STATE PROJECT
BIDDING INSTRUCTIONS

FOR ALL PROJECTS:

1. Use pen and ink to complete all paper Bids.
2. As a minimum, the following must be received prior to the time of Bid opening:

   For a Paper Bid:
   a) a copy of the Notice to Contractors, b) the completed Acknowledgement of Bid Amendments form, c) the completed Schedule of Items, d) two copies of the completed and signed Contract Offer, Agreement & Award form, e) a Bid Guaranty, (if required), and f) any other certifications or Bid requirements listed in the Bid Documents as due by Bid opening.

   For an Electronic Bid:
   a) a completed Bid using Expedite® software and submitted via the Bid Express™ web-based service, b) an electronic Bid Guaranty (if required) or a faxed copy of a Bid Bond (with original to be delivered within 72 hours), and c) any other Certifications or Bid requirements listed in the Bid Documents as due by Bid opening.

3. Include prices for all items in the Schedule of Items (excluding non-selected alternates).

4. Bid Guaranty acceptable forms are:
   a) a properly completed and signed Bid Bond on the Department’s prescribed form (or on a form that does not contain any significant variations from the Department’s form as determined by the Department) for 5% of the Bid Amount or
   b) an Official Bank Check, Cashier’s Check, Certified Check, U.S. Postal Money Order or Negotiable Certificate of Deposit in the amount stated in the Notice to Contractors or
   c) an electronic bid bond submitted with an electronic bid.

5. If a paper Bid is to be sent, “FedEx First Overnight” delivery is suggested as the package is delivered directly to the DOT Headquarters Building located at 16 Child Street in Augusta. Other means, such as U.S. Postal Service’s Express Mail has proven not to be reliable.

IN ADDITION, FOR FEDERAL AID PROJECTS:

6. Complete the DBE Proposed Utilization form, and submit with your bid. If you are submitting your bid electronically, you must FAX the form to (207) 624-3431. This is a curable defect.

If you need further information regarding Bid preparation, call the DOT Contracts Section at (207) 624-3410.

For complete bidding requirements, refer to Section 102 of the Maine Department of Transportation, Standard Specifications, November 2014 Edition.
NOTICE

The Maine Department of Transportation is attempting to improve the way Bid Amendments/Addendums are handled, and allow for an electronic downloading of bid packages from our website, while continuing to maintain an optional plan holders list.

Prospective bidders, subcontractors or suppliers who wish to download a copy of the bid package and receive a courtesy notification of project specific bid amendments must fill out the on-line plan holder registration form and provide an email address to the MDOT Contracts mailbox at: MDOT.contracts@maine.gov. Each bid package will require a separate request.

Additionally, interested parties will be responsible for reviewing and retrieving the Bid Amendments from our web site, and acknowledging receipt and incorporating those Bid Amendments in their bids using the Acknowledgement of Bid Amendment Form.

The downloading of bid packages from the MDOT website is not the same as providing an electronic bid to the Department. Electronic bids must be submitted via http://www.BIDX.com. For information on electronic bidding contact Patrick Corum at patrick.corum@maine.gov, Rebecca Snowden at rebecca.snowden@maine.gov or Diane Barnes at diane.barnes@maine.gov.
NOTICE

For security and other reasons, all Bid Packages which are mailed, shall be provided in double (one envelope inside the other) envelopes. The *Inner Envelope* shall have the following information provided on it:

- **Bid Enclosed - Do Not Open**
- **PIN:**
- **Town:**
- **Date of Bid Opening:**
- **Name of Contractor with mailing address and telephone number:**

In Addition to the usual address information, the *Outer Envelope* should have written or typed on it:

- **Double Envelope: Bid Enclosed**
- **PIN:**
- **Town:**
- **Date of Bid Opening:**
- **Name of Contractor:**
  
  *This should not be much of a change for those of you who use Federal Express or similar services.*

Hand-carried Bids may be in one envelope as before, and should be marked with the following information:

- **Bid Enclosed: Do Not Open**
- **PIN:**
- **Town:**
- **Name of Contractor:**

October 16, 2001
STATE OF MAINE DEPARTMENT OF TRANSPORTATION  
Bid Guaranty-Bid Bond Form

KNOW ALL MEN BY THESE PRESENTS THAT

__________________________________________, of the City/Town of ________________ and State of ____________, as Principal, and ____________________________________________ as Surety, a Corporation duly organized under the laws of the State of ____________ and having a usual place of Business in ______________________ and hereby held and firmly bound unto the Treasurer of the State of Maine in the sum of __________________, for payment which Principal and Surety bind themselves, their heirs, executers, administrators, successors and assigns, jointly and severally.

The condition of this obligation is that the Principal has submitted to the Maine Department of Transportation, hereafter Department, a certain bid, attached hereto and incorporated as a part herein, to enter into a written contract for the construction of ________________________________

__________________________________________ and if the Department shall accept said bid and the Principal shall execute and deliver a contract in the form attached hereto (properly completed in accordance with said bid) and shall furnish bonds for this faithful performance of said contract, and for the payment of all persons performing labor or furnishing material in connection therewith, and shall in all other respects perform the agreement created by the acceptance of said bid, then this obligation shall be null and void; otherwise it shall remain in full force, and effect.

Signed and sealed this _______ day of _____________ 20__

WITNESS:  

__________________________________________  

__________________________________________  

__________________________________________  

WITNESS  

__________________________________________  

__________________________________________  

__________________________________________  

PRINCIPAL:  

By______________________________________  

By:______________________________________  

By:______________________________________  

SURETY:  

By______________________________________  

By:______________________________________  

By:______________________________________  

Name of Local Agency: _________________
NOTICE

Bidders:

Please use the attached “Request for Information” form when submitting questions concerning specific Contracts that have been advertised for Bid, include additional numbered pages as required. RFI’s may be faxed to 207-624-3431, submitted electronically through the Departments web page of advertised projects by selecting the RFI tab on the project details page or via e-mail to RFI-Contracts.MDOT@maine.gov.

These are the only allowable mechanisms for answering Project specific questions. Maine DOT will not be bound to any answers to Project specific questions received during the Bidding phase through other processes.

When submitting RFIs by Email please follow the same guidelines as stated on the “Request for Information” form and include the word “RFI” along with the Project name and Identification number in the subject line.
REQUEST FOR INFORMATION

Date ____________  Time ________

Information Requested for:

WIN(S): __________  Town(s): __________________________ Bid Date: ________________

Question(s):
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________
________________________________________________________________________

Request by:
Company Name: __________________________ Phone: (______)________________

Email: __________________________ Fax: (_____)________________________

Complete this form and fax to 207-624-3431, Attn: Project Manager (name listed on the “Notice to Contractors”), or Email questions to RFI-Contracts.MDOT@maine.gov. Please include the word “RFI” along with the Project Name and Identification Number in the Subject line, or electronically by using the RFI Tab located on the Individual Projects Detail page.
Vendor Registration

Prospective Bidders must register as a vendor with the Department of Administrative & Financial Services if the vendor is awarded a contract. Vendors will not be able to receive payment without first being registered. Vendors/Contractors will find information and register through the following link – http://www.maine.gov/purchases/venbid/index.shtml
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
NOTICE TO CONTRACTORS

Scaled Bids addressed to the Maine Department of Transportation, Augusta, Maine 04333 and endorsed on the wrapper "Bids for Route 7 Bridge Deck Replacement in the town of PLYMOUTH" and will be received from contractors at the Reception Desk, Maine DOT Building, Capitol Street, Augusta, Maine, until 11:00 o'clock A.M. (prevailing time) on March 1, 2017 and at that time and place publicly opened and read. Bids will be accepted from all bidders. The lowest responsive bidder must have completed, or successfully complete, a bridge or project specific prequalification to be considered for the award of this contract. We now accept electronic bids for those bid packages posted on the bidx.com website. Electronic bids do not have to be accompanied by paper bids. Please note: the Department will accept a facsimile of the bid bond; however, the original bid bond must then be received at the MDOT Contract Section within 72 hours of the bid opening. Until further notice, dual bids (one paper, one electronic) will be accepted, with the paper copy taking precedence.

