



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

July 18, 2024
Subject: Bridge Deck
Replacement
State WIN: 025631.06
Location: Pittsfield
Amendment No. 2

Dear Sir/Ms.:

In the contract bid book, **REMOVE** pages 16 through 28 PROPOSAL SCHEDULE OF ITEMS dated 6/18/2024 and **REPLACE** with the attached PROPOSAL SCHEDULE OF ITEMS (13 pages) dated 7/17/2024.

In the contract bid book, **ADD** SPECIAL PROVISION SECTION 202 – REMOVING STRUCTURES AND OBSTRUCTIONS (Removing Pavement Surface – Medium Cut Drum) (4 pages) dated 2/1/2022.

In the contract bid book, **ADD** the attached SPECIAL PROVISION SECTION 401 – HOT MIX ASPHALT (Special Seasonal Limitations for Bridge Paving) (2 pages) dated 12/6/2022

In the contract bid book, **REMOVE** pages 102 through 104 of the bid book SPECIAL PROVISION SECTION 403 – HOT MIX ASPHALT PAVEMENT dated 6/10/2024 **REPLACE** with the attached SPECIAL PROVISION SECTION 403 – HOT MIX ASPHALT PAVEMENT (3 pages) dated 7/15/2024.

In the contract bid book, **REMOVE** page 105 of the bid book SPECIAL PROVISION SECTION 461 – TEMPORARY PAVEMENT dated 6/3/2024 and **REPLACE** with the attached SPECIAL PROVISION SECTION 461 – TEMPORARY PAVEMENT (1 page) dated 7/15/2024.

In the contract bid book, **ADD** the attached SPECIAL PROVISION SECTION 631 – EQUIPMENT RENTAL (Infrared Heater (Including Operator)) (2 pages) dated 12/8/2022.

In the contract bid book, **ADD** the attached SPECIAL PROVISION SECTION 910 – SPECIAL WORK (Temporary Stage 1 Wearing Surface) (2 pages) dated 7/17/2024.

In the plan sheets:

In the contract plan set, **REMOVE** SHEET NUMBER 3 of 110, ESTIMATED QUANTITIES dated 6/18/2024 and **REPLACE** with the attached SHEET NUMBER 3 of 110, ESTIMATED QUANTITIES dated 7/16/2024.

In the contract plan set, **REMOVE** SHEET NUMBER 4 of 110, GENERAL NOTES dated 6/10/2024 and **REPLACE** with the attached SHEET NUMBER 4 of 110, ESTIMATED QUANTITIES AND GENERAL NOTES dated 7/16/2024.

In the contract plan set, **REMOVE** SHEET NUMBER 78 of 110, STAGED CONSTRUCTION SECTIONS dated 6/10/2024 and **REPLACE** with the attached SHEET NUMBER 78 of 110, STAGED CONSTRUCTION SECTIONS dated 7/16/2024.

In the contract plan set, **REMOVE** SHEET NUMBER 109 of 110, TRAFFIC CONTROL PLANS SOMERSET PHASE 2 dated 6/10/2024 and **REPLACE** with the attached SHEET NUMBER 109 of 110, TRAFFIC CONTROL PLANS SOMERSET PHASE 2 dated 7/16/2024.

In the contract plan set, **REMOVE** SHEET NUMBER 110 of 110, TRAFFIC CONTROL PLANS SOMERSET PHASE 2 dated 6/10/2024 and **REPLACE** with the attached SHEET NUMBER 110 of 110, TRAFFIC CONTROL PLANS SOMERSET PHASE 2 dated 7/16/2024.

The following questions have been received:

Question: After review of project traffic restrictions we do not feel there is adequate time between the Tuesday after Labor day and paving constraints (required paving dates/ temperature restrictions) to complete phase 1 work. In addition, there is not enough time in the spring to pave phase 1 and complete phase 2 prior to June 30th given paving constraints/ temperature restrictions and paving plant availability.

Given this would the Department allow the contractor to place the phase one bridge decks with additional thickness (sacrificial concrete wearing surfaces) and mill them off after phase 2 is completed?

Response: Yes, as described in the General Construction Note 25 added to Sheet 4. If the Contractor chooses to use a temporary wearing surface for Stage 1, Pay Items 910.301 are added to pay for the placement and removal of it. In addition, Special Provisions 401 and 631 and Pay Item 631.165 are added to the Contract Documents to mitigate some of the time and temperature constraints for paving.

Consider these changes and information prior to submitting your bid on **July 24, 2024**.

Sincerely,

A handwritten signature in blue ink, reading "George Macdougall". The signature is fluid and cursive, with the first name "George" and last name "Macdougall" clearly legible.

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

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 13

Proposal ID: 025631.06

Project(s): 025631.06, 025631.07, 025631.08,
025631.09, 028754.00, 028756.00

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	202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) BRIDGE #1447	LUMP SUM	LUMP	SUM	_____	_____
0020	202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) BRIDGE #1449	LUMP SUM	LUMP	SUM	_____	_____
0030	202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
0040	202.10 REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR) BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____
0050	202.12 REMOVING EXISTING STRUCTURAL CONCRETE	190.000 CY	_____	_____	_____	_____
0060	202.13 REMOVING EXISTING RAILINGS (RETAINED BY DEPARTMENT)	1,350.000 LF	_____	_____	_____	_____
0070	202.202 REMOVING PAVEMENT SURFACE	10,490.000 SY	_____	_____	_____	_____
0080	202.205 RUMBLE STRIPS - SHOULDER	15,710.000 LF	_____	_____	_____	_____
0090	203.20 COMMON EXCAVATION	3,644.000 CY	_____	_____	_____	_____
0100	203.24 COMMON BORROW	4.000 CY	_____	_____	_____	_____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 2 of 13

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025631.09, 028754.00, 028756.00

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Alt Set ID:

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0110	203.25 GRANULAR BORROW	150.000 CY				
0120	206.082 STRUCTURAL EARTH EXCAVATION - MAJOR STRUCTURES	210.000 CY				
0130	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	2,678.000 CY				
0140	403.2081 12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	1,451.000 T				
0150	403.211 HOT MIX ASPHALT (SHIMMING)	24.000 T				
0160	403.2131 12.5 MM POLYMER MODIFIED HMA BASE	1,900.000 T				
0170	409.15 BITUMINOUS TACK COAT - APPLIED	1,258.000 G				
0180	461.131 TEMPORARY PAVEMENT	12.000 T				
0190	502.21 STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS	86.000 CY				
0200	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES BRIDGE #1447	LUMP SUM				
0210	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES BRIDGE #1449	LUMP SUM				

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 3 of 13

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025631.09, 028754.00, 028756.00

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0220	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
0230	502.26 STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____
0240	502.31 STRUCTURAL CONCRETE APPROACH SLABS BRIDGE #1447	LUMP SUM	LUMP	SUM	_____	_____
0250	502.31 STRUCTURAL CONCRETE APPROACH SLABS BRIDGE #1449	LUMP SUM	LUMP	SUM	_____	_____
0260	502.31 STRUCTURAL CONCRETE APPROACH SLABS BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
0270	502.31 STRUCTURAL CONCRETE APPROACH SLABS BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____
0280	502.49 STRUCTURAL CONCRETE CURBS AND SIDEWALKS BRIDGE #1447	LUMP SUM	LUMP	SUM	_____	_____
0290	502.49 STRUCTURAL CONCRETE CURBS AND SIDEWALKS BRIDGE #1449	LUMP SUM	LUMP	SUM	_____	_____
0300	502.49 STRUCTURAL CONCRETE CURBS AND SIDEWALKS BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
0310	502.49 STRUCTURAL CONCRETE CURBS AND SIDEWALKS BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 4 of 13

Proposal ID: 025631.06

Project(s): 025631.06, 025631.07, 025631.08,
025631.09, 028754.00, 028756.00

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0320	503.12 REINFORCING STEEL, FABRICATED AND DELIVERED	253,500.000 LB	_____	 _____	_____	 _____
0330	503.13 REINFORCING STEEL, PLACING	253,500.000 LB	_____	 _____	_____	 _____
0340	503.19 LOW-CARBON, CHROMIUM REINFORCEMENT - FABRICATED & DELIVERED	22,100.000 LB	_____	 _____	_____	 _____
0350	503.20 LOW-CARBON, CHROMIUM REINFORCEMENT - PLACING	22,100.000 LB	_____	 _____	_____	 _____
0360	504.701 STRUCTURAL STEEL FABRICATED AND DELIVERED, ROLLED BRIDGE #1447	LUMP SUM		LUMP SUM	_____	 _____
0370	504.71 STRUCTURAL STEEL ERECTION BRIDGE #1447	LUMP SUM		LUMP SUM	_____	 _____
0380	505.08 SHEAR CONNECTORS BRIDGE #1447	LUMP SUM		LUMP SUM	_____	 _____
0390	505.08 SHEAR CONNECTORS BRIDGE #1449	LUMP SUM		LUMP SUM	_____	 _____
0400	505.08 SHEAR CONNECTORS BRIDGE #5984	LUMP SUM		LUMP SUM	_____	 _____
0410	505.08 SHEAR CONNECTORS BRIDGE #5985	LUMP SUM		LUMP SUM	_____	 _____
0420	506.1775 FIELD PAINTING BRIDGE #1447	LUMP SUM		LUMP SUM	_____	 _____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 5 of 13

Proposal ID: 025631.06

Project(s): 025631.06, 025631.07, 025631.08,
025631.09, 028754.00, 028756.00

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0430	506.9102 ZINC RICH COATING SYSTEM (SHOP APPLIED) BRIDGE #1447	LUMP SUM	LUMP	SUM	_____	_____
0440	507.0821 STEEL BRIDGE RAILING, 3 BAR BRIDGE #1447	LUMP SUM	LUMP	SUM	_____	_____
0450	507.0821 STEEL BRIDGE RAILING, 3 BAR BRIDGE #1449	LUMP SUM	LUMP	SUM	_____	_____
0460	507.0821 STEEL BRIDGE RAILING, 3 BAR BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
0470	507.0821 STEEL BRIDGE RAILING, 3 BAR BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____
0480	507.0822 STEEL APPROACH RAILING, 3-BAR	16.000 EA	_____	_____	_____	_____
0490	508.14 HIGH PERFORMANCE WATERPROOFING MEMBRANE BRIDGE #1447	LUMP SUM	LUMP	SUM	_____	_____
0500	508.14 HIGH PERFORMANCE WATERPROOFING MEMBRANE BRIDGE #1449	LUMP SUM	LUMP	SUM	_____	_____
0510	508.14 HIGH PERFORMANCE WATERPROOFING MEMBRANE BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
0520	508.14 HIGH PERFORMANCE WATERPROOFING MEMBRANE BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 6 of 13

