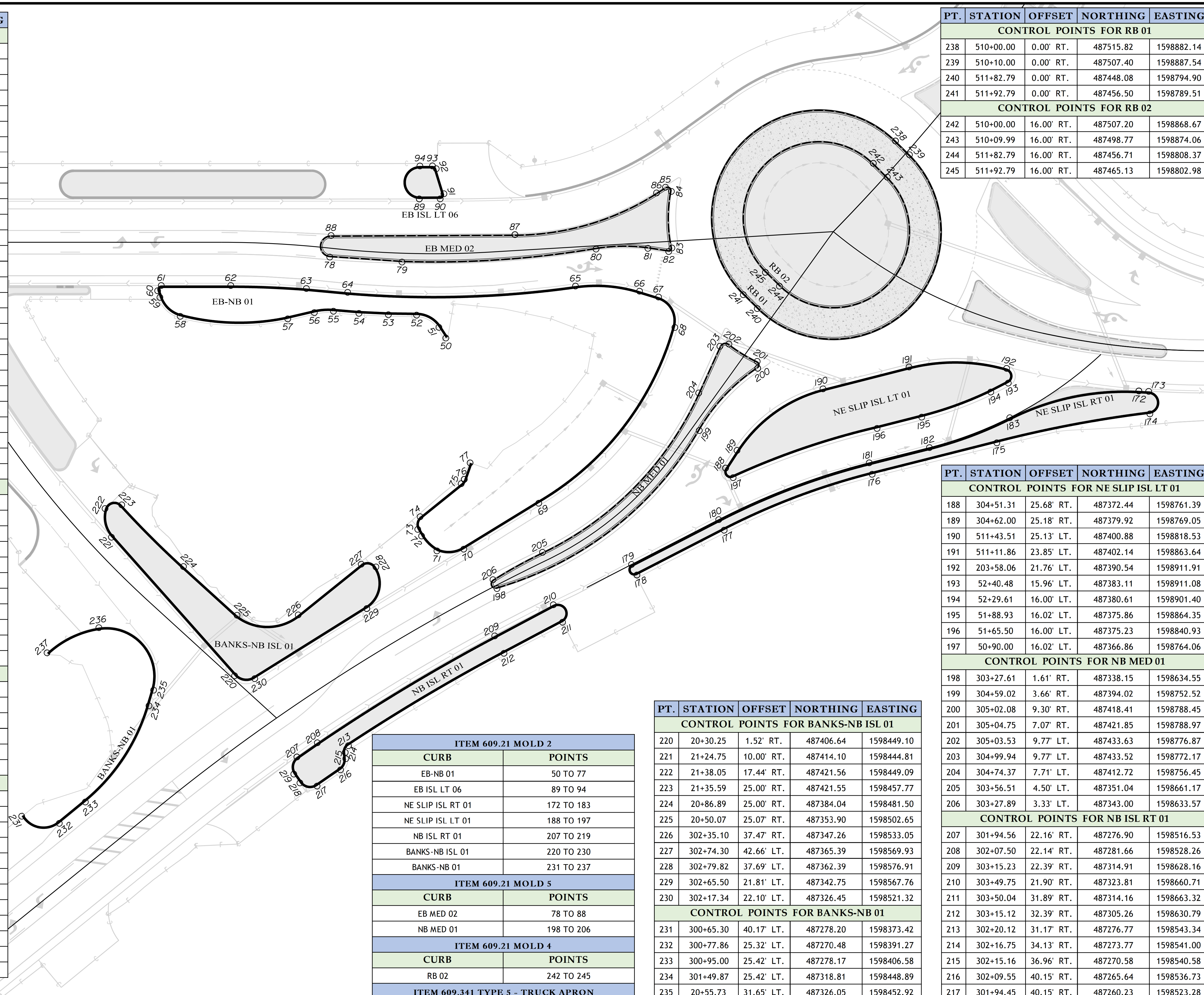
| PT. | STATION | OFFSET | NORTHING | EASTING |
|---|-----------|------------|-----------|------------|
| CONTROL POINTS FOR EB-NB 01 | | | | |
| 50 | 116+72.65 | 42.92' RT. | 487468.18 | 1598637.16 |
| 51 | 116+69.42 | 37.46' RT. | 487474.25 | 1598634.90 |
| 52 | 116+58.79 | 31.29' RT. | 487482.82 | 1598625.21 |
| 53 | 116+45.28 | 31.53' RT. | 487486.16 | 1598611.23 |
| 54 | 116+31.23 | 31.72' RT. | 487490.10 | 1598596.81 |
| 55 | 116+48.99 | 31.72' RT. | 487494.02 | 1598584.40 |
| 56 | 116+09.49 | 33.42' RT. | 487495.47 | 1598574.76 |
| 57 | 115+95.30 | 37.75' RT. | 487495.33 | 1598560.89 |
| 58 | 115+37.89 | 37.67' RT. | 487508.57 | 1598507.84 |
| 59 | 115+27.55 | 28.02' RT. | 487520.25 | 1598499.87 |
| 60 | 115+26.41 | 24.66' RT. | 487523.78 | 1598499.49 |
| 61 | 115+28.20 | 22.00' RT. | 487525.98 | 1598501.82 |
| 62 | 115+63.80 | 21.98' RT. | 487518.23 | 1598536.35 |
| 63 | 116+04.00 | 21.60' RT. | 487508.31 | 1598573.50 |
| 64 | 116+25.00 | 21.50' RT. | 487501.80 | 1598593.56 |
| 65 | 117+37.93 | 19.83' RT. | 487479.51 | 1598707.23 |
| 66 | 117+70.32 | 24.37' RT. | 487469.81 | 1598738.47 |
| 67 | 117+79.77 | 27.92' RT. | 487464.79 | 1598747.22 |
| 68 | 304+94.34 | 36.99' LT. | 487447.88 | 1598751.92 |
| 69 | 303+67.35 | 27.58' LT. | 487375.85 | 1598664.80 |
| 70 | 303+22.00 | 23.97' LT. | 487361.41 | 1598622.49 |
| 71 | 303+09.87 | 29.62' LT. | 487363.55 | 1598608.98 |
| 72 | 303+06.75 | 40.00' LT. | 487372.65 | 1598603.04 |
| 73 | 303+06.66 | 43.90' LT. | 487376.38 | 1598601.88 |
| 74 | 303+10.58 | 48.95' LT. | 487382.36 | 1598604.45 |
| 75 | 303+35.61 | 54.15' LT. | 487394.19 | 1598628.52 |
| 76 | 303+37.89 | 55.42' LT. | 487396.01 | 1598630.54 |
| 77 | 303+43.93 | 61.59' LT. | 487403.54 | 1598635.26 |