Description: State Project No. 018972.00

Location: In Penobscot County, on Route 7 / Moosehead Trail over Interstate 95 approximately 1 mile southerly of Newport town line.

Scope of Work: Route 7 Bridge deck replacement plus other incidental work.

For general information regarding Bidding and Contracting procedures, contact George Macdougall at (207) 624-3410. Our webpage at http://www.maine.gov/mdot/contractors/ contains a copy of the Schedule of Items, Plan Holders List, written portions of bid amendments, drawings, bid results and an electronic form for RFI submissions. For Project-specific information fax all questions to Project Manager Mike Wight at (207) 624-3431, use electronic RFI form or email questions to RFI-Contracts.MDOT@maine.gov, project name and identification number should be in the subject line. Questions received after 12:00 noon of Monday (or if that Monday is a state holiday, Friday) prior to bid date will not be answered. Bidders shall not contact any other Departmental staff for clarification of Contract provisions, and the Department will not be responsible for any interpretations so obtained. TTY users call Maine Relay 711.

Plans, specifications and bid forms may be seen at the Maine DOT Building in Augusta, Maine and at the Department of Transportation’s Regional Office in Bangor. They may be purchased from the Department between the hours of 8:00 a.m. to 4:30 p.m. by cash, credit card (Visa/Mastercard) or check payable to Treasurer, State of Maine sent to Maine Department of Transportation, Attn.: Mailroom, 16 State House Station, Augusta, Maine 04333-0016. They may also be purchased by telephone at (207) 624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Full size plans $20.00 ($23.50 by mail). Half size plans $10.00 ($12.25 by mail), Bid Book $10 ($13 by mail), payment in advance, all non-refundable.

Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier’s check, certified check, certificate of deposit, or United States postal money order in the amount of $60,000.00 payable to Treasurer, State of Maine as a Bid guarantee. A Contract Performance Surety Bond and a Contract Payment Surety Bond, each in the amount of 100 percent of the Contract price, will be required of the successful Bidder.

This Contract is subject to all applicable State Laws.

All work shall be governed by “State of Maine, Department of Transportation, Standard Specifications, November 2014 Edition”, price $10 [$15 by mail], and Standard Details, November 2014 Edition, price $10 [$15 by mail]. They also may be purchased by telephone at (207) 624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Standard Detail updates can be found at http://www.maine.gov/mdot/contractors/publications/.

The right is hereby reserved to the Maine DOT to reject any or all bids.

Augusta, Maine
February 8, 2017

Joyce Noel Taylor
CHIEF ENGINEER
SPECIAL PROVISION 102.7.3
ACKNOWLEDGMENT OF BID AMENDMENTS

With this form, the Bidder acknowledges its responsibility to check for all Amendments to the Bid Package. For each Project under Advertisement, Amendments are located at [http://www.maine.gov/mdot/contractors/](http://www.maine.gov/mdot/contractors/). It is the responsibility of the Bidder to determine if there are Amendments to the Project, to download them, to incorporate them into their Bid Package, and to reference the Amendment number and the date on the form below. The Maine DOT will not post Bid Amendments any later than noon the day before Bid opening without individually notifying all the planholders.

<table>
<thead>
<tr>
<th>Amendment Number</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

The Contractor, for itself, its successors and assigns, hereby acknowledges that it has received all of the above referenced Amendments to the Bid Package.

CONTRACTOR

______________________________
(Name and Title Printed)
NOTICE TO CONTRACTORS - PREFERRED EMPLOYEES

Sec. 1303. Public Works; minimum wage

In the employment of laborers in the construction of public works, including state highways, by the State or by persons contracting for the construction, preference must first be given to citizens of the State who are qualified to perform the work to which the employment relates and, if they can not be obtained in sufficient numbers, then to citizens of the United States. Every contract for public works construction must contain a provision for employing citizens of this State or the United States. The hourly wage and benefit rate paid to laborers employed in the construction of public works, including state highways, may not be less than the fair minimum rate as determined in accordance with section 1308. Any contractor who knowingly and willfully violates this section is subject to a fine of not less than $250 per employee violation. Each day that any contractor employs a laborer at less than the wage and benefit minimum stipulated in this section constitutes a separate violation of this section. [1997, c. 757, §1 (amd).]
### Proposal Schedule of Items

**Maine Department of Transportation**

**Proposal Schedule of Items**

<table>
<thead>
<tr>
<th>Proposal Line Number</th>
<th>Item ID</th>
<th>Description</th>
<th>Quantity and Units</th>
<th>Unit Price</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>0010</td>
<td>202.10</td>
<td>REMOVING EXISTING SUPERSTRUCTURE (PROPERTY OF CONTRACTOR)</td>
<td>LUMP SUM</td>
<td>LUMP SUM</td>
<td></td>
</tr>
<tr>
<td>0020</td>
<td>202.12</td>
<td>REMOVING EXISTING STRUCTURAL CONCRETE</td>
<td>19.000 CY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0030</td>
<td>202.13</td>
<td>REMOVING EXISTING RAILINGS (RETAINED BY DEPARTMENT)</td>
<td>1,100.000 LF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0040</td>
<td>202.202</td>
<td>REMOVING PAVEMENT SURFACE</td>
<td>1,150.000 SY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0050</td>
<td>203.20</td>
<td>COMMON EXCAVATION</td>
<td>51.000 CY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0060</td>
<td>304.10</td>
<td>AGGREGATE SUBBASE COURSE - GRAVEL</td>
<td>10.000 CY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0070</td>
<td>403.208</td>
<td>HOT MIX ASPHALT 12.5 MM HMA SURFACE</td>
<td>235.000 T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0080</td>
<td>403.211</td>
<td>HOT MIX ASPHALT (SHIMMING)</td>
<td>32.000 T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0090</td>
<td>403.213</td>
<td>HOT MIX ASPHALT 12.5 MM BASE</td>
<td>191.000 T</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0100</td>
<td>409.15</td>
<td>BITUMINOUS TACK COAT - APPLIED</td>
<td>100.000 G</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0110</td>
<td>461.131</td>
<td>TEMPORARY PAVEMENT</td>
<td>15.000 T</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 018972.00  Project(s): 018972.00

SECTION: 1  PROJECT ITEMS

Alt Set ID:  Alt Mbr ID:

Contractor: _______________________________________

<table>
<thead>
<tr>
<th>Proposal Line Number</th>
<th>Item ID</th>
<th>Description</th>
<th>Approximate Quantity and Units</th>
<th>Unit Price</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>502.21</td>
<td>STRUCTURAL CONCRETE, ABUTMENTS AND RETAINING WALLS</td>
<td>CY 15.000</td>
<td>_________</td>
<td>__________</td>
</tr>
<tr>
<td></td>
<td>502.26</td>
<td>STRUCTURAL CONCRETE ROADWAY AND SIDEWALK SLABS ON STEEL BRIDGES</td>
<td>LUMP SUM</td>
<td>__________</td>
<td>_________</td>
</tr>
<tr>
<td></td>
<td>502.49</td>
<td>STRUCTURAL CONCRETE CURBS AND SIDEWAYS</td>
<td>LUMP SUM</td>
<td>__________</td>
<td>_________</td>
</tr>
<tr>
<td></td>
<td>503.17</td>
<td>MECHANICAL WELDED SPLICE</td>
<td>EA 8.000</td>
<td>_________</td>
<td>__________</td>
</tr>
<tr>
<td></td>
<td>503.26</td>
<td>STAINLESS STEEL REINFORCEMENT - FABRICATED &amp; DELIVERED</td>
<td>LB 6,789.000</td>
<td>_________</td>
<td>__________</td>
</tr>
<tr>
<td></td>
<td>503.27</td>
<td>STAINLESS STEEL REINFORCEMENT - PLACING</td>
<td>LB 6,789.000</td>
<td>_________</td>
<td>__________</td>
</tr>
<tr>
<td></td>
<td>505.08</td>
<td>SHEAR CONNECTORS</td>
<td>LUMP SUM</td>
<td>__________</td>
<td>_________</td>
</tr>
<tr>
<td></td>
<td>507.0811</td>
<td>STEEL BRIDGE RAILING, 2 BAR</td>
<td>LUMP SUM</td>
<td>__________</td>
<td>_________</td>
</tr>
<tr>
<td></td>
<td>508.14</td>
<td>HIGH PERFORMANCE WATERPROOFING MEMBRANE</td>
<td>LUMP SUM</td>
<td>__________</td>
<td>_________</td>
</tr>
<tr>
<td></td>
<td>514.06</td>
<td>CURING BOX FOR CONCRETE CYLINDERS</td>
<td>EA 1.000</td>
<td>_________</td>
<td>__________</td>
</tr>
<tr>
<td></td>
<td>515.21</td>
<td>PROTECTIVE COATING FOR CONCRETE SURFACES</td>
<td>LUMP SUM</td>
<td>__________</td>
<td>_________</td>
</tr>
</tbody>
</table>
### Maine Department of Transportation

