



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

May 02, 2025
Subject: Cold In-place Recycle
WIN: 025707.00
Location: **Greenville & Abbot**
Amendment No. 2

Dear Sir/Ms.:

Please make the following changes to the bid book:

REMOVE, Pages 17 thru 22, "SCHEDULE OF ITEMS" dated 4/11/2025 (6 pages) and **REPLACE** with attached revised "SCHEDULE OF ITEMS" dated 5/2/2025 (6 Pages).

REMOVE, from Bid Amendment 1, "CONSTRUCTION NOTES", dated 4/30/2025 and **REPLACE** with attached revised "CONSTRUCTION NOTES", 11 pages, dated 5/2/2025.

REMOVE, page 83, "SPECIAL PROVISION 105 – CONSTRUCTION AREA", dated 3/28/2025 and **REPLACE** with attached revised "SPECIAL PROVISION 105 – CONSTRUCTION AREA", 1 page, dated 4/16/2025.

INSERT the attached "SPECIAL PROVISION SECTION 603 PIPE CULVERTS AND STORM DRAINS" 1 page.

The following questions have been received:

Question: There are 3 culvert locations that have in-stream window construction requirements and require cofferdams if water is present. There are no cofferdam bid items. Are cofferdams incidental?

Response: Cofferdams are incidental.

Question: The 60" CLV RCP cross culvert appears to be a complete replacement of an existing CMP structure based on the length required. The information provided in the permit sections appear to discuss that only the first 20' of the pipe was going to be replaced and that fish passage could need to be discussed if replacement of the entire pipe is to be considered. If this is a full replacement are there any requirements for special fill/baffles, etc within the culvert or beyond the inlet and outlet of the pipe?

Response: This pipe won't be replaced. The first piece on the inlet end will be removed and reset. See the revised Construction Notes dated May 2, 2025 and the revised Schedule of Items.

Question: There is no invert elevation information for any of the culverts. Can you please clarify?

Response: Pipes will be installed using the existing invert elevations.

Question: Will temporary pavement be required for any cross culvert installation? If so, will it be paid or incidental?

Response: Temporary pavement is not required. 6" of base pavement over the pipes will be paid for.

Question: If temp pavement is incidental, the depth of the culverts again is critical to determine the limits of excavation and restoration.

Response: Temporary pavement is not required.

Consider these changes and information prior to submitting your bid on **May 07, 2025**.

Sincerely,



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

5/2/2025

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 6

Proposal ID: 025707.00

Project(s): 025707.00

SECTION: 1 HIGHWAY ITEMS

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	202.202 REMOVING PAVEMENT SURFACE	393,000.000 SY	_____	_____	_____	_____
0020	202.20241 REMOVING PAVEMENT SURFACE - 4 FOOT DRUM (HOURLY)	30.000 HR	_____	_____	_____	_____
0030	202.203 PAVEMENT BUTT JOINTS	1,500.000 SY	_____	_____	_____	_____
0040	205.412 RECONSTRUCTION OF EXISTING SHOULDER	79,300.000 SY	_____	_____	_____	_____
0050	304.103 AGGREGATE SUBBASE - GRAVEL (TRUCK MEASURE)	3,500.000 CY	_____	_____	_____	_____
0060	311.34 COLD IN-PLACE RECYCLED ASPHALT PAVEMENT (TRAVELING PUGMILL) 4 INCH	350,600.000 SY	_____	_____	_____	_____
0070	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	400.000 T	_____	_____	_____	_____
0080	403.21041 HMA 9.5 MM – POLYMER MODIFIED THIN LIFT SURFACE TREATMENT	26,000.000 T	_____	_____	_____	_____
0090	403.2111 9.5 MM POLYMER MODIFIED HMA (SHIM)	13,200.000 T	_____	_____	_____	_____
0100	403.213 HOT MIX ASPHALT 12.5 MM BASE	670.000 T	_____	_____	_____	_____
0110	409.15 BITUMINOUS TACK COAT - APPLIED	36,000.000 G	_____	_____	_____	_____