| CONTROL POINTS FOR EB MED 02 | | | | |
| 78 | 116+14.50 | 4.52' RT. | 487521.29 | 1598588.61 |
| 79 | 116+51.00 | 4.50' RT. | 487510.77 | 1598623.90 |
| 80 | 117+49.50 | 1.67' RT. | 487495.57 | 1598721.57 |
| 81 | 117+75.83 | 2.87' RT. | 487490.14 | 1598747.37 |
| 82 | 117+86.29 | 5.12' RT. | 487468.24 | 1598757.33 |
| 83 | 117+88.04 | 3.40' RT. | 487487.65 | 1598759.33 |
| 84 | 117+89.48 | 25.34' LT. | 487515.78 | 1598765.38 |
| 85 | 117+86.58 | 27.63' LT. | 487518.51 | 1598762.89 |
| 86 | 117+81.89 | 25.01' LT. | 487516.68 | 1598757.84 |
| 87 | 117+08.77 | 8.12' LT. | 487511.79 | 1598682.95 |
| 88 | 116+14.00 | 6.46' LT. | 487531.85 | 1598591.68 |
| CONTROL POINTS FOR EB ISL LT 06 | | | | |
| 89 | 116+59.19 | 27.79' LT. | 487540.15 | 1598639.49 |
| 90 | 116+70.45 | 27.89' LT. | 487537.87 | 1598649.87 |
| 91 | 116+72.49 | 30.46' LT. | 487539.98 | 1598652.30 |
| 92 | 116+68.37 | 43.22' LT. | 487553.25 | 1598651.28 |
| 93 | 116+66.27 | 44.64' LT. | 487555.05 | 1598649.72 |
| 94 | 116+59.25 | 44.57' LT. | 487556.45 | 1598643.49 |
| CONTROL POINTS FOR NE SLIP ISL RT 01 | | | | |
| 172 | 202+93.78 | 21.88' LT. | 487364.63 | 1598974.97 |
| 173 | 202+79.97 | 21.50' LT. | 487360.88 | 1598989.04 |
| 174 | 202+78.84 | 31.44' LT. | 487350.98 | 1598987.58 |
| 175 | 52+21.49 | 8.76' RT. | 487354.74 | 1598898.75 |
| 176 | 51+57.37 | 6.00' RT. | 487353.03 | 1598833.38 |
| 177 | 50+75.40 | 6.00' RT. | 487341.80 | 1598753.74 |
| 178 | 50+25.55 | 6.00' RT. | 487329.28 | 1598705.48 |
| 179 | 50+25.55 | 0.00' RT. | 487335.09 | 1598703.98 |
| 180 | 50+75.40 | 0.00' RT. | 487347.61 | 1598752.23 |
| 181 | 51+57.37 | 0.00' RT. | 487359.02 | 1598833.23 |
| 182 | 51+88.94 | 0.00' RT. | 487359.85 | 1598864.77 |
| 183 | 52+32.59 | 0.00' RT. | 487365.73 | 1598907.94 |