#### Proposal Schedule of Items

**Proposal ID:** 018972.00  
**Project(s):** 018972.00

### SECTION: 1  
**PROJECT ITEMS**

**Alt Set ID:**  
**Alt Mbr ID:**

**Contractor:**

<table>
<thead>
<tr>
<th>Proposal Line Number</th>
<th>Item ID Description</th>
<th>Approximate Quantity and Units</th>
<th>Unit Price</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Dollars</td>
<td>Cents</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Dollars</td>
<td>Cents</td>
</tr>
<tr>
<td>0230 518.50</td>
<td>REPAIR OF UPWARD FACING SURFACES - TO REINFORCING STEEL &lt; 7.9 IN.</td>
<td>20,000 SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0240 518.60</td>
<td>REPAIR OF VERTICAL SURFACES &lt; 7.9 IN.</td>
<td>20,000 SF</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0250 521.23</td>
<td>EXPANSION DEVICE FINGER JOINT</td>
<td>2,000 EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0260 523.52</td>
<td>BEARING INSTALLATION</td>
<td>10,000 EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0270 523.5304</td>
<td>STEEL BEARINGS, EXPANSION, ROCKER</td>
<td>10,000 EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0280 524.301</td>
<td>TEMPORARY STRUCTURAL SUPPORT</td>
<td>LUMP SUM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0290 524.40</td>
<td>PROTECTIVE SHIELD</td>
<td>LUMP SUM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0300 526.301</td>
<td>TEMPORARY CONCRETE BARRIER TYPE I</td>
<td>LUMP SUM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0310 526.305</td>
<td>TEMPORARY CONCRETE BARRIER, BRACED TYPE 1</td>
<td>LUMP SUM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0320 526.34</td>
<td>PERMANENT CONCRETE TRANSITION BARRIER</td>
<td>4,000 EA</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0330 527.34</td>
<td>WORK ZONE CRASH CUSHIONS</td>
<td>2,000 UN</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Proposal Schedule of Items

<table>
<thead>
<tr>
<th>Proposal Line Number</th>
<th>Item ID Description</th>
<th>Approximate Quantity and Units</th>
<th>Unit Price</th>
<th>Bid Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Dollars</td>
<td>Cents</td>
</tr>
<tr>
<td>0340</td>
<td>606.1721 BRIDGE TRANSITION - TYPE 1 EA</td>
<td>1.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0350</td>
<td>606.1726 BRIDGE TRANSITION - REMOVE AND RESET EA</td>
<td>3.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0360</td>
<td>606.366 GUARDRAIL, REMOVE &amp; RESET TYPE 3C LF</td>
<td>375.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0370</td>
<td>607.183 CHAIN LINK SNOW FENCE 33 INCH LUMP SUM</td>
<td>LUMP SUM</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0380</td>
<td>610.18 STONE DITCH PROTECTION CY</td>
<td>25.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0390</td>
<td>615.07 LOAM CY</td>
<td>5.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0400</td>
<td>618.141 SEEDING METHOD NUMBER 3 UN</td>
<td>1.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0410</td>
<td>619.12 MULCH UN</td>
<td>1.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0420</td>
<td>619.14 EROSION CONTROL MIX CY</td>
<td>5.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0430</td>
<td>620.58 EROSION CONTROL GEOTEXTILE SY</td>
<td>85.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0440</td>
<td>620.6012 HDPE GEOMEMBRANE SY</td>
<td>19.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>0450</td>
<td>627.733 4&quot; WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE LF</td>
<td>2,550.000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Proposal Line Number</td>
<td>Item ID Description</td>
<td>Approximate Quantity and Units</td>
<td>Unit Price</td>
<td>Bid Amount</td>
</tr>
<tr>
<td>----------------------</td>
<td>--------------------</td>
<td>-------------------------------</td>
<td>------------</td>
<td>------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>Dollars</td>
<td>Cents</td>
</tr>
<tr>
<td>0460</td>
<td>627.75</td>
<td>WHITE OR YELLOW PAVEMENT &amp; CURB MARKING</td>
<td>60.000 SF</td>
<td></td>
</tr>
<tr>
<td>0470</td>
<td>627.77</td>
<td>REMOVING PAVEMENT MARKINGS</td>
<td>280.000 SF</td>
<td></td>
</tr>
<tr>
<td>0480</td>
<td>627.78</td>
<td>TEMPORARY 4 INCH PAINTED PAVEMENT MARKING LINE, WHITE OR YELLOW</td>
<td>790.000 LF</td>
<td></td>
</tr>
<tr>
<td>0490</td>
<td>627.811</td>
<td>TEMPORARY BI-DIRECTIONAL YELLOW DELINEATORS</td>
<td>90.000 EA</td>
<td></td>
</tr>
<tr>
<td>0500</td>
<td>627.812</td>
<td>TEMP. BI-DIRECTIONAL WHITE DELINEATORS</td>
<td>90.000 EA</td>
<td></td>
</tr>
<tr>
<td>0510</td>
<td>629.05</td>
<td>HAND LABOR, STRAIGHT TIME</td>
<td>50.000 HR</td>
<td></td>
</tr>
<tr>
<td>0520</td>
<td>631.10</td>
<td>AIR COMPRESSOR (INCLUDING OPERATOR)</td>
<td>50.000 HR</td>
<td></td>
</tr>
<tr>
<td>0530</td>
<td>631.11</td>
<td>AIR TOOL (INCLUDING OPERATOR)</td>
<td>20.000 HR</td>
<td></td>
</tr>
<tr>
<td>0540</td>
<td>631.12</td>
<td>ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)</td>
<td>10.000 HR</td>
<td></td>
</tr>
<tr>
<td>0550</td>
<td>631.172</td>
<td>TRUCK - LARGE (INCLUDING OPERATOR)</td>
<td>10.000 HR</td>
<td></td>
</tr>
<tr>
<td>0560</td>
<td>639.18</td>
<td>FIELD OFFICE TYPE A</td>
<td>1.000 EA</td>
<td></td>
</tr>
<tr>
<td>Proposal Line Number</td>
<td>Item ID</td>
<td>Description</td>
<td>Approximate Quantity and Units</td>
<td>Unit Price</td>
</tr>
<tr>
<td>----------------------</td>
<td>---------</td>
<td>------------------------------------------------</td>
<td>--------------------------------</td>
<td>------------</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Dollars</td>
</tr>
<tr>
<td>0570</td>
<td>643.72</td>
<td>TEMPORARY TRAFFIC SIGNAL</td>
<td>LUMP SUM</td>
<td></td>
</tr>
<tr>
<td>0580</td>
<td>652.30</td>
<td>FLASHING ARROW BOARD</td>
<td>2.000</td>
<td>$2.00</td>
</tr>
<tr>
<td>0590</td>
<td>652.33</td>
<td>DRUM</td>
<td>75.000</td>
<td>$1.00</td>
</tr>
<tr>
<td>0600</td>
<td>652.34</td>
<td>CONE</td>
<td>60.000</td>
<td>$1.00</td>
</tr>
<tr>
<td>0610</td>
<td>652.35</td>
<td>CONSTRUCTION SIGNS</td>
<td>1,050.000</td>
<td>$1.00</td>
</tr>
<tr>
<td>0620</td>
<td>652.361</td>
<td>MAINTENANCE OF TRAFFIC CONTROL DEVICES</td>
<td>LUMP SUM</td>
<td></td>
</tr>
<tr>
<td>0630</td>
<td>652.38</td>
<td>FLAGGER</td>
<td>200.000</td>
<td>$1.00</td>
</tr>
<tr>
<td>0640</td>
<td>652.41</td>
<td>PORTABLE CHANGEABLE MESSAGE SIGN</td>
<td>2.000</td>
<td>$1.00</td>
</tr>
<tr>
<td>0650</td>
<td>656.75</td>
<td>TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL</td>
<td>LUMP SUM</td>
<td></td>
</tr>
<tr>
<td>0660</td>
<td>659.10</td>
<td>MOBILIZATION</td>
<td>LUMP SUM</td>
<td></td>
</tr>
</tbody>
</table>

Section: 1

Total Bid: $
CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and a corporation or other legal entity organized under the laws of the State of ________, with its principal place of business located at ____________________________.