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Proposal Schedule of Items

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SECTION: 1 HIGHWAY ITEMS

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
0120	411.10 UNTREATED AGGREGATE SURFACE COURSE (TRUCK MEASURE)	650.000 CY	_____	_____	_____	_____
0130	424.22 ASPHALT RUBBER CRACK SEALER TYPE 2, APPLIED	10,600.000 LB	_____	_____	_____	_____
0140	424.381 ASPHALTIC RECREATIONAL CROSSINGS, 2 INCH DEPTH	130.000 SY	_____	_____	_____	_____
0150	603.16 15 INCH CULVERT PIPE OPTION I	360.000 LF	_____	_____	_____	_____
0160	603.17 18 INCH CULVERT PIPE OPTION I	180.000 LF	_____	_____	_____	_____
0170	603.179 18 INCH CULVERT PIPE OPTION III	912.000 LF	_____	_____	_____	_____
0180	603.19 24 INCH CULVERT PIPE OPTION I	60.000 LF	_____	_____	_____	_____
0190	603.199 24 INCH CULVERT PIPE OPTION III	240.000 LF	_____	_____	_____	_____
0200	603.219 36 INCH CULVERT PIPE OPTION III	105.000 LF	_____	_____	_____	_____
0210	603.2390 48 INCH CULVERT PIPE OPTION III	75.000 EA	_____	_____	_____	_____
0230	603.55 CONCRETE PIPE TIES	8.000 GP	_____	_____	_____	_____
0235	603.736 REMOVE & RELAY 60 INCH METAL PIPE	20.000 LF	_____	_____	_____	_____

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Maine Department of Transportation

Proposal Schedule of Items

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Project(s): 025707.00

SECTION: 1 HIGHWAY ITEMS

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0240	603.7418 REMOVE & RELAY 18 INCH CONCRETE PIPE	8.000 LF	_____	_____	_____	_____
0250	603.7442 REMOVE & RELAY 42 INCH CONCRETE PIPE	8.000 LF	_____	_____	_____	_____
0260	604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	8.000 EA	_____	_____	_____	_____
0270	606.1301 31" W-BM GR, MID-WAY SPLICE-SGL FACED	20,500.000 LF	_____	_____	_____	_____
0280	606.1303 31" W-BM GR, MID-WAY SPLICE-15' RAD AND LESS	162.500 LF	_____	_____	_____	_____
0290	606.1304 31" W-BM GR, MID-WAY SPLICE-OVER 15' RAD	162.500 LF	_____	_____	_____	_____
0300	606.1305 31" W-BM GR, MID-WAY SPLICE FLARED TERMINAL	49.000 EA	_____	_____	_____	_____
0310	606.1306 31" W-BM GR, MID-WAY SPLICE TANGENT TERMINAL	4.000 EA	_____	_____	_____	_____
0320	606.265 TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	13.000 EA	_____	_____	_____	_____
0330	606.353 REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	140.000 EA	_____	_____	_____	_____
0340	606.356 UNDERDRAIN DELINEATOR POST	100.000 EA	_____	_____	_____	_____

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Proposal Schedule of Items

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Proposal ID: 025707.00

Project(s): 025707.00

SECTION: 1 HIGHWAY ITEMS

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
0350	606.754 WIDEN SHOULDER FOR FLARED GUARDRAIL TERMINAL	53.000 EA	_____	_____	_____	_____
0360	609.31 CURB TYPE 3	1,000.000 LF	_____	_____	_____	_____
0370	610.08 PLAIN RIPRAP	250.000 CY	_____	_____	_____	_____
0380	610.18 STONE DITCH PROTECTION	700.000 CY	_____	_____	_____	_____
0390	613.319 EROSION CONTROL BLANKET	11,200.000 SY	_____	_____	_____	_____
0400	618.14 SEEDING METHOD NUMBER 2	2,200.000 UN	_____	_____	_____	_____
0410	619.12 MULCH	2,200.000 UN	_____	_____	_____	_____
0420	620.58 EROSION CONTROL GEOTEXTILE	3,000.000 SY	_____	_____	_____	_____
0430	627.310 8 INCH SHOULDER PAVEMENT MARKING LINE, WHITE	2,200.000 LF	_____	_____	_____	_____
0440	627.733 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	348,200.000 LF	_____	_____	_____	_____
0450	627.75 WHITE OR YELLOW PAVEMENT & CURB MARKING	350.000 SF	_____	_____	_____	_____
0460	627.78 TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW	692,700.000 LF	_____	_____	_____	_____