Proposal ID: 025631.06

Project(s): 025631.06, 025631.07, 025631.08,
025631.09, 028754.00, 028756.00

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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
0530	515.21 PROTECTIVE COATING FOR CONCRETE SURFACES BRIDGE #1447	LUMP SUM	LUMP	SUM	_____	_____
0540	515.21 PROTECTIVE COATING FOR CONCRETE SURFACES BRIDGE #1449	LUMP SUM	LUMP	SUM	_____	_____
0550	515.21 PROTECTIVE COATING FOR CONCRETE SURFACES BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
0560	515.21 PROTECTIVE COATING FOR CONCRETE SURFACES BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____
0570	518.60 REPAIR OF VERTICAL SURFACES < 8 IN.	165.000 SF	_____	_____	_____	_____
0580	518.61 REPAIR OF VERTICAL SURFACES >= 8 IN.	2.000 CY	_____	_____	_____	_____
0590	519.60 EXPANSION DEVICE - ASPHALTIC PLUG JOINT	98.000 LF	_____	_____	_____	_____
0600	520.21 EXPANSION DEVICE - GLAND SEAL	4.000 EA	_____	_____	_____	_____
0610	520.233 EXPANSION DEVICE - SILICONE COATED PRECOMPRESSED FOAM	22.000 LF	_____	_____	_____	_____
0620	523.52 BEARING INSTALLATION	31.000 EA	_____	_____	_____	_____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 7 of 13

Proposal ID: 025631.06

Project(s): 025631.06, 025631.07, 025631.08,
025631.09, 028754.00, 028756.00

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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
0630	523.5302 STEEL BEARINGS, EXPANSION, SLIDING PLATE	2.000 EA	_____	 _____	_____	 _____
0640	523.5303 STEEL BEARINGS, FIXED, ROCKER	1.000 EA	_____	 _____	_____	 _____
0650	523.5304 STEEL BEARINGS, EXPANSION, ROCKER	4.000 EA	_____	 _____	_____	 _____
0660	523.5402 LAMINATED ELASTOMERIC BEARINGS, EXPANSION	24.000 EA	_____	 _____	_____	 _____
0670	524.301 TEMPORARY STRUCTURAL SUPPORT (BEARING REPLACEMENT)BRIDGE #1447	LUMP SUM		LUMP SUM	_____	 _____
0680	524.301 TEMPORARY STRUCTURAL SUPPORT (BEARING REPLACEMENT)BRIDGE #1449	LUMP SUM		LUMP SUM	_____	 _____
0690	524.301 TEMPORARY STRUCTURAL SUPPORT (BEARING REPLACEMENT)BRIDGE #5984	LUMP SUM		LUMP SUM	_____	 _____
0700	524.301 TEMPORARY STRUCTURAL SUPPORT APPROACHES-BRIDGE #1447	LUMP SUM		LUMP SUM	_____	 _____
0710	524.301 TEMPORARY STRUCTURAL SUPPORT APPROACHES-BRIDGE #1449	LUMP SUM		LUMP SUM	_____	 _____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 8 of 13

Proposal ID: 025631.06

Project(s): 025631.06, 025631.07, 025631.08,
025631.09, 028754.00, 028756.00

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0720	524.301 TEMPORARY STRUCTURAL SUPPORT APPROACHES-BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
0730	524.301 TEMPORARY STRUCTURAL SUPPORT APPROACHES-BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____
0740	524.40 PROTECTIVE SHIELD BRIDGE #1447	LUMP SUM	LUMP	SUM	_____	_____
0750	524.40 PROTECTIVE SHIELD BRIDGE #1449	LUMP SUM	LUMP	SUM	_____	_____
0760	524.40 PROTECTIVE SHIELD BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
0770	524.40 PROTECTIVE SHIELD BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____
0780	526.301 PORTABLE CONCRETE BARRIER TYPE I	LUMP SUM	LUMP	SUM	_____	_____
0790	526.304 PORTABLE CONCRETE BARRIER, ANCHORED TYPE 1	LUMP SUM	LUMP	SUM	_____	_____
0800	526.305 PORTABLE CONCRETE BARRIER, BRACED TYPE 1	LUMP SUM	LUMP	SUM	_____	_____
0810	527.33 TRUCK MOUNTED ATTENUATOR	4.000 EA	_____	_____	_____	_____
0820	527.34 WORK ZONE CRASH CUSHIONS	6.000 UN	_____	_____	_____	_____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 9 of 13

Proposal ID: 025631.06

Project(s): 025631.06, 025631.07, 025631.08,
025631.09, 028754.00, 028756.00

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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
0830	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	2.000 EA	_____	_____	_____	_____
0840	606.1301 31" W-BM GR, MID-WAY SPLICE-SGL FACED	2,400.000 LF	_____	_____	_____	_____
0850	606.1305 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	8.000 EA	_____	_____	_____	_____
0860	606.1721 BRIDGE TRANSITION - TYPE 1	16.000 EA	_____	_____	_____	_____
0870	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	5.000 EA	_____	_____	_____	_____
0880	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	60.000 EA	_____	_____	_____	_____
0890	606.363 GUARDRAIL REMOVE AND DISPOSE	3,380.000 LF	_____	_____	_____	_____
0900	606.63 THRIE BEAM RAIL BEAM	480.000 LF	_____	_____	_____	_____
0910	606.70 TRANSITION SECTION THRIE BEAM	8.000 EA	_____	_____	_____	_____
0920	607.183 CHAIN LINK SNOW FENCE 33 INCH BRIDGE #1447	LUMP SUM	LUMP SUM		_____	_____
0930	607.183 CHAIN LINK SNOW FENCE 33 INCH BRIDGE #1449	LUMP SUM	LUMP SUM		_____	_____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 10 of 13

Proposal ID: 025631.06

Project(s): 025631.06, 025631.07, 025631.08,
025631.09, 028754.00, 028756.00

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0940	607.183 CHAIN LINK SNOW FENCE 33 INCH BRIDGE #5984	LUMP SUM				
0950	607.183 CHAIN LINK SNOW FENCE 33 INCH BRIDGE #5985	LUMP SUM				
0960	609.11 VERTICAL CURB TYPE 1	900.000 LF				
0970	609.26 CURB TRANSITION SECTION B TYPE 1	1.000 EA				
0980	609.40 RESET CURB TYPE 5	50.000 LF				
0990	610.08 PLAIN RIPRAP	56.000 CY				
1000	615.07 LOAM	92.000 CY				
1010	618.14 SEEDING METHOD NUMBER 2	16.000 UN				
1020	619.12 MULCH	16.000 UN				
1030	620.58 EROSION CONTROL GEOTEXTILE	256.000 SY				
1040	627.30 GROOVING FOR PAVEMENT MARKING	24,400.000 SF				
1050	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	4,750.000 LF				

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 11 of 13

Proposal ID: 025631.06

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025631.09, 028754.00, 028756.00

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
1060	627.744 6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	24,400.000 LF	_____	_____	_____	_____
1070	627.77 REMOVING PAVEMENT MARKINGS	25,800.000 SF	_____	_____	_____	_____
1080	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	400.000 LF	_____	_____	_____	_____
1090	627.781 TEMPORARY 6 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	33,200.000 LF	_____	_____	_____	_____
1100	629.05 HAND LABOR, STRAIGHT TIME	100.000 HR	_____	_____	_____	_____
1110	631.10 AIR COMPRESSOR (INCLUDING OPERATOR)	20.000 HR	_____	_____	_____	_____
1120	631.11 AIR TOOL (INCLUDING OPERATOR)	20.000 HR	_____	_____	_____	_____
1130	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	125.000 HR	_____	_____	_____	_____
1140	631.165 INFRARED ASPHALT HEATER (INCLUDING OPERATOR) HOUR	240.000 HR	_____	_____	_____	_____
1150	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	125.000 HR	_____	_____	_____	_____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 12 of 13

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025631.09, 028754.00, 028756.00

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Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
1160	631.22 FRONT END LOADER (INCLUDING OPERATOR)	125.000 HR	_____	 _____	_____	 _____
1170	639.18 FIELD OFFICE TYPE A	1.000 EA	_____	 _____	_____	 _____
1180	643.72 TEMPORARY TRAFFIC SIGNAL	LUMP SUM	LUMP SUM		_____	 _____
1190	652.30 FLASHING ARROW BOARD	2.000 EA	_____	 _____	_____	 _____
1200	652.312 TYPE III BARRICADE	20.000 EA	_____	 _____	_____	 _____
1210	652.33 DRUM	425.000 EA	_____	 _____	_____	 _____
1220	652.34 CONE	25.000 EA	_____	 _____	_____	 _____
1230	652.35 CONSTRUCTION SIGNS	640.000 SF	_____	 _____	_____	 _____
1240	652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICES	LUMP SUM	LUMP SUM		_____	 _____
1250	652.38 FLAGGER	640.000 HR	_____	 _____	_____	 _____
1260	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	2.000 EA	_____	 _____	_____	 _____
1270	652.45 AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	2.000 EA	_____	 _____	_____	 _____

7/17/2024

Maine Department of Transportation

Proposal Schedule of Items

Page 13 of 13

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025631.09, 028754.00, 028756.00

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			Dollars	Cents	Dollars	Cents
1280	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP	SUM	_____	_____
1290	659.10 MOBILIZATION	LUMP SUM	LUMP	SUM	_____	_____
1300	910.301 SPECIAL WORK - TEMPORARY STAGE 1 WEARING SURFACE - BRIDGE #1447	LUMP SUM	LUMP	SUM	_____	_____
1310	910.301 SPECIAL WORK - TEMPORARY STAGE 1 WEARING SURFACE - BRIDGE #1449	LUMP SUM	LUMP	SUM	_____	_____
1320	910.301 SPECIAL WORK - TEMPORARY STAGE 1 WEARING SURFACE - BRIDGE #5984	LUMP SUM	LUMP	SUM	_____	_____
1330	910.301 SPECIAL WORK - TEMPORARY STAGE 1 WEARING SURFACE - BRIDGE #5985	LUMP SUM	LUMP	SUM	_____	_____
1340	910.301 SPECIAL WORK DUCT BANK	LUMP SUM	LUMP	SUM	_____	_____
1350	910.301 SPECIAL WORK WEBB RD PROFILE LOWERING	LUMP SUM	LUMP	SUM	_____	_____
Section: 1			Total:		_____	_____
			Total Bid:		_____	_____

SPECIAL PROVISIONS
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Removing Pavement Surface – Medium Cut Drum)

The March 2020 Revision of the Standard Specifications, Section 202-Removing Structures and Obstructions, subsection 202.061-Removing Pavement Surface, has been removed and replaced in its entirety by the following:

202.061 Removing Pavement Surface The equipment for removing the bituminous surface shall be a power operated milling machine or grinder capable of removing bituminous concrete pavement to the required depth, transverse cross slope, and profile grade using an automated grade and slope control system. The controls shall automatically increase or decrease the pavement removal depth as required, and readily maintain desired cross slope, to compensate for surface irregularities in the existing pavement course. The equipment shall be capable of accurately establishing profile grades by referencing from a fixed reference such as a 30 foot minimum contact ski (floating beam), 24 foot non-contact ski (floating beam) with 3 or more sensors; or 3 non-contact sensors directly affixed at the fore, mid, and aft points of the milling machine. Systems designed to incorporate a contact sensor located at the mid-point of the milling machine in lieu of the non-contact sensor will be permitted. Grade control sensors shall all be located on the same side. A single sensor, contact or otherwise, shall not be permitted unless otherwise approved by the Department.