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the “Contract”), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, WIN 018972.00, for the Route 7 Bridge Deck Replacement in the town of Plymouth, County of Penobscot, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before June 15, 2018. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, November 2014 Edition and related Special Provisions.
C. **Price.**

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is ____________________________________________________________________________________

$________________________ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. **Contract.**

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. **Certifications.**

By signing below, the Contractor hereby certifies that to the best of the Contractor’s knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Contract are still complete and accurate as of the date of this Agreement.

2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.

3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.
F. **Offer.**


**WIN 018972.00 Route 7 Bridge Deck Replacement plus other incidental work,** State of Maine, on which bids will be received until the time specified in the “Notice to Contractors” do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached “Schedule of Items”.

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached “Schedule of Items” in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached “Schedule of Items”, which may be ordered by the Resident, and to accept as full compensation the amount determined upon a “Force Account” basis as provided in the Standard Specifications, November 2014 Edition, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier’s check, certificate of deposit or U. S. Postal Money Order in the amount given in the “Notice to Contractors”, payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications November 2014 Edition and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Fifth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.
IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

____________________________ ____
Date ____________________________
(Signature of Legally Authorized Representative of the Contractor)

____________________________ ____
Witness __________________________
(Name and Title Printed)

G. Award.

Your offer is hereby accepted. This award consummates the Contract, and the documents referenced herein.

MAINE DEPARTMENT OF TRANSPORTATION

____________________________ ____
Date ____________________________
By: David Bernhardt, Commissioner

____________________________ ____
Witness __________________________
CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and ____________________________, a corporation or other legal entity organized under the laws of the State of __________, with its principal place of business located at ____________________________

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the “Contract”), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, WIN 018972.00, for the Route 7 Bridge Deck Replacement in the town of Plymouth, County of Penobscot, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before June 15, 2018. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, November 2014 Edition and related Special Provisions.
C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is ________________________________

$________________________ Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, November 2014 Edition, Standard Details November 2014 Edition as updated through advertisement, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor’s knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in the Contract are still complete and accurate as of the date of this Agreement.

2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.

3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.
F. Offer.


**WIN 018972.00 Route 7 Bridge Deck Replacement plus other incidental work**, State of Maine, on which bids will be received until the time specified in the “Notice to Contractors” do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached “Schedule of Items”.

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached “Schedule of Items” in strict accordance with the terms of this solicitation, and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached “Schedule of Items”, which may be ordered by the Resident, and to accept as full compensation the amount determined upon a “Force Account” basis as provided in the Standard Specifications, November 2014 Edition, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier’s check, certificate of deposit or U. S. Postal Money Order in the amount given in the “Notice to Contractors”, payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications November 2014 Edition and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: That this offer shall remain open for 30 calendar days after the date of opening of bids.

Fifth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.
IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

___________________________________
Date (Signature of Legally Authorized Representative of the Contractor)

___________________________________
Witness (Name and Title Printed)

G. Award.

Your offer is hereby accepted. This award consummates the Contract, and the documents referenced therein.

MAINE DEPARTMENT OF TRANSPORTATION

___________________________________
Date By: David Bernhardt, Commissioner

___________________________________
Witness
CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

(Name of the firm bidding the job)

a corporation or other legal entity organized under the laws of the State of Maine, with its principal place of business located at

(address of the firm bidding the job)

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the “Contract”), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN No. 1224.00. for the Hot Mix Asphalt Overlay in the town/city of Northone, County of Washington, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before November 15, 2006. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of November 2014 and related Special Provisions.
C. Price.

The quantities given in the Schedule of Items of the Bid Package will be used as the basis for determining the original Contract amount and for determining the amounts of the required Performance Surety Bond and Payment Surety Bond, and that the amount of this offer is (Place bid here in alphabetical form such as One Hundred and Two dollars and 10 cents) $ (repeat bid here in numerical terms, such as $102.10) Performance Bond and Payment Bond each being 100% of the amount of this Contract.

D. Contract.

This Contract, which may be amended, modified, or supplemented in writing only, consists of the Contract documents as defined in the Plans, Standard Specifications, Revision of November 2014, Standard Details Revision of November 2014, Supplemental Specifications, Special Provisions, Contract Agreement, and Contract Bonds. It is agreed and understood that this Contract will be governed by the documents listed above.

E. Certifications.

By signing below, the Contractor hereby certifies that to the best of the Contractor’s knowledge and belief:

1. All of the statements, representations, covenants, and/or certifications required or set forth in the Bid and the Bid Documents, including those in Appendix A to Division 100 of the Standard Specifications Revision of November 2014 (Federal Contract Provisions Supplement), and the Contract are still complete and accurate as of the date of this Agreement.

2. The Contractor knows of no legal, contractual, or financial impediment to entering into this Contract.

3. The person signing below is legally authorized by the Contractor to sign this Contract on behalf of the Contractor and to legally bind the Contractor to the terms of the Contract.
F. **Offer.**

The undersigned, having carefully examined the site of work, the Plans, Standard Specifications, Revision of November 2014, Standard Details Revision of November 2014, Supplemental Specifications, Special Provisions, Contract Agreement; and Contract Bonds contained herein for construction of:

**PIN 1234.00 South Nowhere, Hot Mix Asphalt Overlay**

State of Maine, on which bids will be received until the time specified in the “Notice to Contractors” do(es) hereby bid and offer to enter into this contract to supply all the materials, tools, equipment and labor to construct the whole of the Work in strict accordance with the terms and conditions of this Contract at the unit prices in the attached “Schedule of Items”.

The Offeror agrees to perform the work required at the price specified above and in accordance with the bids provided in the attached “Schedule of Items” in strict accordance with the terms of this solicitation and to provide the appropriate insurance and bonds if this offer is accepted by the Government in writing.

As Offeror also agrees:

First: To do any extra work, not covered by the attached “Schedule of Items”, which may be ordered by the Resident, and to accept as full compensation the amount determined upon a “Force Account” basis as provided in the Standard Specifications, Revision of November 2014, and as addressed in the contract documents.

Second: That the bid bond at 5% of the bid amount or the official bank check, cashier’s check, certificate of deposit or U. S. Postal Money Order in the amount given in the “Notice to Contractors”, payable to the Treasurer of the State of Maine and accompanying this bid, shall be forfeited, as liquidated damages, if in case this bid is accepted, and the undersigned shall fail to abide by the terms and conditions of the offer and fail to furnish satisfactory insurance and Contract bonds under the conditions stipulated in the Specifications within 15 days of notice of intent to award the contract.

Third: To begin the Work as stated in Section 107.2 of the Standard Specifications Revision of 2002 and complete the Work within the time limits given in the Special Provisions of this Contract.

Fourth: The Contractor will be bound to the Disadvantaged Business Enterprise (DBE) Requirements contained in the attached Notice (Additional Instructions to Bidders) and submit a completed Contractor’s Disadvantaged Business Enterprise Utilization Plan with their bid.

Fifth: That this offer shall remain open for 30 calendar days after the date of opening of bids.
Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

____________________________
(Sign Here)

Date (Signature of Legally Authorized Representative of the Contractor)

Witness                  (Name and Title Printed)

Witness Sign Here                  (Print Name Here)

G. Award.

Your offer is hereby accepted. This award consummates the Contract, and the documents referenced herein.