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Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0470	629.05 HAND LABOR, STRAIGHT TIME	100.000 HR				
0480	631.12 ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	1,400.000 HR				
0490	631.172 TRUCK - LARGE (INCLUDING OPERATOR)	2,800.000 HR				
0500	631.22 FRONT END LOADER (INCLUDING OPERATOR)	100.000 HR				
0510	631.32 CULVERT CLEANER (INCLUDING OPERATOR)	20.000 HR				
0520	639.19 FIELD OFFICE TYPE B	1.000 EA				
0530	652.33 DRUM	600.000 EA				
0540	652.34 CONE	400.000 EA				
0550	652.35 CONSTRUCTION SIGNS	4,500.000 SF				
0560	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	313.000 CD				
0570	652.38 FLAGGER	11,600.000 HR				
0580	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM		 LUMP SUM		

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Project(s): 025707.00

SECTION: 1 HIGHWAY ITEMS

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
0590	659.10 MOBILIZATION	LUMP SUM				
				LUMP SUM		
0600	823.011 GATE VALVE BOX, INSTALL ONLY	3.000 EA				
0610	823.332 GATE VALVE BOX, ADJUST TO GRADE	3.000 EA				
Section: 1			Total:			
			Total Bid:			

CONSTRUCTION NOTES

202.202 Removing Pavement Surface

Millings will remain on the project and used for shoulder reconstruction locations, mainline shim prior to CIPR process and to back up drives, entrances and shoulders as directed. Any remaining millings will become the property of the contractor. The hauling and stockpiling of the millings will be considered incidental to the 202.202 item.

202.20241 Removing Pavement Surface – 4 Foot Drum (Hourly)

<u>Station – Station (LT)</u>	<u>Station – Station (RT)</u>
136+00 – 323+50	136+00 – 226+75
1054+50 – 1100+00	264+00 – 323+50
1110+00 – 1123+50	1054+50 – 1100+00
1129+50 – 1143+55	1109+50 – 1127+00
	1129+50 – 1143+55

To be used for reducing the shoulder width to 4.0'. Existing shoulders in guardrail and curb areas will not be reduced. The existing shoulder width is approximately 8.0'.

Material removed to become property of contractor and shall not be incorporated into any locations where CIPR treatment is applied.

202.203 Pavement Butt Joints

Station

1143+55 End Section 1
1285+75 Begin Section 2
1315+19 End Section 2

Side roads, paved drives, and other locations as determined by the Resident.

CONSTRUCTION NOTES

205.412 Reconstruction of Existing Shoulder

<u>Station – Station (LT)</u>	<u>Station – Station (RT)</u>
475+50 – 483+00	226+50 – 258+50
489+00 – 511+00	482+75 – 509+50
514+00 – 561+00	514+00 – 680+50
569+25 – 571+33	684+25 – 752+00
583+50 – 587+25	783+80 – 877+50
596+60 – 598+00	881+25 – 895+00
604+50 – 680+50	897+00 – 914+00
683+00 – 782+00	916+75 – 1036+00
783+80 – 877+50	1043+00 – 1054+50
882+75 – 895+00	
906+50 – 914+00	
918+00 – 1036+00	
1043+00 – 1054+50	

The final 5” of RAP will be sourced from the salvaged material stockpiled during milling operations (Item 202.202) and will be processed such that the material contains no particles greater than 2” in any direction. Millings will be placed on the shoulder prior to CIPR operations. Hauling, placement, grading, and compaction of the millings will be considered incidental to the 205.412 item.

310.103 Aggregate Subbase - Gravel (Truck Measure)

To be used in driveways and side roads where the depth of the material exceeds 4 inches.

To be used as backfill for all culvert taper locations as per Typical 9.

403.209 Hot Mix Asphalt 9.5mm (Sidewalks, Drives, Islands, & Incidentals)

A 3-foot paved lip shall be placed at all unpaved driveways.

A 6-foot paved lip shall be placed on all unpaved side roads and recreational trail crossings.

No paved lip will be placed on woods/field entrances unless one already exists.

CONSTRUCTION NOTES

403.21041 Hot Mix Asphalt 9.5mm -Polymer Modified

Side Roads

<u>Station (LT)</u>	<u>Width (FT)</u>	<u>Station (RT)</u>	<u>Width (FT)</u>
735+75	27	270+00	40
1091+70	35	286+65	60
1112+00	40	320+30	20
		409+00	27
		983+80	17
		1091+70	11

411.10 Untreated Aggregate Surface Course (Truck Measure)

To be used for driveway/entrance backup as directed by the Resident. Millings salvaged on project to be utilized prior to hauling in additional material.