The rotary drum shall be a minimum of 7 feet in width and utilize carbide tip tools spaced not more than $\frac{5}{16}$ inches (8mm) apart and a minimum triple wrap configuration. The difference in height from the top of any ridge to the bottom of the groove adjacent to that ridge shall not exceed $\frac{1}{8}$ inch. The forward speed of the milling machine shall be adjusted to produce a milled surface meeting the groove spacing, groove depth, and surface tolerance requirements of this specification. The tools on the revolving cutting drum must be continually maintained and shall be replaced as warranted to provide a uniform pavement texture. The Department may evaluate the texture of the milled surface for information purposes by performing the Sand Patch test according to ASTM E 965.

The Contractor shall locate and remove all objects in the pavement through the work area that would be detrimental to the milling or grinding machine. Any structures or obstructions left within the travel lane or shoulders shall have tapers installed according to Standard Detail 202(01). The finished milled surface will be inspected before being accepted, and any deviations in the profile exceeding $\frac{1}{2}$ inch under a 16 foot string line or straightedge placed parallel to the centerline will be corrected. Any deviations in the cross-slope that exceed $\frac{1}{8}$ inch under a 10 foot string line or straightedge placed transversely to centerline will be corrected. All corrections will be made with approved methods and materials. Any areas that require corrective measures will be subject to the same acceptance tolerances. Excess material that becomes bonded to the milled surface will be removed to the Resident's satisfaction before the area is accepted.

On roadways with adjoining lanes carrying traffic, the Contractor shall remove the pavement surface in each lane per the conditions in Table 1, unless otherwise noted by the Department in Special Provision, Section 105 – Limitations of Operations.

TABLE 1: MILLING CONDITIONS FOR ADJOINING LANES

Depth (At Centerline)	Milling Conditions
Vertical Longitudinal Joint	
$\frac{3}{4}$ " and less	The Contractor may remove the pavement on a single travel lane width for each production day.
1" to 1 $\frac{1}{4}$ "	The Contractor may remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before weekend or holiday suspension.
1 $\frac{1}{2}$ " to 2"	The Contractor may remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before the end of the following calendar day.
Greater than 2"	The Contractor shall remove the pavement over the full width of the traveled way section being milled that day.
12:1 Tapered Centerline Joint	
1 $\frac{1}{2}$ " to 2"	The Contractor may remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before weekend or holiday suspension. A maximum unmatched centerline joint length of 0.5 miles will be permitted over the weekend.
Greater than 2"	The Contractor shall remove the pavement on a single travel lane width for each production day and will be required to mill the adjacent section of travel lane before the end of the following calendar day.

The Contractor will be required to remove the pavement over the full width of the mainline traveled way, regardless of highway type, cut depth, or longitudinal joint type prior to Memorial Day, July 4th, Labor Day, suspensions exceeding three days, or other dates as specified by Special Provision, Section 105 – Limitations of Operations.

The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard. Unless otherwise addressed in the contract, the Contractor shall install additional centerline delineation such as a double RPM application, or temporary painted line. The Traffic Control Plan shall be amended to include this option and the additional requirements. All signs and traffic control devices will conform to Section 719.01, and Section 652, and will be installed prior to the work, at a maximum spacing of 0.50 mile for the entire length of effected roadway section. If this option is utilized, all additional signing, labor, traffic control devices, or incidentals will not be paid for directly, will be considered incidental to the appropriate 652 items.

On roadways with immediately adjacent shoulders, the Contractor shall remove the pavement surface in each lane per the conditions in Table 2, unless otherwise noted by the Department in Special Provision, Section 105 – Limitations of Operations.

TABLE 2: MILLING CONDITIONS FOR THE EDGE OF TRAVELED WAY

Depth (At Edge of Traveled Way)	Conditions
1" or less	The Contractor may leave a vertical edge joint exposed indefinitely.
Greater than 1" to 2"	The Contractor may leave a vertical edge joint exposed for up to 21 days after milling is performed. The Contractor shall treat vertical edge joints exposed beyond 21 days per the criteria below.
Greater than 2"	The Contractor shall treat vertical edge joints exposed per the criteria below.

When required by Table 2, the Contractor shall treat vertical edge joints through one of the options below:

1. The vertical edge shall be tapered to a zero edge by means of milling a 12:1 transition from the edge of traveled way onto the shoulder before opening the lane to traffic. Tapers shall be removed to form a vertical edge prior to the placement of the new pavement course. No additional payment will be made for tapers, or taper removal.
2. An additional 2 feet of pavement shall be removed from the shoulder to eliminate the vertical edge at the edge of travelway before opening the lane to traffic. Unless otherwise authorized by the Department, no additional payment will be made for the additional milling.
3. A pavement layer shall be placed to reduce the vertical edge to 1 inch or less before opening the lane to traffic.

As a minimum, the use of temporary painted line, or RPMs placed along the edge of traveled way at 200 foot intervals is required for all elevation differentials. When pavement milling is extended into the shoulder (including milled tapers), appropriate channelization devices shall be placed 2 feet outside the edge of the vertical face at intervals not exceeding 600 feet, and RPMs shall be placed on the remaining pavement surface along the vertical edge at 200 foot intervals. Uneven pavement signs shall be placed at a maximum spacing of ½ mile when any pavement milling operations leaves an exposed uneven pavement surface.

Weepers shall be ground across the full width sections adjacent shoulders or remaining pavement surface matching the milled travel way or shoulder milled depth to minimize water ponding in any lanes carrying traffic. Weepers shall typically be 18 – 24" inches in width, installed along each lane, at a frequency of approximately one per half mile at locations as directed by the Resident or in areas that will provide drainage for the milled areas. Installation of weepers will not be paid for directly but will be considered incidental to the contracts pavement removal item. The replacement of mix in the weeper locations shall be performed concurrently within the pavement placement operation closure using the appropriate HMA item produced for the Contract or a MaineDOT approved 9.5mm HMA. There will be no separate payment for repaving the weeper locations as they are considered incidental to the square yard price of the contracts pavement removal item.

The milled surface shall be cleaned of all material resulting from the pavement removal operation. Loaders, skid steers, motorized side cast brooms, sweeper pick up brooms, vacuum pick up machines and hand labor may be used in any number or sequence as determined by the Contractor in order to clean the milled surfaces to the satisfaction of the Department before acceptance and opening the area up to traffic. The use of compressed air may be required to loosen any bonded materials from the surface to aid in cleaning.

Any areas of concern, such as de-lamination or pot-holing shall be identified on a continuous basis as milling progresses. Proper corrective action will be determined by the Resident and paid for under the appropriate contract items, and if required, completed prior to opening lane to traffic. Any issues that arise **up to 21 calendar days** after being milled will be the responsibility of the MaineDOT unless otherwise noted in Special Provision Section 105 – Limitations Of Operations.
Basis of Payment

Payment will be incidental to related Contract items.

SPECIAL PROVISION SECTION 401
HOT MIX ASPHALT
(Special Seasonal Limitations for Bridge Paving)

The following section of Section 400 has been revised as follows:

401.06 Weather and Seasonal Limitations The following language has been added to Section 401.06:

The Contractor may place Hot Mix Asphalt Pavement that is intended to serve as a traveled way wearing course between the Saturday following October 15th and the Saturday following November 15th, provided that the air temperature as determined by an approved thermometer (placed in the shade at the paving location) is 40°F or higher, and the HMA is produced with one of the WMA technologies listed below and approved for use by the Department.

- a. The use of organic WMA additives
- b. The use of manufactured liquid chemical WMA additives

The WMA additives shall be mixed with the aggregate or asphalt in the HMA plant at a rate recommended by the manufacturer. The additives shall be introduced into the hot mix plant mixing chamber by mechanical means that can be controlled and tied directly to the hot mix asphalt plants rate of production. The WMA additives may be mixed with the asphalt at the asphalt terminal a rate recommended by the manufacturer in a manner to assure complete dispersion throughout the load. Should the WMA additives be added at the terminal, additive type, and total additive amounts shall be listed on the loading invoice.

The use of a controlled asphalt foaming system, utilizing an injection system to introduce water to the asphalt stream and “expand” the asphalt prior to mixing with the aggregate in asphalt mixture plant, will not be permitted to produce mix past the normal paving seasonal limitations deadline. The WMA must be produced and placed at the normal production temperatures specified in section 401.04.

The Contractor may place Hot Mix Asphalt Pavement that is intended to serve as permanent base pavement between the Saturday following October 15th and the Saturday following October 31st, provided that the air temperature as determined by an approved thermometer (placed in the shade at the paving location) is 40°F or higher, and the HMA is produced with one of the WMA technologies approved for use by the Department, and the membrane has been heated with an approved infrared heat technology and rolled to ensure sealing and bond to the concrete deck.

The Contractor may place Hot Mix Asphalt Pavement that is intended to serve as permanent base pavement between the Saturday following October 31th and the Saturday following November 15th, provided that the air temperature as determined by an approved thermometer (placed in the shade at the paving location) is 35°F or higher, and the HMA is produced with one of the WMA technologies approved for use by the Department. The areas to be paved must be heated to a minimum of 80 and maximum 130 degree surface temperature by use of an approved infrared heat technology. The high-performance membrane system shall be heated with an approved infrared heat technology and rolled / installed in a manner to ensure sealing and bond to the concrete deck prior to paving. Infrared heat shall be used as needed to aid in the placement and compaction of the base pavements. Prior to base paving, the membrane shall be heated until the membrane has softened and warming maintained up

until rolling and paving operations commence. Payment for the infrared heater use shall be per Special Provision 631.165.

The Department may authorize the Contractor in order to place base pavement in adverse conditions to be able reopen I-95 to traffic as defined in the project specifications. Any pavement placed outside of seasonal limitations (temperature and dates) and or in adverse weather conditions (rain, sleet, snow, etc.) as determined by the Department, will not be subject to permanent pavement acceptance criteria. Additional cores and samples may be taken by the Department for additional testing to determine acceptance of the material as permanent or temporary. If material is determined to be temporary, removal shall be made under the appropriate contract items.