| PT. | STATION | OFFSET | NORTHING | EASTING |
|---------------------------------|-----------|------------|-----------|------------|
| CONTROL POINTS FOR RB 01 | | | | |
| 238 | 510+00.00 | 0.00' RT. | 487515.82 | 1598882.14 |
| 239 | 510+10.00 | 0.00' RT. | 487507.40 | 1598887.54 |
| 240 | 511+82.79 | 0.00' RT. | 487448.08 | 1598794.90 |
| 241 | 511+92.79 | 0.00' RT. | 487456.50 | 1598789.51 |
| CONTROL POINTS FOR RB 02 | | | | |
| 242 | 510+00.00 | 16.00' RT. | 487507.20 | 1598868.67 |
| 243 | 510+09.99 | 16.00' RT. | 487498.77 | 1598874.06 |
| 244 | 511+82.79 | 16.00' RT. | 487456.71 | 1598808.37 |
| 245 | 511+92.79 | 16.00' RT. | 487465.13 | 1598802.98 |

| PT. | STATION | OFFSET | NORTHING | EASTING |
|---|-----------|------------|-----------|------------|
| CONTROL POINTS FOR NE SLIP ISL LT 01 | | | | |
| 188 | 304+51.31 | 25.68' RT. | 487372.44 | 1598761.39 |
| 189 | 304+62.00 | 25.18' RT. | 487379.92 | 1598769.05 |
| 190 | 511+43.51 | 25.13' LT. | 487400.88 | 1598818.53 |
| 191 | 511+11.86 | 23.85' LT. | 487402.14 | 1598863.64 |
| 192 | 203+58.06 | 21.76' LT. | 487390.54 | 1598911.91 |
| 193 | 52+40.48 | 15.96' LT. | 487383.11 | 1598911.08 |
| 194 | 52+29.61 | 16.00' LT. | 487380.61 | 1598901.40 |
| 195 | 51+88.93 | 16.02' LT. | 487375.86 | 1598864.35 |
| 196 | 51+65.50 | 16.00' LT. | 487375.23 | 1598840.93 |
| 197 | 50+90.00 | 16.02' LT. | 487366.86 | 1598764.06 |
| CONTROL POINTS FOR NB MED 01 | | | | |
| 198 | 303+27.61 | 1.61' RT. | 487338.15 | 1598634.55 |
| 199 | 304+59.02 | 3.66' RT. | 487394.02 | 1598752.52 |
| 200 | 305+02.08 | 9.30' RT. | 487418.41 | 1598788.45 |
| 201 | 305+04.75 | 7.07' RT. | 487421.85 | 1598788.97 |
| 202 | 305+03.53 | 9.77' LT. | 487433.63 | 1598776.87 |
| 203 | 304+99.94 | 9.77' LT. | 487433.52 | 1598772.17 |
| 204 | 304+74.37 | 7.71' LT. | 487412.72 | 1598756.45 |
| 205 | 303+56.51 | 4.50' LT. | 487351.04 | 1598661.17 |
| 206 | 303+27.89 | 3.33' LT. | 487343.00 | 1598633.57 |
| CONTROL POINTS FOR NB ISL RT 01 | | | | |
| 207 | 301+94.56 | 22.16' RT. | 487276.90 | 1598516.53 |
| 208 | 302+07.50 | 22.14' RT. | 487281.66 | 1598528.26 |
| 209 | 303+15.23 | 22.39' RT. | 487314.91 | 1598628.16 |
| 210 | 303+49.75 | 21.90' RT. | 487323.81 | 1598660.71 |
| 211 | 303+50.04 | 31.89' RT. | 487314.16 | 1598663.32 |
| 212 | 303+15.12 | 32.39' RT. | 487305.26 | 1598630.79 |
| 213 | 302+20.12 | 31.17' RT. | 487276.77 | 1598543.34 |
| 214 | 302+16.75 | 34.13' RT. | 487273.77 | 1598541.00 |
| 215 | 302+15.16 | 36.96' RT. | 487270.58 | 1598540.58 |
| 216 | 302+09.55 | 40.15' RT. | 487265.64 | 1598536.73 |
| 217 | 301+94.45 | 40.15' RT. | 487260.23 | 1598523.28 |
| 218 | 301+88.02 | 33.81' RT. | 487263.71 | 1598515.13 |
| 219 | 301+88.09 | 28.36' RT. | 487268.76 | 1598513.09 |