424.22 Asphalt Rubber Crack Sealer Type 2 – Applied

Station – Station

10+75 – 34+23

35+85 – 136+00

752+00 – 783+75

1285+75 – 1315+19

Notes:

- To be applied on the travelway and transverse cracks on the shoulders.
- To be applied after milling.

CONSTRUCTION NOTES

424.381 Asphaltic Recreational Crossings, 1.25 Inch Depth

<u>Station</u>	<u>Length (FT)</u>	<u>Width (FT)</u>
40+88	8	32
742+50	8	32
1069+60	8	32

Note:

- Dimensions are approximate. Actual dimensions will be determined by the Resident.

603.16 15 Inch Culvert Pipe Option I

<u>Station (LT)</u>	<u>Length (LF)</u>	<u>Station (RT)</u>	<u>Length (LF)</u>
483+00	60	148+59	60
		489+12	60
		1077+84	60
		1080+82	60
		1127+42	60

603.17 18 Inch Culvert Pipe Option I

<u>Station (LT)</u>	<u>Length (LF)</u>	<u>Station (RT)</u>	<u>Length (LF)</u>
1036+05	60	680+87	60
		684+25	60

CONSTRUCTION NOTES

603.179 18 Inch Culvert Pipe Option III

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
562+88	80	XC-111014	Lat: 45.33165, Long: -69.53777
616+12	72	XC-111001	Lat: 45.31838, Long: -69.53364
635+70	67	XC-111000	Lat: 45.31321, Long: -69.53164
638+45	69	XC-110997	Lat: 45.31258, Long: -69.53104
701+07	65	XC-110987	Lat: 45.29998, Long: -69.51454
709+93	62	XC-110985	Lat: 45.29825, Long: -69.51212
715+38	89	XC-110984	Lat: 45.29721, Long: -69.5106
731+67	60	XC-110981	Lat: 45.29388, Long: -69.50638
745+61	60	XC-110978	Lat: 45.29047, Long: -69.50436
834+90	64	XC-116611	Lat: 45.2682, Long: -69.49786
847+75	68	XC-116610	Lat: 45.26474, Long: -69.49692
979+60	78	XC-115643	Lat: 45.229318, Long: -69.486635
1074+40	78	XC-1000032	Lat: 45.208576, Long: -69.464381

603.19 24 Inch Culvert Pipe Option I

<u>Station (RT)</u>	<u>Length (LF)</u>
914+18	60

603.199 24 Inch Culvert Pipe Option III

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
649+70	92	XC-110995	Lat: 45.31017, Long: -69.5283
735+26	70	XC-110980	Lat: 45.29313, Long: -69.50548
826+92	75	XC-116612	Lat: 45.27033, Long: -69.49858

603.219 36 Inch Culvert Pipe Option III

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
172+36	105	XC-171129	Lat: 45.41528, Long: -69.59545

603.2390 48 Inch Culvert Pipe Option III

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
602+09	75	XC-111003	Lat: 45.322220, Long: -69.533910

CONSTRUCTION NOTES

603.55 Concrete Pipe Ties

<u>Station</u>	<u>Asset ID</u>	<u>(GP)</u>
278+90 (Outlet only)	XC-171097	1
485+87 (Inlet & Outlet)		2
1006+78 (Outlet Only)	XC-115639	1

Notes:

- To be used on the last joint on each end of an existing cross pipe.
- Any excavation required will be paid under Item 631.12.