SPECIAL PROVISION

SECTION 403

HOT MIX ASPHALT PAVEMENT

Desc. Of Course	Grad Design.	Item Number	Total Thick	No. Of Layers	Comp. Notes
<u>3" – Bridge Decks</u>					
Wearing	12.5 mm	403.2081	1½"	1	2,5,7,21,23,24,30,31
Base	12.5 mm	403.2131	1½"	1	2,5,7,21,23,24,30,31
<u>9" – I-95 Travel Way & Shoulders – Full Depth Construction</u>					
Wearing	12.5 mm	403.2081	1½"	1	2,5,7,23,24
Base	12.5 mm	403.2131	1½"	1	2,5,7
Base	12.5 mm	403.2131	6"		2,5,7
<u>3" – I-95 Guardrail Flareouts & Widening – Full Depth Construction</u>					
Wearing	12.5 mm	403.2081	1½"	1	2,5,7,23,24
Base	12.5 mm	403.2131	1½"	1	2,5,7
<u>6" – I-95 Travel Way & Shoulders – Mill & Overlay</u>					
Wearing	12.5 mm	403.2081	1½"	1	2,5,7,23,24
Base	12.5 mm	403.2131	4½"	2/more	2,5,7
<u>4" – I-95 Shoulders – Shoulder Reconstruction for Staging</u>					
Wearing	12.5 mm	403.2081	1½"	1	2,5,7,23,24
Base	12.5 mm	403.2131	2½"	1	2,5,7
<u>4" – Somerset Ave. & Webb Rd. Travel Way & Shoulders – Full Depth</u>					
Wearing	12.5 mm	403.2081	1½"	1	2,5,10
Base	12.5 mm	403.2131	2½"	1	2,5,10
<u>1½" – Somerset Ave. & Webb Rd. - Travel Way & Shoulders - Mill & Overlay</u>					
Wearing	12.5 mm	403.2081	1½"	1	2,5,10
<u>2" – Temporary Pavement on Bridge Deck</u>					
Temp.	12.5 mm	461.131	2"	1	25,30
<u>4" – Temporary Pavement</u>					
Temp.	12.5 mm	461.131	4"	2	25
<u>Variable – Shim – As Directed</u>					
Shim	9.5 mm	403.211	varies	1/more	4,20,30

COMPLEMENTARY NOTES

- The required PGAB shall be a storage-stable, homogeneous, polymer modified asphalt binder that meets **PG 64E-28** grading requirements in AASHTO M 332. All polymer modified asphalt grades utilized on the Project shall be treated with an approved liquid anti-strip. PG binders shall be treated either at the asphalt source terminal with the required dose rate on the delivery documentation, or at the hot mix asphalt plant utilizing a system integrated with the plants controls that will introduce a minimum 0.50 percent anti-strip by weight of asphalt binder used unless a rate is otherwise recommended by the anti-strip manufacturer. The PGAB and anti-strip blend shall meet the **PG 64E-28** requirements. The Contractor shall provide supporting test data showing the PGAB and anti-strip blend meet the required criteria.

4. 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 65 gyrations.
5. The design traffic level for mix placed shall be >10 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at 65 gyrations.
7. Section 106.6 Acceptance, (1) **Method A** as specified Section 401.20 - Quality Assurance Methods A and C.
8. Section 106.6 Acceptance, (2) Method B. The Contractor may request a contract modification to change to testing method "A" prior to work starting on this item.
10. Section 106.6 Acceptance, (2) **Method D** as specified Section 401.21 - Quality Assurance Methods C and D.
20. The combined aggregate gradation required for this item shall be classified as a 9.5mm Thin Lift Mixture (TLM) mixture, using the Aggregate Gradation Control Points as defined in 703.09.
21. The combined aggregate gradation required for this item shall be classified as a 12.5mm "**fine graded** " mixture, (using the Primary Control Sieve control point) as defined in 703.09.
23. The mixture shall meet the minimum requirements of Special Provision 401 – HMA Hamburg Wheel Tracker Specification. The Department shall collect 4 additional boxes of HMA on the first day of production and may collect additional material as deemed appropriate.
24. See Special Provision 401 - HMA with Fine Micro-Deval Requirement for project specifics.
25. See Special Provision 461 – Temporary Pavement for project specifics.
30. The incentive/disincentive provisions for density shall not apply. Rollers shall meet the requirements of this special provision. The use of an oscillating steel roller shall be required to compact all mixtures pavements placed on bridge decks.
31. Compaction of the new Hot Mix Asphalt Pavement will be obtained using a minimal roller train consisting of a **10 ton** vibratory, **12 ton** pneumatic, and a **10 ton** finish roller for roadway work. A **Quality Control Technician (QCT) equipped with a density meter** shall be required for all roadway mixtures placed under this contract. Density testing of the mixture will be performed by the QCT in accordance with AASHTO T355 or AASHTO T343. The mixture will be rolled until the density readings show less than 1 pcf change for the final roller passes. This density will be used as the target TMD for the mixture. The remaining mixture shall be compacted to a minimum density of 95% of the target density as determined in the control section. The Contractor shall make density test results, including randomly sampled densities, available to the Department's representative onsite. Summaries of each day's results, including a daily paving report, summarizing the mixture type, mixture temperature, equipment used, environmental conditions, and number of roller passes, shall be recorded and signed by the QCT and presented to the Department's representative by the **end of the working day**. The Department may require cores for informational purposes.

Pittsfield
I-95, Somerset Ave. & Webb Rd.
WINs: 025631.06-025631.09, 028754.00 & 028756.00
Bridge Deck Replacements
July 15, 2024

Tack Coat

A tack coat of emulsified asphalt, RS-1, RS-1h, CRS-1 or CRS-1h, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.030 gal/yd², and on milled pavement approximately 0.05 gal/yd² prior to placing a new course. A fog coat of emulsified asphalt shall be applied between shim /base courses and surface course as well as to any bridge membrane prior to the placement of HMA layers at a rate not to exceed 0.030 gal/yd². Tack used will be **paid for at the contract unit price** for Item 409.15 Bituminous Tack Coat.

SPECIAL PROVISION
SECTION 461
TEMPORARY PAVEMENT

Description

This work shall consist of furnishing all labor, materials and equipment, for the manufacturing, installation and removal of all Temporary Pavement in accordance with these specifications, Special Provision 403 Hot Mix Asphalt, and the Plans.

For Temporary Traveled Ways, pavement shall meet all mix design requirements of a 12.5 mm surface mix for the top 1½ inches, and a 12.5 mm base mix for the remaining 2½ inches.

For Temporary Pavement on Bridge Decks, pavement shall meet all mix design requirements of a 12.5 mm surface mix for the required 2 inches.

For Temporary Sidewalks and Pedestrian Access, pavement shall meet all mix design requirements of a 9.5 mm surface mix for the required 2 inches.

Acceptance

This work shall not be eligible for mix or density incentive/disincentive.

The Department will accept or reject any HMA based on a **visual basis**, either prior to its use, during placement, or in its final disposition.

Method of Measurement

This work will be measured for payment by the Ton, complete in place and accepted.

Basis of Payment

The work shall be paid for at the contract Ton price for the manufacturing, installation and removal of all Temporary Pavement.

Payment will be made under:

Pay Item

Pay Unit

461.131

Temporary Pavement

Ton

SPECIAL PROVISION
SECTION 631
EQUIPMENT RENTAL
(Infrared Heater (including operator))

Description. This work shall consist of furnishing and utilizing electrically or propane powered infrared equipment to uniformly heat and soften the asphaltic membrane layer or asphalt pavement surfaces as specified. The heaters shall be minimally configured to uniformly heat an 8-foot width by 4-foot long surface area to the temperature range required in this specification. The Contractor shall supply a commercially manufactured infrared heating unit designed to uniformly increase the temperature of the layer being treated to the temperature range outlined in this specification.

EQUIPMENT

Infrared Heating Equipment The Contractor shall furnish electrically or propane powered infrared equipment consisting of one or more low-level radiant heaters that uniformly heat and soften the membrane layer or asphalt pavement layer(s) as specified. The heaters shall be operated in a manner that will not generate excessive heat or smoke when the units pass over areas of new, previously paved, or existing membrane or pavement materials. Infrared equipment shall be electrically and thermostatically controlled to provide a uniform, consistent temperature increase throughout the layer (s) being heated to a minimum of 80 and maximum of 130 F degree range. The infrared equipment shall be constructed in a manner as to be configured and heat both longitudinal and transverse areas.

CONSTRUCTION REQUIREMENTS

Preparations of surfaces All areas to be treated shall be blown or swept clean by the means of compressed air and nozzle or sweepers to provide a surface free of any loose material, dirt, or other debris. All material removed from surfaces shall be picked up by means of a vacuum, power sweeper or appropriate hand tools as required. Areas shall additionally be cleaned by appropriate hand tools if contaminants remain. Care must be taken in the preparation of all areas to receive treatment. All areas must be cleaned to ensure no contaminated will be imbedded into the surface during the heating and rolling operations. Areas shall be thoroughly heated in preparation of rolling or placement of new pavement layers.

Finishing and Compaction. Membrane layers heated to the required temperature range shall be immediately rolled with a pneumatic roller ballasted to a minimum weight of 10 ton in order to properly seal and bond the membrane layer to the bridge deck. Areas that exhibit lack of bond shall be reheated and rolled until adequate bond can be obtained.

The heating and rolling operation may expose isolated areas where entrapped air exists which will prevent proper bond of the membrane to the deck. Unless the manufacturer or supplier

recommends an alternative method to be used, the Department will permit the use of small ¼” long cuts into the membrane at the localized entrapped air location to help evacuate any air. Any cuts or perforations into the membrane will be sealed with an approved mastic after the reheating and rolling operation in that location is completed.

Method of Measurement. The Department will measure payment for the Infrared Heater by the hour, in accordance with Section 108 - Measurement and Payment.

Basis of Payment. The accepted quantity of Infrared Heater be paid for at the contract unit price per hour. This price will be full compensation for providing all materials and manpower required for heating the material to the required temperature, length and width, cleaning, and furnishing all labor for the heat-treated areas.

Payment will be made under: Infrared Heater – Propane or electric powered infrared heater(s).
Truck or trailer mounted.

631.08 Basis of Payment The following pay item is added:

<u>Pay Item</u>	<u>Pay Unit</u>
631.165 Infrared Heater (including operator)	Hour

SPECIAL PROVISION
SECTION 910
SPECIAL WORK
(Temporary Stage 1 Wearing Surface)

Description

This work shall consist of the installation, maintenance, and removal of all components of a temporary wearing surface for Stage 1 of each bridge.

Materials

Concrete shall be Class A. Temporary pavement shall meet the requirements of Special Provision 461 – Temporary Pavement.

Construction Requirements

Work shall consist of either of these options:

- A. Pour a 3 inch thick temporary concrete wearing surface on top of the bridge deck.
Remove the temporary concrete before installing permanent membrane and pavement.
- B. Integrally place 1 inch of additional concrete with the deck, for a total of 9 inches. The additional inch shall be added to the top cover above the reinforcing. Place 2 inches of temporary pavement. Remove the temporary pavement and 1 inch of concrete before installing permanent membrane and pavement.