MAINE DEPARTMENT OF TRANSPORTATION

____________________________
Date                                By: David Bernhardt, Commissioner

(Witness)
KNOW ALL MEN BY THESE PRESENTS: That _____________________________
____________________ in the State of ____________________________, as principal,
and……………………………………………………………………………………………………………………………,
a corporation duly organized under the laws of the State of ...................... and having a
usual place of business ......................................................................................................................,
as Surety, are held and firmly bound unto the Treasurer of the State of Maine in the sum
of _____________________________ and 00/100 Dollars ($ _______ ),
to be paid said Treasurer of the State of Maine or his successors in office, for which
payment well and truly to be made, Principal and Surety bind themselves, their heirs,
executors and administrators, successors and assigns, jointly and severally by these
presents.

The condition of this obligation is such that if the Principal designated as Contractor in
the Contract to construct Project Number ____________ in the Municipality of
____________________ promptly and faithfully performs the Contract, then this
obligation shall be null and void; otherwise it shall remain in full force and effect.

The Surety hereby waives notice of any alteration or extension of time made by the State
of Maine.

Signed and sealed this __________________ day of ____________________________, 20….. .

WITNESSES: SIGNATURES:
CONTRACTOR:
Signature.......................................................... Print Name Legibly ...........................................
Print Name Legibly ...........................................
SURETY:
Signature .......................................................... Print Name Legibly ...........................................
Print Name Legibly ...........................................
SURETY ADDRESS: NAME OF LOCAL AGENCY:
.................................................................................... ADDRESS ..............................................
.................................................................................... ADDRESS ..............................................
.................................................................................... ADDRESS ..............................................
TELEPHONE..................................................

vii
BOND # _______________________

CONTRACT PAYMENT BOND
(Surety Company Form)

KNOW ALL MEN BY THESE PRESENTS: That ____________________________________________
in the State of ________________________, as principal, and....................................................................….................................................................. a corporation duly organized under the laws of the State of ________________ and having a usual place of business in .........................................................., as Surety, are held and firmly bound unto the Treasurer of the State of Maine for the use and benefit of claimants as herein below defined, in the sum of _______________ and 00/100 Dollars ($__________) for the payment whereof Principal and Surety bind themselves, their heirs, executors and administrators, successors and assigns, jointly and severally by these presents.

The condition of this obligation is such that if the Principal designated as Contractor in the Contract to construct Project Number ____________ in the Municipality of ______________________ promptly satisfies all claims and demands incurred for all labor and material, used or required by him in connection with the work contemplated by said Contract, and fully reimburses the obligee for all outlay and expense which the obligee may incur in making good any default of said Principal, then this obligation shall be null and void; otherwise it shall remain in full force and effect.

A claimant is defined as one having a direct contract with the Principal or with a Subcontractor of the Principal for labor, material or both, used or reasonably required for use in the performance of the contract.

Signed and sealed this ........................................ day of ....................................................... , 20 ... .

WITNESS:  

SIGNATURES:

CONTRACTOR:

Signature............................................................................................................................
Print Name Legibly ..................................................

SURETY:

Signature............................................................................................................................
Print Name Legibly ..................................................
The Maine Department of Transportation provides this publication for information only. Reliance upon this information is at user risk. It is subject to revision and may be incomplete depending upon changing conditions. The Department assumes no liability if injuries or damages result from this information. This map is not intended to support emergency dispatch.
Wage Determination - In accordance with 26 MRSA §1301 et. seq., this is a determination by the Bureau of Labor Standards, of the fair minimum wage rate to be paid laborers and workers employed on the below titled project.

Title of Project: 018972.00 Route 7 Bridge Deck Replacement

Location of Project: Plymouth, Penobscot County

2017 Fair Minimum Wage Rates

<table>
<thead>
<tr>
<th>Occupation Title</th>
<th>Minimum Wage</th>
<th>Minimum Benefit</th>
<th>Total</th>
<th>Occupation Title</th>
<th>Minimum Wage</th>
<th>Minimum Benefit</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Backhoe Loader Operator</td>
<td>$18.25</td>
<td>$2.36</td>
<td>$20.61</td>
<td>Ironworker - Ornamental</td>
<td>$18.50</td>
<td>$6.42</td>
<td>$24.92</td>
</tr>
<tr>
<td>Boilermaker</td>
<td>$20.88</td>
<td>$8.35</td>
<td>$29.23</td>
<td>Ironworker - Reinforcing</td>
<td>$25.75</td>
<td>$5.37</td>
<td>$31.12</td>
</tr>
<tr>
<td>Boom Truck (Truck Crane) Operator</td>
<td>$23.13</td>
<td>$9.40</td>
<td>$32.53</td>
<td>Ironworker - Structural</td>
<td>$21.75</td>
<td>$6.33</td>
<td>$28.08</td>
</tr>
<tr>
<td>Bricklayer</td>
<td>$23.09</td>
<td>$2.65</td>
<td>$25.74</td>
<td>Laborers (Incl. Helpers &amp; Tenders)</td>
<td>$17.60</td>
<td>$1.07</td>
<td>$18.07</td>
</tr>
<tr>
<td>Bulldozer Operator</td>
<td>$20.55</td>
<td>$3.83</td>
<td>$24.38</td>
<td>Laborer - Skilled</td>
<td>$19.20</td>
<td>$4.45</td>
<td>$23.65</td>
</tr>
<tr>
<td>Carpenter</td>
<td>$21.00</td>
<td>$5.05</td>
<td>$26.05</td>
<td>Line Erector - Power/Cable Splicer</td>
<td>$22.71</td>
<td>$5.96</td>
<td>$28.67</td>
</tr>
<tr>
<td>Carpenter - Rough</td>
<td>$17.55</td>
<td>$4.09</td>
<td>$21.64</td>
<td>Loader Operator - Front-End</td>
<td>$19.00</td>
<td>$4.00</td>
<td>$23.00</td>
</tr>
<tr>
<td>Cement Mason/Finisher</td>
<td>$16.78</td>
<td>$1.15</td>
<td>$17.93</td>
<td>Mechanic - Maintenance</td>
<td>$21.25</td>
<td>$5.81</td>
<td>$27.06</td>
</tr>
<tr>
<td>Communication Equip Installer</td>
<td>$17.00</td>
<td>$4.62</td>
<td>$21.62</td>
<td>Mechanic - Refrigeration</td>
<td>$22.83</td>
<td>$4.22</td>
<td>$27.05</td>
</tr>
<tr>
<td>Comm Transmission Erector-Microwave &amp; Cell</td>
<td>$21.25</td>
<td>$3.02</td>
<td>$24.27</td>
<td>Millwright</td>
<td>$28.00</td>
<td>$17.77</td>
<td>$45.77</td>
</tr>
<tr>
<td>Crane Operator &lt;15 Tons</td>
<td>$19.50</td>
<td>$7.23</td>
<td>$26.73</td>
<td>Painter</td>
<td>$18.00</td>
<td>$5.33</td>
<td>$23.33</td>
</tr>
<tr>
<td>Crane Operator &gt;=15 Tons</td>
<td>$25.00</td>
<td>$7.15</td>
<td>$32.15</td>
<td>Paver Operator</td>
<td>$19.25</td>
<td>$1.45</td>
<td>$20.70</td>
</tr>
<tr>
<td>Crusher Plant Operator</td>
<td>$18.00</td>
<td>$2.91</td>
<td>$20.91</td>
<td>Pile Driver Operator</td>
<td>$30.00</td>
<td>$6.96</td>
<td>$36.96</td>
</tr>
<tr>
<td>Diver</td>
<td>$21.00</td>
<td>$6.83</td>
<td>$27.83</td>
<td>Pipe/Steam/Sprinkler Fitter</td>
<td>$26.00</td>
<td>$3.29</td>
<td>$29.29</td>
</tr>
<tr>
<td>Driller - Rock</td>
<td>$23.00</td>
<td>$8.27</td>
<td>$31.27</td>
<td>Pipe Fitter</td>
<td>$20.00</td>
<td>$2.85</td>
<td>$22.85</td>
</tr>
<tr>
<td>Earth Auger Operator</td>
<td>$22.97</td>
<td>$5.41</td>
<td>$28.38</td>
<td>Rigger</td>
<td>$20.50</td>
<td>$4.74</td>
<td>$25.24</td>
</tr>
<tr>
<td>Electrician - Licensed</td>
<td>$25.00</td>
<td>$5.59</td>
<td>$30.59</td>
<td>Roller Operator - Earth</td>
<td>$18.01</td>
<td>$9.39</td>
<td>$27.40</td>
</tr>
<tr>
<td>Electrician Helper/Cable Puller (Licensed)</td>
<td>$16.25</td>
<td>$4.93</td>
<td>$21.18</td>
<td>Roller Operator - Pavement</td>
<td>$18.75</td>
<td>$4.65</td>
<td>$23.40</td>
</tr>
<tr>
<td>Excavator Operator</td>
<td>$21.00</td>
<td>$5.57</td>
<td>$26.57</td>
<td>Sand/Water Blaster</td>
<td>$14.25</td>
<td>$5.70</td>
<td>$19.95</td>
</tr>
<tr>
<td>Fence Setter</td>
<td>$14.75</td>
<td>$0.00</td>
<td>$14.75</td>
<td>Truck Driver - Light</td>
<td>$16.00</td>
<td>$1.00</td>
<td>$17.00</td>
</tr>
<tr>
<td>Grader/Scoper Operator</td>
<td>$17.50</td>
<td>$2.11</td>
<td>$19.61</td>
<td>Truck Driver - Heavy</td>
<td>$16.88</td>
<td>$1.57</td>
<td>$18.45</td>
</tr>
<tr>
<td>Hot Top Plant Operator</td>
<td>$22.50</td>
<td>$6.09</td>
<td>$28.59</td>
<td>Truck Driver - Tractor Trailer</td>
<td>$20.00</td>
<td>$5.46</td>
<td>$25.46</td>
</tr>
</tbody>
</table>