603.736 Remove & Relay 60 Inch Metal Pipe

<u>Station (LT)</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
905+09	20	XC-116604	Lat: 45.249340, Long: -69.492430

603.7418 Remove & Relay 18 Inch Concrete Pipe

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
1006+78	8	XC-115639	Lat: 45.223300, Long: -69.480573

603.7442 Remove & Relay 42 Inch Concrete Pipe

<u>Station</u>	<u>Length (LF)</u>	<u>Asset ID</u>	<u>Coordinates</u>
278+90	8	XC-171097	Lat: 45.386410, Long: -69.597060

604.18 Adjusting Manhole or Catch Basin to Grade

<u>Station (LT)</u>	<u>Station (RT)</u>
1304+10	221+08
1306+00	223+80
	1291+95

Undetermined Locations: 3

CONSTRUCTION NOTES

606.1301 – 31” W-Beam Guardrail, Mid-Way Splice-Single Faced; 606.1303 – 31” W-Beam Guardrail, Mid-Way Splice-15’ Radius and Less; 606.1304 – 31” W-Beam Guardrail, Mid-Way Splice-Over 15’ Radius; 606.1305 – 31” W-Beam Guardrail, Mid-Way Splice-Flared Terminal; 606.1306 – 31” W-Beam Guardrail, Mid-Way Splice Tangent Terminal

LT

150+38 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 150+38 to 155+88 Guardrail (550’); 155+88 Ahd Tangent Terminal
216+19.5 Bk Flared Terminal 216+19.5 to 226+07 Guardrail (987.5’); 226+07 Ahd Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’)
355+47.5 Bk Flared Terminal; 355+47.5 to 357+47.5 Guardrail (200’); 357+47.5 Ahd Flared Terminal
483+37.5 Bk Flared Terminal; 483+37.5 to 488+75 Guardrail (537.5’); 488+75 Ahd Flared Terminal
517+21.5 Bk Flared Terminal; 517+21.5 to 546+96.5 Guardrail (2975’); 546+96.5 Ahd Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’)
547+25 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 547+25 to 568+00 Guardrail (2075’); 568+00 Ahd Flared Terminal
571+33 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 571+33 to 583+58 Guardrail (1225’); 583+58 Ahd Flared Terminal
587+15.5 Bk Flared Terminal; 587+15.5 to 596+53 Guardrail (937.5’); 596+53 Ahd Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’)
597+87 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 597+87 to 604+12 Guardrail (625’); 604+12 Ahd Flared Terminal
608+93 Bk Flared Terminal; 608+93 to 613+68 Guardrail (475’); 613+68 Ahd Flared Terminal
680+64.5 Bk Flared Terminal; 680+64.5 to 683+39.5 Guardrail (275’); 683+39.5 Ahd Tangent Terminal
698+62 Bk Flared Terminal; 698+62 to 712+37 Guardrail (1375’); 712+37 Ahd Flared Terminal
878+96.5 Bk Tangent Terminal; 878+96.5 to 882+09 Guardrail (312.5’); 882+09 Ahd Flared Terminal
895+72 Bk Flared Terminal; 895+72 to 906+09.5 Guardrail (1037.5’); 906+09.5 Ahd Flared Terminal
914+18 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 914+18 to 918+43 Guardrail (425’); 918+43 Ahd Flared Terminal

CONSTRUCTION NOTES

606.1301 – 31” W-Beam Guardrail, Mid-Way Splice-Single Faced; 606.1303 – 31” W-Beam Guardrail, Mid-Way Splice-15’ Radius and Less; 606.1304 – 31” W-Beam Guardrail, Mid-Way Splice-Over 15’ Radius; 606.1305 – 31” W-Beam Guardrail, Mid-Way Splice-Flared Terminal; 606.1306 – 31” W-Beam Guardrail, Mid-Way Splice Tangent Terminal
(Continued)

LT

1036+42.5 Bk Flared Terminal 1036+42.5 to 1040+05 Guardrail (362.5’); 1040+05 Ahd Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’)
1041+00 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 1041+00 to 1042+62.5 Guardrail (162.5’); 1042+62.5 Ahd Flared Terminal
1062+25 Bk Flared Terminal; 1062+25 to 1066+25 Guardrail (400’); 1066+25 Ahd Flared Terminal
1100+18 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 1100+18 to 1104+68 Guardrail (450’); 1104+68 Attach to Bridge Rail
1107+30 Attach to Bridge Rail; 1107+30 to 1109+55 Guardrail (225’); 1109+55 Ahd Flared Terminal
1123+63 Bk Flared Terminal; 1123+63 to 1129+00.5 Guardrail (537.5’); 1129+00.5 Ahd Flared Terminal