Concrete wearing surfaces shall be placed in accordance with Section 502 of the Standard Specifications and meet the requirements for smoothness and irregularities therein. The wearing surface shall include a method of roughening the surface to a ¼ inch reveal if traffic will be run directly on the concrete.

Hot mix asphalt shall meet the requirements of Section 403 of the Standard Specifications and related Special Provisions.

Care shall be taken during removal of the temporary wearing surface to maintain 8 inches of permanent deck concrete thickness. Concrete milling shall be done with a Medium Cut Drum according to the provisions of Special Provision Section 202 – Removing Structures and Obstructions (Removing Pavement Surface – Medium Cut Drum). After removal of the temporary pavement and concrete, the deck concrete shall be finished in accordance with the recommendations of the waterproofing membrane manufacturer.

Method of Measurement

Special Work – Temporary Stage 1 Wearing Surface will be measured for payment as one lump sum.

Basis of Payment

The installation, maintenance, and removal of the temporary wearing surface shall be paid for at the Contract lump sum price. This includes, but is not limited to, the installation of temporary concrete for a wearing surface whether placed with the deck or separately, roughened finish of

concrete wearing surface, installation of temporary pavement on the bridge deck, removal of either temporary concrete or temporary pavement, maintenance of temporary pavement or concrete, and any repairs to the deck that are required as a result of damage during installation, maintenance, or removal of the temporary wearing surface.

Payment will be made under:

	<u>Pay Item</u>	<u>Pay Unit</u>
910.301	Special Work – Temporary Stage 1 Wearing Surface	Lump Sum

ESTIMATED QUANTITIES									
ITEM NO.	ITEM DESCRIPTION	BR # 1447	BR # 5985	BR # 1449	BR # 5984	BR # 1447	BR # 1449	TOTAL QUANTITY	UNIT
		WIN 25631.06	WIN 25631.07	WIN 25631.08	WIN 25631.09	WIN 28754.00	WIN 28756.00		
523.5402	LAMINATED ELASTOMERIC BEARINGS EXPANSION	0	0	12	12	0	0	24	EA
524.301	TEMPORARY STRUCTURAL SUPPORT (BEARING REPLACEMENT)-BRIDGE #1447	1	0	0	0	0	0	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT (BEARING REPLACEMENT)-BRIDGE #1449	0	0	1	0	0	0	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT (BEARING REPLACEMENT)-BRIDGE #5984	0	0	0	1	0	0	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT APPROACHES-BRIDGE #1447	1	0	0	0	0	0	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT APPROACHES-BRIDGE #5985	0	1	0	0	0	0	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT APPROACHES-BRIDGE #1449	0	0	1	0	0	0	1	LS
524.301	TEMPORARY STRUCTURAL SUPPORT APPROACHES-BRIDGE #5984	0	0	0	1	0	0	1	LS
524.40	PROTECTIVE SHIELD-BRIDGE #1447	1	0	0	0	0	0	1	LS
524.40	PROTECTIVE SHIELD-BRIDGE #5985	0	1	0	0	0	0	1	LS
524.40	PROTECTIVE SHIELD-BRIDGE #1449	0	0	1	0	0	0	1	LS
524.40	PROTECTIVE SHIELD-BRIDGE #5984	0	0	0	1	0	0	1	LS
526.301	PORTABLE CONCRETE BARRIER, TYPE I (3150) LF	0.2	0.2	0.2	0.2	0.2	0	1	LS
526.304	TEMPORARY CONCRETE BARRIER, ANCHORED TYPE 1 (770) LF	0.25	0.25	0.25	0.25	0	0	1	LS
526.305	TEMPORARY CONCRETE BARRIER, BRACED TYPE 1 (770) LF	0.25	0.25	0.25	0.25	0	0	1	LS
527.33	TRUCK MOUNTED ATTENUATOR	1	1	1	1	0	0	4	EA
527.34	WORK ZONE CRASH CUSHION	1	1	1	1	2	0	6	UN
604.18	ADJUST MANHOLE OR CATCH BASIN TO GRADE	0	0	0	0	2	0	2	EA
606.1301	31" W-BEAM GR - MID WAY SPLICE -SINGLE FACED	487.5	300	400	250	525	437.5	2400	LF
606.1305	31" W-BEAM GR - MID-WAY SPLICE FLARED TERMINAL	1	1	0	0	4	2	8	EA
606.1721	BRIDGE TRANSITION -TYPE 1	4	4	4	4	0	0	16	EA
606.265	TERMINAL END TRAILING END- GALVANIZED	1	2	1	1	0	0	5	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	10	12	9	9	16	4	60	EA
606.363	GR REMOVE AND DISPOSE	590	420	510	330	1050	480	3380	LF
606.63	THRIE BEAM RAIL BEAM	0	0	0	0	480	0	480	LF
606.70	TRANSITION SECTION THRIE BEAM	0	0	0	0	8	0	8	EA
607.183	CHAIN LINK SNOW FENCE 33 INCH-BRIDGE #1447 (130) LF	1	0	0	0	0	0	1	LS
607.183	CHAIN LINK SNOW FENCE 33 INCH-BRIDGE #5985 (130) LF	0	1	0	0	0	0	1	LS
607.183	CHAIN LINK SNOW FENCE 33 INCH-BRIDGE #1449 (130) LF	0	0	1	0	0	0	1	LS
607.183	CHAIN LINK SNOW FENCE 33 INCH-BRIDGE #5984 (130) LF	0	0	0	1	0	0	1	LS
609.11	VERT CURB TYPE 1	0	0	0	0	900	0	900	LF
609.26	CURB TRANSITION SECTION B TYPE 1	0	0	0	0	1	0	1	EA
609.40	RESET CURB TYPE 5	0	0	0	0	50	0	50	LF
610.08	PLAIN RIPRAP	14	14	14	14	0	0	56	CY
615.07	LOAM	0	0	0	0	46	46	92	CY
618.14	SEEDING METHOD NUMBER 2	0	0	0	0	8	8	16	UN
619.12	MULCH	0	0	0	0	8	8	16	UN
620.58	EROSION CONTROL GEOTEXTILE	64	64	64	64	0	0	256	SY
627.30	GROOVING FOR PAVEMENT MARKING	6100	6100	6100	6100	0	0	24400	SF
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	0	0	0	0	4750	0	4750	LF
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	6100	6100	6100	6100	0	0	24400	LF
627.77	REMOVE PAVEMENT MARKINGS	6100	6100	6100	6100	1400	0	25800	SF
627.78	TEMPORARY 4" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	0	0	0	0	400	0	400	LF
627.781	TEMPORARY 6" PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	8300	8300	8300	8300	0	0	33200	LF
629.05	HAND LABOR, STRAIGHT TIME	25	25	25	25	0	0	100	HR
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	5	5	5	5	0	0	20	HR
631.11	AIR TOOL (INCLUDING OPERATOR)	5	5	5	5	0	0	20	HR
631.12	ALL-PURPOSE EXCAVATOR (INCLUDING OPERATOR)	25	25	25	25	25	0	125	HR
631.165	INFRARED HEATER (INCLUDING OPERATOR)	60	60	60	60	0	0	240	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	25	25	25	25	25	0	125	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	25	25	25	25	25	0	125	HR
639.18	FIELD OFFICE TYPE A	0.25	0.25	0.25	0.25	0	0	1	EA
643.72	TEMPORARY TRAFFIC SIGNAL	0	0	0	0	1	0	1	LS
652.30	FLASHING ARROW BOARD	0.5	0.5	0.5	0.5	0	0	2	EA
652.312	TYPE III BARRICADE	4	4	4	4	4	0	20	EA
652.33	DRUM	100	100	100	100	25	0	425	EA
652.34	CONE	0	0	0	0	25	0	25	EA
652.35	CONSTRUCTION SIGNS	120	120	120	120	90	70	640	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	0.2	0.2	0.2	0.2	0.2	0	1	LS
652.38	FLAGGERS	0	0	0	0	320	320	640	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	0.5	0.5	0.5	0.5	0	0	2	EA
652.45	AUTOMATED TRAILER MOUNTED SPEED LIMIT SIGN	0.5	0.5	0.5	0.5	0	0	2	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	0.2	0.2	0.2	0.2	0.1	0.1	1	LS
659.10	MOBILIZATION	0.22	0.22	0.22	0.22	0.1	0.2	1.18	LS
910.301	SPECIAL WORK- DUCT BANK	0	0	0	0	1	0	1	LS



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2563106, 2875400, & 2875600
WIN 25631.06, 25631.07, 25631.08, 25631.09, 28754.00 & 28756.00
BRIDGE NO. 1447, 5985, 1449, 5984
BRIDGE PLANS

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGNS-DETAILED
DESIGNS-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

J. BRASK
S. LINDSLEY
D. WHITE
N. EDMAN
Added Ppy Items

BY
E. MORRISON
B. COLBURN
J. FITZ

DATE
06-24
06-24
06-24
07-24

1-95 SB & NB OVER WEBB RD & SOMERSET AVE
SOMERSET AVE & WEBB ROAD LOWERING
PITTSFIELD
SOMERSET COUNTY

ESTIMATED QUANTITIES

SHEET NUMBER
3
OF 110

ESTIMATED QUANTITIES									
ITEM NO.	ITEM DESCRIPTION	BR # 1447	BR # 5985	BR # 1449	BR # 5984	BR # 1447	BR # 1449	TOTAL QUANTITY	UNIT
		WIN 25631.06	WIN 25631.07	WIN 25631.08	WIN 25631.09	WIN 28754.00	WIN 28756.00		
910.301	SPECIAL WORK- WEBB RD PROFILE LOWERING	0	0	0	0	0	1	1	LS
910.301	SPECIAL WORK - TEMPORARY STAGE 1 WEARING SURFACE-BRIDGE #1447	1	0	0	0	0	0	1	LS
910.301	SPECIAL WORK - TEMPORARY STAGE 1 WEARING SURFACE-BRIDGE #5985	0	1	0	0	0	0	1	LS
910.301	SPECIAL WORK - TEMPORARY STAGE 1 WEARING SURFACE-BRIDGE #1449	0	0	1	0	0	0	1	LS
910.301	SPECIAL WORK - TEMPORARY STAGE 1 WEARING SURFACE-BRIDGE #5984	0	0	0	1	0	0	1	LS