The Laborer classifications include a wide range of work duties. Therefore, if any specific occupation to be employed on this project is not listed in this determination, call the Bureau of Labor Standards at the above number for further clarification.

Welders are classified in the trade to which the welding is incidental.

Apprentices - The minimum wage rate for registered apprentices are those set forth in the standards and policies of the Maine State Apprenticeship and Training Council for approved apprenticeship programs.

Posting of Schedule - Posting of this schedule is required in accordance with 26 MRSA §1301 et. seq., by any contractor holding a State contract for construction valued at $50,000 or more and any subcontractors to such a contractor.

Appeal - Any person affected by the determination of these rates may appeal to the Commissioner of Labor by filing a written notice with the Commissioner stating the specific grounds of the objection within ten (10) days from the filing of these rates with the Secretary of State.

Determination No: HB-013-2017
Filling Date: January 19, 2017
Expiration Date: 12-31-2017
BLS(Heavy & Bridge Penobscot)
SPECIAL PROVISIONS
SECTION 104
Utilities

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

THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.

MEETING
A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications is not required unless requested by the Contractor.

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

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

<table>
<thead>
<tr>
<th>Utility/Railroad</th>
<th>Aerial</th>
<th>Underground</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Maine Power Company</td>
<td>X</td>
<td></td>
</tr>
<tr>
<td>Ott Communications</td>
<td>X</td>
<td></td>
</tr>
</tbody>
</table>

Overview:

<table>
<thead>
<tr>
<th>Utility</th>
<th>Contact Person</th>
<th>Phone</th>
<th>Cell</th>
</tr>
</thead>
<tbody>
<tr>
<td>Central Maine Power Company</td>
<td>Scott Raymond</td>
<td>207-564-8539</td>
<td>207-446-7244</td>
</tr>
<tr>
<td>Ott Communications</td>
<td>Jim Taplin</td>
<td>207-688-8824</td>
<td>207-615-8431</td>
</tr>
</tbody>
</table>

Temporary utility adjustments are (not) anticipated.

Unless otherwise specified, any underground utility facilities shown on the project plans represent approximate locations gathered from available information. The Department cannot certify the level of accuracy of this data. Underground facilities indicated on the topographic sheets (plan views) have been collected from historical records and/or on-site designations provided by the respective utility companies. Underground facilities indicated on the cross-sections have been carried over from the plan view data and may also include further approximations of the elevations (depths) based upon straight-line interpolation from the nearest manholes, gate valves, or test pits.
All adjustments are to be made by the respective utility/railroad unless otherwise specified herein.

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

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

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

*Temporary utility adjustments are not anticipated on this project however, should the Contractor choose to have any poles temporarily relocated, all work will be done by Pole owner at the Contractor’s request and expense at no additional cost to the Department.*

**Central Maine Power Company**
There are no utility conflicts anticipated within the scope of work planned for this project. Should any arise the utility must be contacted at once. (See contacts provided within this provision)

**OTT Communications**
There are no utility conflicts anticipated within the scope of work planned for this project. Should any arise the utility must be contacted at once. (See contacts provided within this provision)

**BUY AMERICA**
Utility construction work performed as part this federal-aid project is subject to the requirements of Buy America in accordance with Federal Regulation 23 CFR 635.410 Section 1518. Specific requirements are presented in MaineDOT Standard Specification Section 100, Appendix A, Section 3.A., Buy America.

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

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

SECTION 105

GENERAL SCOPE OF WORK
(Limitations of Operations)

1. The multi-unit truck detour shown in the plans shall be in place at all times when the bridge deck is restricted to a single lane of traffic.

2. At least one lane of traffic shall be maintained on Route 7 through the project area at all times. A minimum roadway width of 11’-0” during Phase 1 and 11’-6” during Phase 2 shall be provided at all times.

3. The Contractor is required to complete the work in a manner that does not allow any construction debris, materials, tools or equipment to fall onto roadways or roadway shoulders beneath the work zone.

4. Interstate crossovers shall not be used by the Contractor to change direction, store materials or park vehicles/equipment at any time.

5. If the final surface pavement is not complete by the fall pavement deadline, the Contractor shall place temporary pavement wedges at the eight drains and two finger joint locations as directed by the Resident. The temporary pavement wedges shall be milled and replaced with the final permanent surface pavement the following spring.
SPECIAL PROVISION
SECTION 107
TIME
(Contract Time)
(Supplemental Liquidated Damages)

107.1.1 Contract Time and Contract Completion Date

The contract completion date for this contract is June 15, 2018.

107.3.1 General

Short-term single lane closures on Route 7 with flaggers are allowed without penalty 24 hours per day. Lane closures shall be removed at the conclusion of each working day.

The Contractor shall not install long-term signalized lane closures on Route 7 until on or after 12:01 AM on May 15, 2017.

The Contractor shall plan the work such that the bridge work will be Substantially Complete and the bridge reopened to two-way traffic on or before 11:59 p.m. on November 22, 2017. Substantially Complete is defined as the completion and acceptance of the following: all structural concrete work, including transition barriers; the replacement of rocker bearings at the abutments; bridge railing; bridge joints and drainage troughs; waterproofing membrane; all base and temporary pavement wedges; and approach guardrail. Substantial completion shall also include the removal of all extended duration traffic control devices related to work at the bridge and reopening all lanes of traffic. This shall include the removal of all temporary barrier, drums and temporary traffic signals. The Contractor will be assessed supplemental liquidated damages at the rate of Five Hundred Dollars ($500.00) per day for every calendar day Substantial Completion is not achieved after the specified date.

A total of 25 short-term single lane closures on I-95 northbound or southbound will be allowed during the time periods described below for the installation and removal of shielding, removal of deck concrete, and other work activities that cannot be safely or reasonably completed with the roadway open to two lanes of traffic. For the purpose of this specification, the term “short-term lane closure” shall be defined as a lane closure that is in place for 12 hours or less. Each short-term lane closure on each bound of I-95 shall be counted separately toward the total number of short-term lane closures allowed for the project.

Interstate I-95 Lane closures will be allowed:

- Monday through Thursday: 12 hours per day starting at 6:00 PM each evening and ending at 6:00 AM the following morning.
Supplemental liquidated damages will be assessed at Five Hundred Dollars ($500.00) per lane per 30 minutes, or any portion thereof, for lane closures on I-95 that remain in place outside of the times noted above.

The preceding supplemental liquidated damages shall be applied in addition to the traffic control plan violation penalties outlined in Standard Specification 652, Maintenance of Traffic, Section 652.8, Basis of Payment.