RT

148+94.5 Bk Flared Terminal; 148+94.5 to 150+44.5 Guardrail (150); 150+44.5 Ahd Flared Terminal
216+05 Bk Flared Terminal; 216+05 to 226+55 Guardrail (1050’); 226+55 Ahd Flared Terminal
355+73.5 Bk Flared Terminal; 355+73.5 to 357+61 Guardrail (187.5’); Ahd Tangent Terminal
631+18 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 631+18 to 631+68 Guardrail (50’); 631+68 Ahd Flared Terminal
681+24.5 Bk Flared Terminal; 681+24.5 to 683+87 Guardrail (262.5’); 683+87 Ahd Flared Terminal
878+31.5 Bk Flared Terminal; 878+31.5 to 880+69 Guardrail (237.5’); 880+69 Ahd Flared Terminal
895+37.5 Bk Flared Terminal; 895+37.5 to 896+25 Guardrail (87.5’); 896+25 Ahd Flared Terminal
914+56 Bk Flared Terminal; 914+56 to 916+18.5 Guardrail (162.5’); 916+18.5 Ahd Flared Terminal
1036+53 Bk Flared Terminal; 1036+53 to 1042+28 Guardrail (575’); 1042+28 Ahd Flared Terminal
1060+59.5 Bk Flared Terminal; 1060+59.5 to 1066+34.5 Guardrail (575’); 1066+34.5 Ahd Flared Terminal
1078+20.5 Bk Flared Terminal; 1078+20.5 to 1080+58 Guardrail (237.5’); 1080+58 Ahd Flared Terminal
1100+00 Bk Over 15’ Radius (12.5’)/Less 15’ Radius (12.5’); 1100+00 to 1104+25 Guardrail (425’); 1104+25 Attach to Bridge Rail

CONSTRUCTION NOTES

606.1301 – 31” W-Beam Guardrail, Mid-Way Splice-Single Faced; 606.1303 – 31” W-Beam Guardrail, Mid-Way Splice-15’ Radius and Less; 606.1304 – 31” W-Beam Guardrail, Mid-Way Splice-Over 15’ Radius; 606.1305 – 31” W-Beam Guardrail, Mid-Way Splice-Flared Terminal; 606.1306 – 31” W-Beam Guardrail, Mid-Way Splice Tangent Terminal
(Continued)

RT

1107+00 Attach to Bridge Rail; 1107+00 to 1108+75 Guardrail (175’); 1108+75 Ahd Flared Terminal

1127+80 Bk Flared Terminal; 1127+80 to 1129+55 Guardrail (175’); 1129+55 Ahd Flared Terminal

606.356 Underdrain Delineator Post

<u>Station</u>	<u>Station</u>	<u>Station</u>	<u>Station</u>	<u>Station</u>
49+89	343+50	591+20	721+68	995+55
61+10	376+59	593+58	725+05	1001+45
80+93	384+75	596+50	735+26	1006+78
87+95	410+55	599+27	741+93	1014+39
99+10	420+18	602+09	745+61	1022+15
105+73	430+20	610+62	751+00	1026+02
109+05	475+35	616+12	814+13	1029+50
114+58	531+30	635+70	819+39	1041+81
122+86	533+67	638+45	826+92	1054+18
128+20	536+34	640+70	834+90	1063+96
154+20	539+18	649+70	847+75	1070+76
159+90	542+92	665+05	900+90	1075+27
172+36	551+50	686+58	905+09	1080+50
194+50	554+62	691+30	917+97	1086+76
232+10	558+62	697+05	925+40	1091+20
263+65	562+88	701+07	942+43	1138+29
278+90	581+50	705+10	970+08	1308+93
290+80	585+15	709+93	979+60	
338+58	588+50	715+38	984+27	

Note:

- These locations are cross pipe outlets

CONSTRUCTION NOTES

627.310 8 Inch Shoulder Pavement Marking Line, White

Station - Station (LT)
565+67 – 572+50

Station - Station (RT)
402+81 – 412+23
511+75 – 517+34

627.733 4" White or Yellow Painted Pavement Marking Line

Center and edge lines shall be painted on all matched pavement within one week. Center line TOMs may be utilized until final striping and will be considered incidental to the contract.

627.75 White or Yellow Pavement & Curb Marking

Station (LT)
19+25 – 20+00 (Crosswalk)

Station (RT)
248+00 (Truck Lane Merge Arrow)
244+38 (Truck Lane Merge Arrow)

627.78 Temporary 4 Inch Painted Pavement Marking Line, White or Yellow

Temporary center and edge lines shall be painted on all matched pavement within one week.