GENERAL CONSTRUCTION NOTES

- Approximate Right-Of-Way lines were developed from record plans and are shown on the plans. All work shall remain within the existing Right-Of-Way.
- All clearing shall be considered incidental to the Contract and no separate payment will be made. The actual lines for clearing shall be established in the field by the Contractor as indicated on the Plans and approved by the Resident.
- Approximate existing drainage and utility information locations were developed from record plans and are shown on the plans.
- All utility facilities shall be adjusted by the respective utilities unless otherwise noted.
- Existing signs within the Project limits shall be removed and reset as directed by the Resident. Payment for removal and reinstallation of existing signs will be considered incidental to the Contract. No separate payment will be made.
- Do not excavate for Aggregate Subbase Course where existing material is suitable as determined by the Resident.
- In areas where the Resident directs the Contractor not to excavate to the subgrade line shown on the plans, payment for removing existing pavement, grubbing, shaping, ditching, and compacting the existing subbase and layers of new subbase 6 inches or less thick will be made under appropriate equipment rental items.
- Place loam 2 inches deep on all new or reconstructed sideslopes or as directed by Resident.
- Erosion Control Mix may be substituted in those areas normally receiving loam and seed as directed by the Resident. Placement shall be in accordance with Standard Specifications Section 619, Mulch. Payment will be made under Pay Item 619.14, Erosion Control Mix.
- A MASH compliant guardrail end treatment shall be installed concurrently with the placement of each leading end section of beam guardrail.
- Where it is apparent that runoff will cause continual erosion, Erosion Control Blanket, seeded gutters, or riprap downspouts shall be constructed after paving and shoulder work is completed. Payment will be made under the appropriate Contract items.
- Protective Coating for Concrete Surfaces shall be applied to the following areas:

All exposed surfaces of concrete curbs,
 Fascias down to the drip notch,
 Top of abutment backwalls and wingwalls,
 All exposed surfaces of Pier caps and columns, and
 To one foot below the ground on vertical walls against earth.
- Project information referred to below may be accessed at the following MaineDOT web address:
<http://www.maine.gov/mdot/contractors/>
- The existing bridge plans may be accessed at the MaineDOT web address. The plans are reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span.
- Quantities included for pay items measured and paid for by Lump Sum are estimated quantities and are provided by MaineDOT for informational purposes only. Lump Sum pay items will be paid for at the Contract Bid amount, with no addition or reduction in payment to the Contractor if the actual final quantities are different from the MaineDOT provided estimated quantities, except as follows:

a. If a Lump Sum pay item is eliminated, the requirements of Standard Specification Section 109.2, Elimination of Items, will take precedence.

b. If other Contract Documents specifically allow a change in payment for a Lump Sum pay item, those requirements will be followed.

c. If a design change results in changes to estimated quantities for Lump Sum pay items, price adjustments will be made in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Compensation and Time.

- All costs for cofferdams, including pumping, maintenance, related temporary soil erosion and water pollution controls, and removal, will not be paid for directly, but will be considered incidental to related Contract items.
- The Contractor shall submit Bridge Demolition Plans for each bridge to the Resident at least 10 business days prior to the start of demolition work. The plan shall outline the methods and equipment to be used to remove and dispose of all materials included in the existing bridge decks, portions of abutments and wingwalls, and identified beams, diaphragms, and bearings. No work related to the removal of the bridge decks shall be undertaken by the Contractor until MaineDOT has reviewed the Bridge Demolition Plans for appropriateness and completeness. Payment for all work necessary for developing, submitting and finalizing the Bridge Demolition Plans will be considered incidental to the appropriate bridge removal pay items.
- The existing bridge components to be removed shall be removed by and become the property of the Contractor. The steel portions of the existing bridges may be coated with a lead-based paint system. The Contractor is responsible for the containment, proper management and disposal of hazardous waste generated by the process of demolishing the existing decks, modifications of structural steel, and installation of shear studs. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to these processes. Once the existing bridge components are removed, the Contractor is solely responsible for the care, custody, and control of the components of the existing bridges and any hazardous water generated as a result of the storage, recycling, or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations," Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment, and other costs required to remove and dispose of the existing bridges will be considered incidental to the bridge removal pay items.
- Inlets and outlets of all culverts shall be riprapped unless otherwise noted on the Plans or directed by the Resident.
- Where a joint between new pavement and existing pavement is called for on the plans, the existing pavement shall be sawcut along a smooth line to a neat, even, vertical joint as directed by the Resident. Broken or raveled edges will not be permitted. All work necessary for the preparation of this joint will be considered incidental to the related contract items.
- All existing delineators and mile marker posts on Interstate 95 which are impacted shall be removed and reset. Payment for removing and resetting delineators and mile marker posts shall be incidental to the Contract.
- Relocating existing ground mounted signs during traffic control phasing will not be measured but shall be considered incidental to the various contract items. Signs temporarily relocated within 30' of an active travel way shall have breakaway devices or be protected with portable concrete barrier. Temporary sign supports shall meet the requirements of Specification Section 652.
- Payment for connections of proposed guardrail to existing guardrail will be considered incidental to related Contract items.
- Temporary pavement, if needed, over the utility trench on Somerset Avenue shall be considered incidental to maintenance of traffic items.

- Due to the short fall construction season, the Contractor may place a temporary wearing surface in Stage 1 and remove it before final paving of both Stage 1 and Stage 2. The following options are allowed:

a. Cast an 8" concrete deck. Pour a 3" temporary concrete wearing surface with a 1" thick foam bond breaker at curb line against the curb. Remove the temporary concrete wearing surface before installing membrane and final paving.

b. Cast a 9" concrete deck including 1" integral concrete wearing surface. Place 2" of temporary pavement. Remove the temporary pavement and mill off the additional 1" of concrete before installing membrane and final paving.

Payment for either option will be under Pay Item 910.301, Special Work - Temporary Stage 1 Wearing Surface. See Special Provision 910 Special Work - Temporary Stage 1 Wearing Surface for more information.

STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2563106, 2875400, & 2875600

WIN 25631.06, 25631.07, 25631.08, 25631.09, 28754.00, & 28756.00

BRIDGE NO. 1447, 5985, 1449, 5984

BRIDGE PLANS

1-95 SB & NB OVER WEBB RD & SOMERSET AVE

SOMERSET AVE & WEBB ROAD LOWERING

PITTSFIELD SOMERSET COUNTY

ESTIMATED QUANTITIES AND GENERAL NOTES

SHEET NUMBER

4

OF 110

PROJ. MANAGER

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGNS-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