| PT. | STATION | OFFSET | NORTHING | EASTING |
|---|-----------|------------|-----------|------------|
| CONTROL POINTS FOR BANKS-NB ISL 01 | | | | |
| 220 | 20+30.25 | 1.52' RT. | 487406.64 | 1598449.10 |
| 221 | 21+24.75 | 10.00' RT. | 487414.10 | 1598444.81 |
| 222 | 21+38.05 | 17.44' RT. | 487421.56 | 1598449.09 |
| 223 | 21+35.59 | 25.00' RT. | 487421.55 | 1598457.77 |
| 224 | 20+86.89 | 25.00' RT. | 487384.04 | 1598481.50 |
| 225 | 20+50.07 | 25.07' RT. | 487353.90 | 1598502.65 |
| 226 | 302+35.10 | 37.47' RT. | 487347.26 | 1598533.05 |
| 227 | 302+74.30 | 42.66' LT. | 487365.39 | 1598569.93 |
| 228 | 302+79.82 | 37.69' LT. | 487362.39 | 1598576.91 |
| 229 | 302+65.50 | 21.81' LT. | 487342.75 | 1598567.76 |
| 230 | 302+17.34 | 22.10' LT. | 487326.45 | 1598521.32 |
| CONTROL POINTS FOR BANKS-NB 01 | | | | |
| 231 | 300+65.30 | 40.17' LT. | 487278.20 | 1598373.42 |
| 232 | 300+77.86 | 25.32' LT. | 487270.48 | 1598391.27 |
| 233 | 300+95.00 | 25.42' LT. | 487278.17 | 1598406.58 |
| 234 | 301+49.87 | 25.42' LT. | 487318.81 | 1598448.89 |
| 235 | 20+55.73 | 31.65' LT. | 487326.05 | 1598452.92 |
| 236 | 20+97.16 | 27.05' LT. | 487363.15 | 1598432.73 |
| 237 | 21+06.45 | 54.55' LT. | 487356.46 | 1598404.24 |

| ITEM 609.21 MOLD 2 | |
|-----------------------------------|------------|
| CURB | POINTS |
| EB-NB 01 | 50 TO 77 |
| EB ISL LT 06 | 89 TO 94 |
| NE SLIP ISL RT 01 | 172 TO 183 |
| NE SLIP ISL LT 01 | 188 TO 197 |
| NB ISL RT 01 | 207 TO 219 |
| BANKS-NB ISL 01 | 220 TO 230 |
| BANKS-NB 01 | 231 TO 237 |
| ITEM 609.21 MOLD 5 | |
| CURB | POINTS |
| EB MED 02 | 78 TO 88 |
| NB MED 01 | 198 TO 206 |
| ITEM 609.21 MOLD 4 | |
| CURB | POINTS |
| RB 02 | 242 TO 245 |
| ITEM 609.341 TYPE 5 - TRUCK APRON | |
| CURB | POINTS |
| RB 01 | 238 TO 241 |



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2368900
WIN
23685.00
HIGHWAY PLANS

| | | | |
|-------------------|-------------|-------------|----------|
| PROJ. MANAGER | L. ROWE | DATE | FEB 2025 |
| CHECKED/REVIEWED | D. CLOUTIER | BY | |
| DESIGNS DETAIL/DO | | SIGNATURE | |
| DESIGNS DETAIL/DO | | P.E. NUMBER | |
| REVISIONS 1 | | DATE | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

PALMYRA - NEWPORT
RTE 2 \ RTE 7 \ RTE 11 \ RTE 100

GEOMETRIC PLANS

SHEET NUMBER
63
OF 154

REV. 02-07-2025