Temporary center and edge lines will require one coat on the shim layer.

Truck lane must be striped daily on all matched pavement layers.

A temporary center line is not required on the CIPR for up to 14 calendar days. If the CIPR is not covered within the 14 calendar days, a temporary center line shall be painted. This center line stripe will be incidental to Item 311.34.

Milled surfaces must be striped daily on all matched pavement layers.

CONSTRUCTION NOTES

631 Equipment Rental Items

To be used for grading existing material to back up pavement, cleaning existing ditches, and other miscellaneous activities as directed by the Resident.

To be used for excavation at cross culverts in frost susceptible soils at the locations listed on Typical Sections Sheet 7.

To be used for cleaning the following cross pipes as soon as work begins to determine if additional replacements need to be added to this contract.

- Cross culvert XC - 169726 at approximately Station 751+70 (Lat: 44.60248, Long: -69.94205) needs to be located and cleaned for inspection. (Locate and clean)
- Cross culvert XC - 169734 at Station 769+70 (Lat: 44.60379, Long: -69.94862) needs to be located and cleaned for inspection. (Clean Only)
- Cross culvert XC - 169746 at Station 780+38 (Lat: 44.60581, Long: -69.95150) needs to be located and cleaned for inspection. (Clean Only)
- Cross culvert XC - 169736 at Station 796+20 (Lat: 44.60839, Long: -69.95637) needs to be located and cleaned for inspection. (Clean Only)
- Cross culvert XC - 169748 at Station 806+60 (Lat: 44.61002, Long: -69.95969) needs to be located and cleaned for inspection. (Clean Only)
- Cross culvert XC - 169752 at Station 852+10 (Lat: 44.61711, Long: -69.97373) needs to be located and cleaned for inspection. (Clean Only)

652.35 Construction Signs

Two “Road Work Next 22 Miles” signs are required for this project.

SPECIAL PROVISION 105
CONSTRUCTION AREA

Construction Areas located in the Towns of Abbot, Greenville, Monson, and Shirley have been established by the Maine Department of Transportation (MDOT) in accordance with provisions of 29-A § 2382 Maine Revised Statutes Annotated (MRSA).

The section of highway under construction in Piscataquis County:

Project 2570700 is located on State Route 6/15:

Section 1 is located on Routes 6/15 beginning in Greenville at Pritham Avenue and extending 21.45 miles south to 0.39 miles north of Route 16.

Section 2 is located on Route 6/15 in Abbot beginning 0.98 miles south of Gales Road and extending 0.56 of a mile south.

Per 29-A § 2382 (7) MRSA, the MDOT may “issue permits for stated periods of time for loads and equipment employed on public way construction projects, United States Government projects or construction of private ways, when within construction areas established by the Department of Transportation. The permit:

A. Must be procured from the municipal officers for a construction area within that municipality;

B. May require the contractor to be responsible for damage to ways used in the construction areas and may provide for:

(1) Withholding by the agency contracting the work of final payment under contract; or

(2) The furnishing of a bond by the contractor to guarantee suitable repair or payment of damages.

The suitability of repairs or the amount of damage is to be determined by the Department of Transportation on state-maintained ways and bridges, otherwise by the municipal officers;

C. May be granted by the Department of Transportation or by the state engineer in charge of the construction contract; and

D. For construction areas, carries no fee and does not come within the scope of this section.”

The Municipal Officers for the Towns of Abbot, Greenville, Monson, and Shirley agreed that an Overlimit Permit will be issued to the Contractor for the purpose of using loads and equipment on municipal ways in excess of the limits as specified in 29-A MRSA, on the municipal ways as described in the “Construction Area.”

As noted above, a bond may be required by the municipality, the exact amount of said bond to be determined prior to use of any municipal way. The MDOT will assist in determining the bond amount if requested by the municipality.

The maximum speed limits for trucks on any town way will be 25 mph (40 km per hour) unless a higher legal limit is specifically agreed upon in writing by the Municipal Officers concerned.

SPECIAL PROVISION
SECTION 603
PIPE CULVERTS AND STORM DRAINS

603.12 Basis of Payment: This section shall be amended with the addition of the following:

<u>Pay Item</u>		<u>Pay Unit</u>
603.736	Remove and Relay 60 Inch Metal Pipe	Linear Foot