J. BRASK

S. LINDSLEY

D. WHITE

N. EDMAN

Note 25 & Pay Items Cont'd

BY

E. MORRISON

B. COLBURN

J. FITZ

Items Cont'd

DATE

06-24

06-24

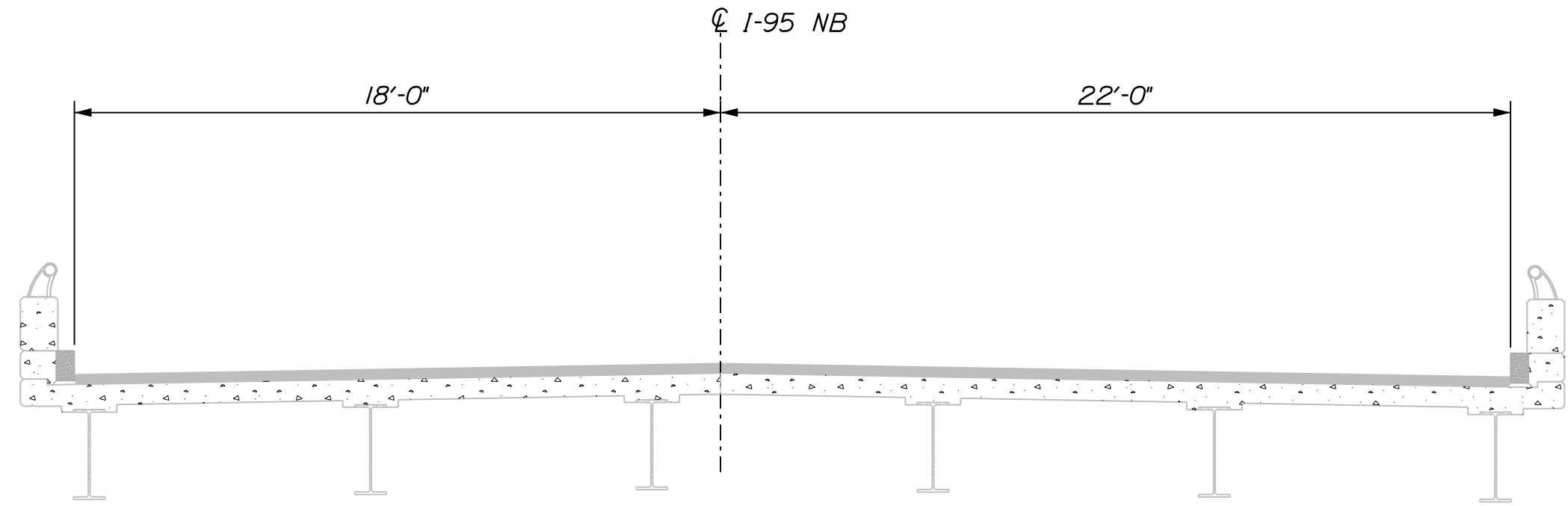
06-24

07-24

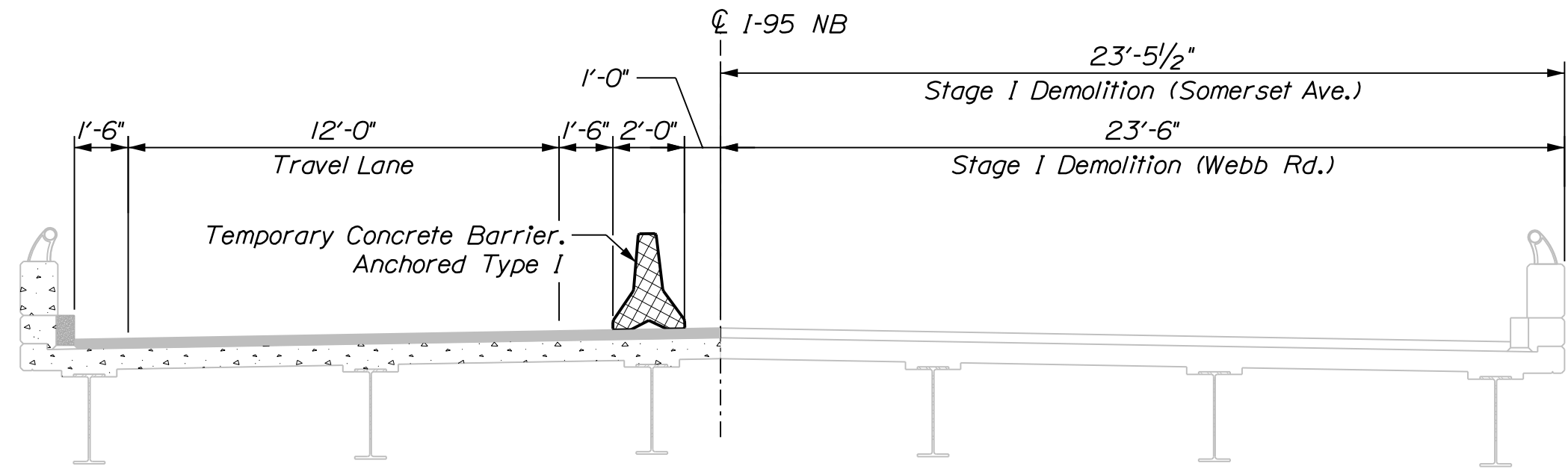
SIGNATURE

P.E. NUMBER

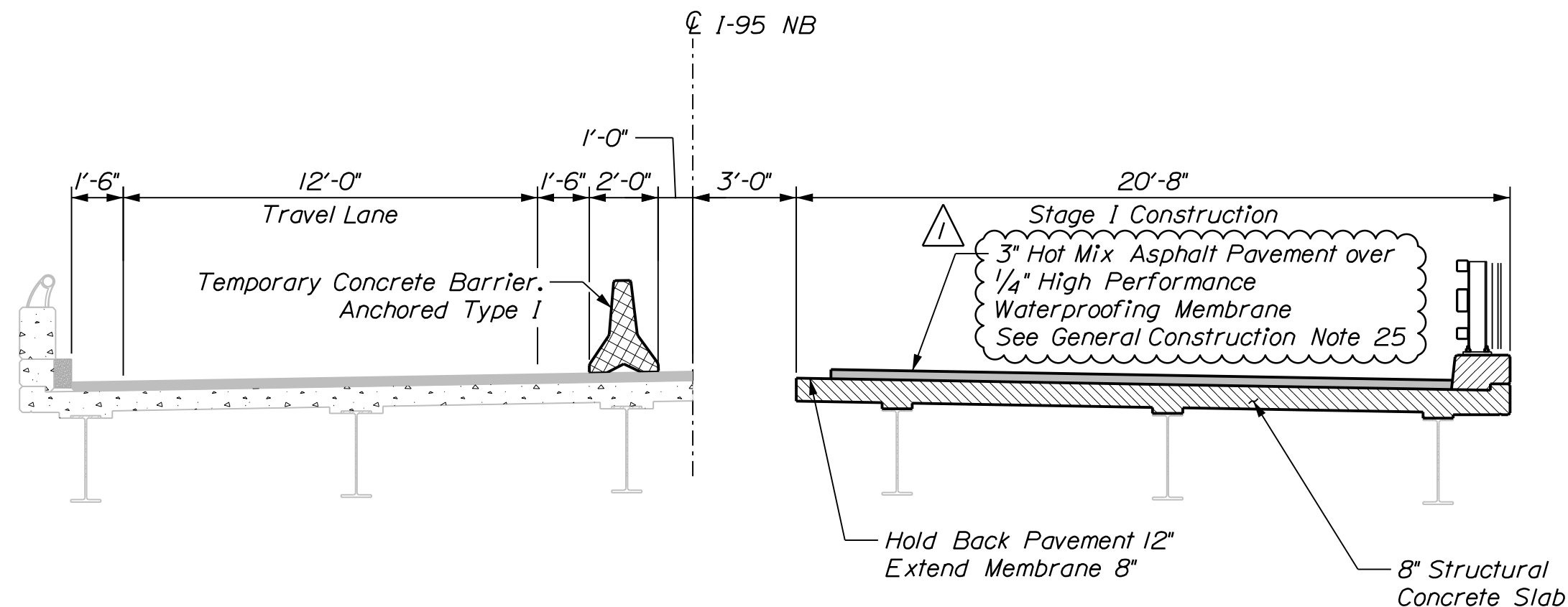
DATE



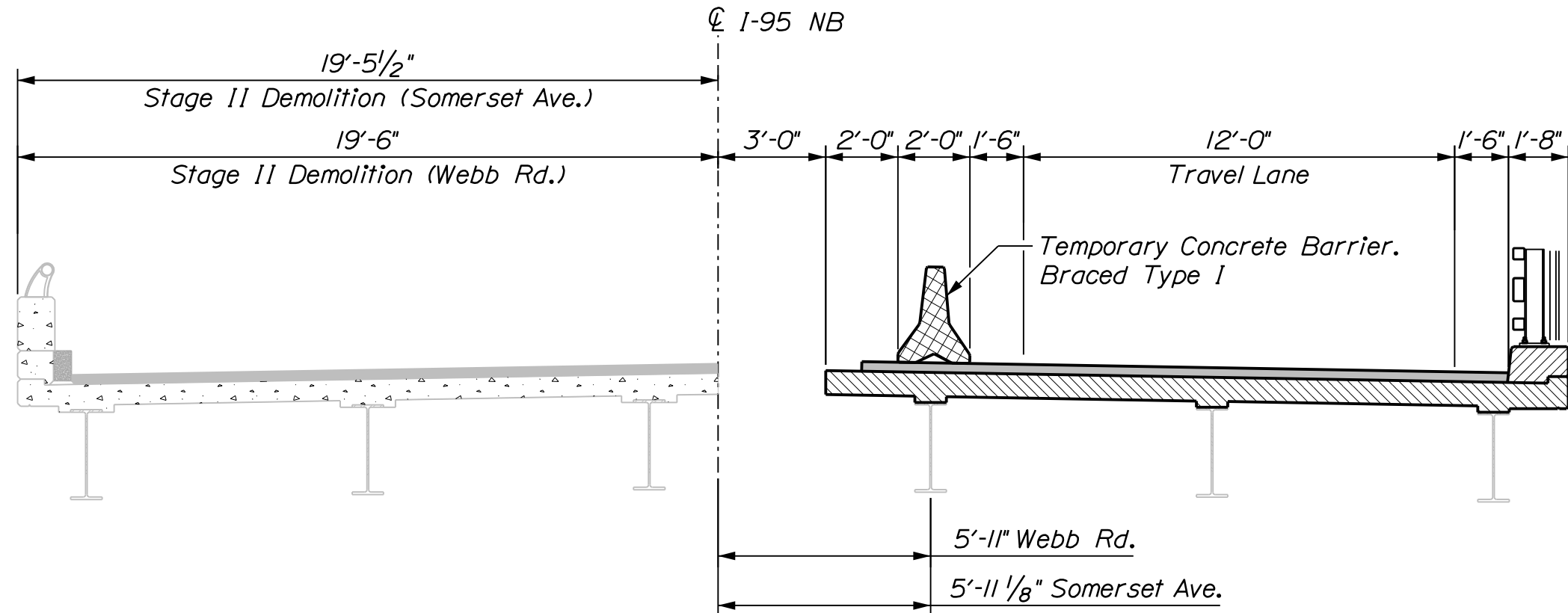
EXISTING TRANSVERSE SECTION
I-95 Northbound shown.
I-95 Southbound opposite hand.



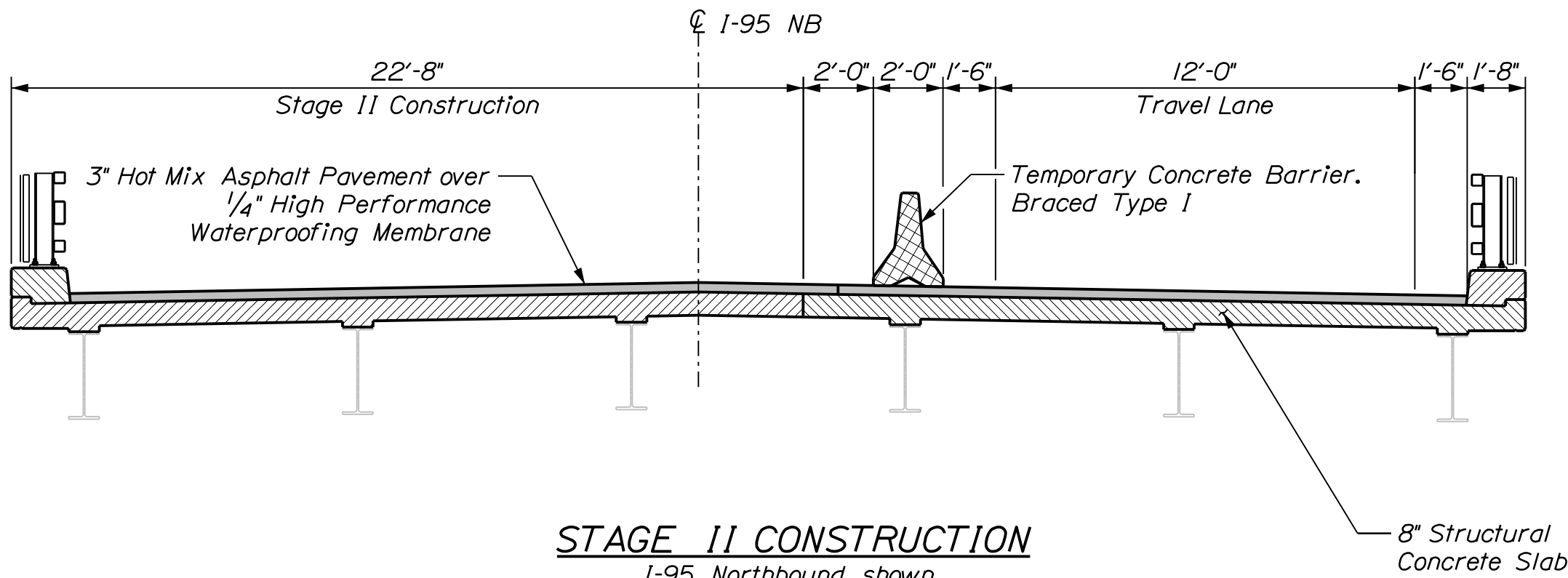
STAGE I DEMOLITION
I-95 Northbound shown.
I-95 Southbound opposite hand.



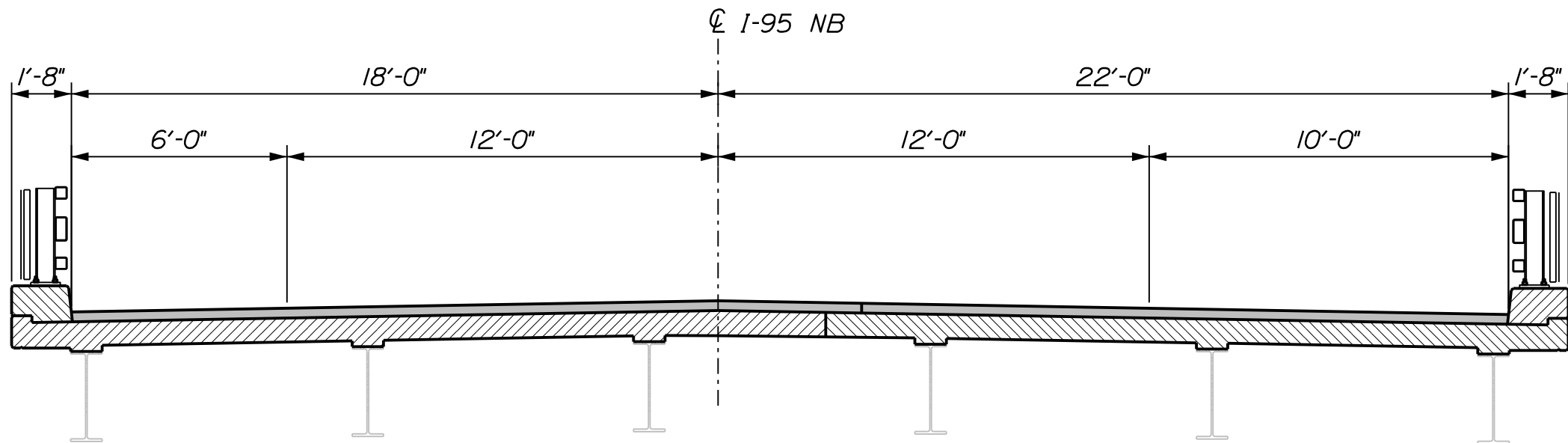
STAGE I CONSTRUCTION
I-95 Northbound shown.
I-95 Southbound opposite hand.