107.3.2 Night Work

The Contractor shall not undertake Night Work during the Holiday periods defined in Special Provision 107, Contract Time unless approved by the Resident.
SPECIAL PROVISION
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Removing Existing Railings Retained by Department)

The following item on the existing bridge shall be removed by the Contractor and remain the property of the Department:

1. 2 bar metal bridge rail including post

The bridge rail and bridge rail posts shall be removed by the Contractor and transported from the project site to the following location:

Maine Department of Transportation
Carmel Bridge Lot 1542 Fuller Road in Carmel, Maine

The Contractor shall contact the Resident and Joe Prescott, MaineDOT at (207) 592-1853 a minimum of 72 hours in advance of delivery of the bridge rail and posts. MaineDOT shall be responsible for unloading any materials.

The aluminum rail and posts shall be adequately secured to wooden pallets before being returned to the Department. Base plates, rail caps, splice bars, clamp bars and miscellaneous hardware shall be placed in wooden boxes on wooden pallets. The wooden boxes shall have wooden covers attached with two hinges and a clasp. The clasp shall be secured in the closed position by a method approved by the Resident. The size of the pallets and boxes shall be approved by the Resident. The weight limit on the pallets shall be such that no damage will occur to the pallets or the materials stored on the pallets.
SPECIAL PROVISIONS
SECTION 202
REMOVING STRUCTURES AND OBSTRUCTIONS
(Removing Pavement Surface)

The November 2014 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 by the use of 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 grade wire, or from the existing pavement surface using a 30 foot minimum contact ski (floating beam), or 24 foot non-contact grade control beam.

The Contractor shall locate and remove all objects in the pavement through the work area that would be detrimental to the planing 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 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 3/8 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 highways or expressways with directional traffic, the Contractor will be required to remove the pavement surface on the adjacent sections of travel lane and designated portions of adjacent shoulder before the end of the following calendar day unless the centerline edge is tapered to a 12:1. Failure to remove the centerline vertical edge by milling, using the approved taper, or matching the adjacent course the following day will constitute a traffic control violation unless an excusable delay is granted by the Department. The Contractor will be required to remove the specified pavement course over the full width of the mainline traveled ways prior to opening the sections to weekend or holiday traffic.

On roadways with two-way traffic, the Contractor will be required to remove the specified pavement course over the full width of the mainline traveled ways prior to opening the sections to weekend or holiday traffic.
During any period that a centerline vertical or tapered edge exists, the Contractor will be responsible for installing additional warning signage that clearly defines the centerline vertical or tapered edge and elevation differential hazard, as well as additional centerline delineation such as double RPM application, or temporary painted line. The Traffic Control Plan shall include 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 the effected roadway section. All additional signing, labor, traffic control devices, or incidentals will not be paid for directly, but will be considered incidental to the appropriate 652 bid items.

When pavement milling operations leave a 2 inch or less exposed vertical face at the edge of the traveled way, 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 pavement milling operations leave an exposed vertical face at the edge of travelway.

When pavement milling operations on directional or bi-directional traffic roadways leave an exposed vertical face greater than 2 inches at the edge of the traveled way the edge shall be either;

1. 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. Have 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. Payment will be made under the pavement removal item.
3. A pavement layer will be placed to reduce the vertical edge to 2 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. 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.

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 7 calendar days after being milled will be the responsibility of the MaineDOT unless otherwise noted in Special Provision Section 105 – Limitations Of Operations. Issues that arise after 7 calendar days will be the responsibility of the Contractor unless otherwise noted in Special Provision Section 105 – Limitations Of Operations.
SPECIAL PROVISION
SECTION 401 - HOT MIX ASPHALT PAVEMENT

The Standard Specification 401 – Hot Mix Asphalt Pavement, has been modified with the following revisions. All sections not revised by this Supplemental Specification shall be as outlined in Section 401 of the Standard Specifications.

401.18 Quality Control Method A, B & C  The Contractor shall operate in accordance with the approved Quality Control Plan (QCP) to assure a product meeting the contract requirements. The QCP shall meet the requirements of Section 106.6 - Acceptance and this Section. The Contractor shall not begin paving operations until the Department approves the QCP in writing.

The Contractor shall cease paving operations whenever one of the following occurs on a lot in progress:

a. Method A: The Pay Factor for VMA, Voids @ N_d, Percent PGAB, composite gradation, VFB, fines to effective binder or density using all Acceptance or all Quality Control tests for the current lot is less than 0.85. No ceasing of paving operations shall be required for fines to effective binder if the mean test value is equal to the LSL or USL and s = 0.

b. Method B: The Pay Factor for VMA, Voids @ N_d, Percent PGAB, composite gradation, VFB, fines to effective binder or density using all Acceptance or all Quality Control tests for the current lot is less than 0.90. No ceasing of paving operations shall be required for fines to effective binder if the mean test value is equal to the LSL or USL and s = 0.

c. Method C: The Pay Factor for Percent PGAB, percent passing the nominal maximum sieve, percent passing 2.36 mm sieve, percent passing 0.300 mm sieve, percent passing 0.075 mm sieve or density using all Acceptance or all available Quality Control tests for the current lot is less than 0.85. No ceasing of paving operations shall be required for percent passing the nominal maximum sieve, percent passing 2.36 mm sieve, percent passing 0.300 mm sieve, or percent passing 0.075 mm sieve if the mean test value is equal to the LSL or USL and s = 0.

d. The Coarse Aggregate Angularity or Fine Aggregate Angularity value falls below the requirements of Table 3: Aggregate Consensus Properties Criteria in Section 703.07 for the design traffic level.

e. Each of the first 2 control tests for a Method A or B lot fall outside the upper or lower limits for VMA, Voids @ N_d, or Percent PGAB; or under Method C, each of the first 2 control tests for the lot fall outside the upper or lower limits for the nominal maximum, 2.36 mm, 0.300 mm or 0.075 mm sieves, or percent PGAB.

f. The Flat and Elongated Particles value exceeds 10% by ASTM D4791.

g. There is any visible damage to the aggregate due to over-densification other than on variable depth shim courses.

h. The Contractor fails to follow the approved QCP.

401.203 Method C  Lot Size will be the entire production per JMF for the project, or if so agreed at the Pre-paving Conference, equal lots of up to 4500 tons, with unanticipated over-runs of up to 1500 ton rolled into the last lot. Sublot sizes shall be 750 ton for mixture properties, 500 ton for base or binder densities and 250 ton for surface densities. The minimum number of sublots for mixture properties shall be 4, and the minimum number of sublots for density shall be five.
Pay Adjustment Method C

The Department will use density, Performance Graded Asphalt Binder content, and the percent passing the nominal maximum, 2.36 mm, 0.300 mm and 0.075 mm sieves for the type of HMA represented in the JMF. If the PGAB content falls below 0.80, then the PGAB pay factor shall be 0.55.

Density: For mixes having a density requirement, the Department will determine a pay factor using Table 7: Method C Acceptance Limits:

\[
PA = (\text{density PF} - 1.0)(Q)(P) \times 0.50
\]

**PGAB Content and Gradation** The Department will determine a pay factor using Table 7: Method C Acceptance Limits. The Department will calculate the price adjustment for Mixture Properties as follows:

\[
PA = (\% \text{ Passing Nom. Max} \times \text{PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 2.36 mm} \times \text{PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 0.30 mm} \times \text{PF} - 1.0)(Q)(P) \times 0.05 + (\% \text{ passing 0.075 mm} \times \text{PF} - 1.0)(Q)(P) \times 0.10 + (\% \text{ PGAB} \times \text{PF} - 1.0)(Q)(P) \times 0.25
\]