STAGE II DEMOLITION
I-95 Northbound shown.
I-95 Southbound opposite hand.



STAGE II CONSTRUCTION
I-95 Northbound shown.
I-95 Southbound opposite hand.



PROPOSED TRANSVERSE SECTION
I-95 Northbound shown.
I-95 Southbound opposite hand.

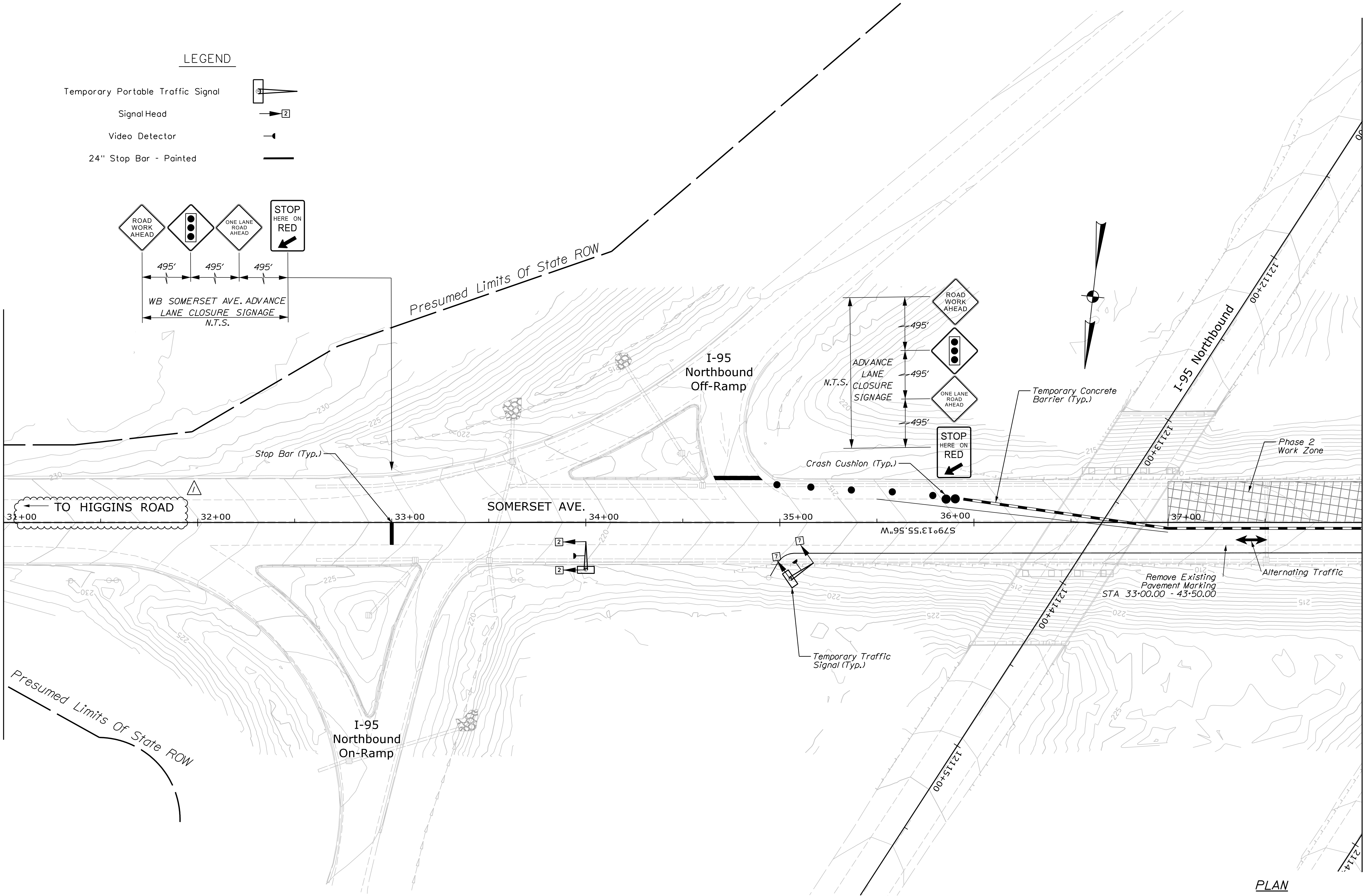
PROJ. MANAGER	J. BRASKY	BY	DATE
DESIGNED-DETAILED	S. LINDSLEY	E. MORRISON	06-24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	06-24
DESIGNED-DETAILED	N. EDMAN	J. FITZ	06-24
DESIGNED-DETAILED	Added Note to Stage I		07-24
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

Date:7/16/2024

Username: slindsley

Division:

Filename: ... \0XX_TCPlan_Somerset3.dgn



PLAN

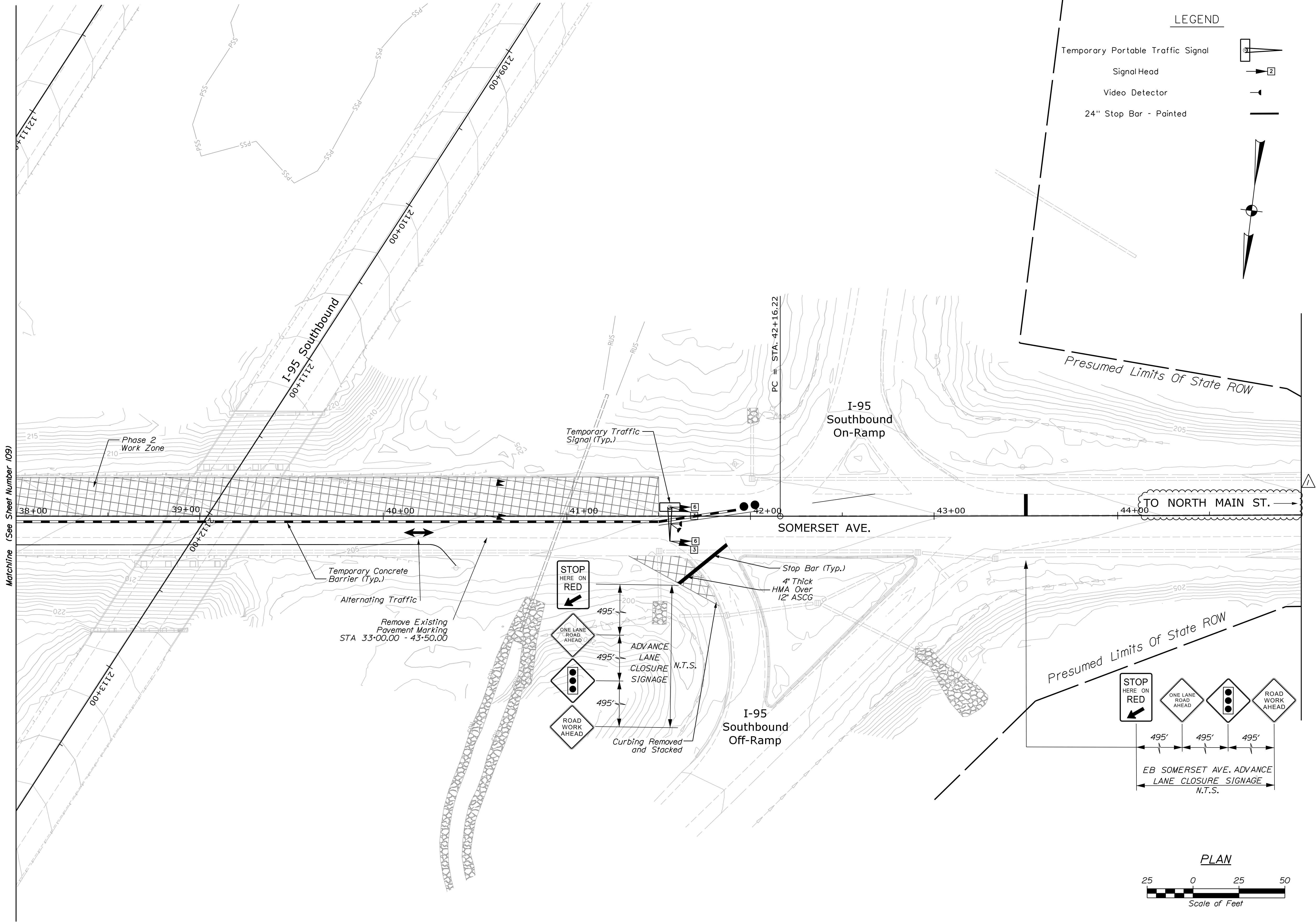


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2875400
WIN 28754.00
BRIDGE NO. 1447
BRIDGE PLANS

PROJ. MANAGER	J. BRASK	BY	DATE
DESIGN-DETAILED	S. LINDSLEY	E. MORRISON	06-24
CHECKED-REVIEWED	D. WHITE	B. COLBURN	06-24
DESIGN-DETAILED	N. EDMAN	J. FITZ	06-24
DESIGN-DETAILED	Updated Label		07-24
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE			
P.E. NUMBER			
DATE			

SOMERSET AVENUE LOWERING	SOMERSET COUNTY
PITTSFIELD	
TRAFFIC CONTROL PLANS	
SOMERSET PHASE 2	

SHEET NUMBER
109
OF 110



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
PROJECT NO. 2875400	
WIN 28754.00	
BRIDGE NO. 1447	
BRIDGE PLANS	

PROJ. MANAGER	J. BRASK	BY	DATE
CHECKED-DETAILED	S. LINDSLEY	E. MORRISON	06-24
DESIGNED-REVIEWED	D. WHITE	B. COLBURN	06-24
DESIGNS DETAILED	N. EDMAN	J. FITZ	06-24
REVISIONS 1	Updated Label		07-24
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			
SIGNATURE		P.E. NUMBER	
DATE		DATE	

SOMERSET AVENUE LOWERING		SOMERSET COUNTY	
PITTSFIELD		TRAFFIC CONTROL PLANS	
		SOMERSET PHASE 2	

SHEET NUMBER	
110	
OF 110	