**TABLE 10: DISPUTE RESOLUTION VARIANCE LIMITS**

<table>
<thead>
<tr>
<th>Property</th>
<th>USL and LSL</th>
</tr>
</thead>
<tbody>
<tr>
<td>PGAB Content</td>
<td>+/-0.4%</td>
</tr>
<tr>
<td>$G_{mb}$</td>
<td>+/-0.030</td>
</tr>
<tr>
<td>$G_{mm}$</td>
<td>+/-0.020</td>
</tr>
<tr>
<td>Voids @ $N_d$</td>
<td>+/-0.8%</td>
</tr>
<tr>
<td>VMA</td>
<td>+/-0.8%</td>
</tr>
<tr>
<td>Passing 4.75 mm and larger sieves</td>
<td>+/- 4.0%</td>
</tr>
<tr>
<td>Passing 2.36 mm to 0.60 mm sieves</td>
<td>+/- 3.0%</td>
</tr>
<tr>
<td>Passing 0.30 mm to 0.15</td>
<td>+/- 2.0%</td>
</tr>
<tr>
<td>0.075 mm sieve</td>
<td>+/- 0.8%</td>
</tr>
</tbody>
</table>
SPECIAL PROVISION
DIVISION 400
PAVEMENTS

SECTION 401 - HOT MIX ASPHALT PAVEMENT
(Longitudinal joint construction using wedge/taper apparatus)

The Special Provision 400, Section 401 – Hot Mix Asphalt Pavement, subsection 401.15 – Spreading and Finishing, and subsection 401.17- Joints have been modified with the following revisions. All sections not revised by this Special Provision shall be as outlined in the Special Provision 400 Pavements, Section 401 – Hot Mix Asphalt Pavement. References to Standard Specifications, Special Provisions, or other documents, shall be determined as the most current version available at the time of bid, or as amended. All costs associated with this Item will not be paid for directly, but shall be considered included in the associated contract items.

401.15 Spreading and Finishing  The section has been amended as follows:

On areas where irregularities or unavoidable obstacles make the use of mechanical spreading and finishing equipment impracticable, the Contractor shall spread, rake, and lute the HMA with hand tools to provide the required compacted thickness. Solvent based agents that strip asphalts from aggregates will not be allowed as release agents.

On roadways with adjoining lanes carrying traffic, the Contractor shall place each course over the full width of the traveled way section being paved that day, unless otherwise noted by the Department in Section 403 - Hot Bituminous Pavement, or within this Special Provision.

When an approved longitudinal joint construction method is utilized, such as a manufactured notched wedge apparatus, the Department may allow the placement of mixtures in one continuous lane for each calendar day worked, with the following conditions:

The Contractor may utilize a manufactured notched wedge joint apparatus on all HMA layers 1 ½ inch or greater in Zone 1 between the dates of May 30th and the Saturday following October 1st, and in Zone 2 between the dates of May 15th and the Saturday following October 15th. When the work is to be performed, either by contract requirement or Contractor option, during conditions defined as “night work”, the same seasonal limitations shall apply unless the Department determines that the construction method is producing an unsound joint. This work will not be allowed during times of inclement weather as outlined in Division 400 – Special Provision 401; subsection 401.06 Weather and Seasonal Limitations.

If this option is utilized on roadways with two-way traffic, the Contractor will be required to place a matching course of HMA over the adjacent section of travel lane before the end of the following calendar day. Failure to match the centerline course the following day will constitute a traffic control violation unless an excusable delay is granted by the Department.

If this option is utilized on divided highways or expressways with directional traffic, the Contractor will be required to place a matching course of HMA over the adjacent section of travel lane within seven calendar days from placement of the initial paved lane. Failure to match the centerline course the within the seven calendar days will constitute a traffic control violation unless an excusable delay is granted by the Department.
The Contractor will also be responsible for installing additional warning signage that clearly defines the centerline elevation differential hazard, as well as additional centerline delineation such as double RPM application, or temporary painted line. The Traffic Control Plan shall 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 the effected roadway section. On roadways with two-way traffic, the Contractor will be required to place the specified course over the full width of the mainline traveled way being paved prior to opening the sections to weekend or holiday traffic. If this option is utilized, all additional signing, labor, traffic control devices, or incidentals will not be paid for directly, but will be considered incidental to the appropriate 652 bid items.

The Department reserves the right to have centerline cores cut by the Contractor’s QC personnel for informational purposes to monitor the density along the joint. Informational cores at the centerline joint will be taken centered over the tapered part of the wedge joint.

Any notched wedge joint constructed areas that become cracked or broken shall be trimmed back to the limits affected prior to placing the adjoining lane. Any materials that become unbound or separated from the wedge or tapered joint section, or contaminated by materials determined by the Department as being detrimental to the construction of a sound construction joint, shall be removed by sweeping, compressed air and lance, or by hand tools as required. This work, if necessary, will not be paid for directly, but shall be considered incidental to the related contract items.

401.17 Joints The following section has been amended as follows:

Should the notched wedge joint device be used, the Contractor shall apply a coating of emulsified asphalt on the vertical and tapered surface of the longitudinal centerline joint immediately before paving. The rate of application shall be approximately 0.050 G/SY. This application shall be in addition to the normal application of tack coats to the construction joint face and horizontal surfaces prior to placing a new lift. The Contractor shall use an approved spray apparatus designed for covering a narrow surface. The Department may approve application by a brush for small surfaces, or in the event of a malfunction of the spray apparatus, but for a period of not more than one working day.
SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

<table>
<thead>
<tr>
<th>Desc. Of Course</th>
<th>Grad Design.</th>
<th>Item Number</th>
<th>Bit Cont. % of Mix</th>
<th>Total Thick</th>
<th>No. Of Layers</th>
<th>Comp. Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wearing</td>
<td>12.5 mm</td>
<td>403.208</td>
<td>N/A</td>
<td>1½”</td>
<td>1</td>
<td>1,2,4,8,12</td>
</tr>
<tr>
<td>Base</td>
<td>12.5 mm</td>
<td>403.213</td>
<td>N/A</td>
<td>1½”</td>
<td>1</td>
<td>1,2,4,8,12</td>
</tr>
</tbody>
</table>

| Wearing        | 12.5 mm      | 403.208     | N/A                | 1½”         | 1             | 1,4,8,12    |
| Base           | 12.5 mm      | 403.213     | N/A                | 2½”         | 1             | 1,4,8       |

| Wearing        | 12.5 mm      | 403.208     | N/A                | 1½”         | 1             | 1,4,8,12    |
| Shim           | 9.5 mm       | 403.211     | N/A                | Varies      | 1/more        | 2,3,10,11,14|

COMPLEMENTARY NOTES

1. The required PGAB for this mixture will meet a PG 64-28 grading.
2. 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.
3. The design traffic level for mix placed shall be <0.3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at 50 gyrations.
4. The design traffic level for mix placed shall be 0.3 to <3 million ESALS. The design, verification, Quality Control, and Acceptance tests for this mix will be performed at 50 gyrations.

8. Section 106.6 Acceptance, (2) Method B. The Contractor may request a contract modification to change to testing method “A” prior to working on this item.
10. Section 106.6 Acceptance, (2) Method D.
11. The combined aggregate gradation required for this item shall be classified as a 9.5mm “fine graded” mixture, (using the Primary Control Sieve control point) as defined in 703.09.
12. 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.
14. 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.

Tack Coat
A tack coat of emulsified asphalt, RS-1 or RS-1h, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.03 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 0.03 gal/yd². Tack used will be paid at the contract unit price for Item 409.15 Bituminous Tack Coat.
SPECIAL PROVISION
SECTION 461
LIGHT CAPITAL PAVEMENT
(Temporary Pavement)

461.1 Description:

This work shall consist of furnishing all labor, materials and equipment, for the manufacturing, installation and removal of all Temporary Pavement during construction in accordance with these specifications, Special Provision 403 Hot Mix Asphalt, and the Plans. Temporary pavement shall meet all mix design requirements of a 12.5 mm surface mix for the top 1½ inches.

461.2 Method of Measurement:

This work will be measured for payment by the Ton, complete in place and accepted. Removal of temporary pavement shall not be measured separately, but rather shall be incidental to the pay item.

461.3 Basis of Payment:

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

Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>461.131 Temporary Pavement</td>
<td>Ton</td>
</tr>
</tbody>
</table>
### SPECIAL PROVISION
**SECTION 502**
**STRUCTURAL CONCRETE**
(QC/QA Acceptance Methods)

<table>
<thead>
<tr>
<th>CLASS OF CONCRETE</th>
<th>ITEM NUMBER</th>
<th>DESCRIPTION</th>
<th>P</th>
<th>METHOD</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>502.21</td>
<td>Structural Concrete, Abutments and Retaining Walls</td>
<td>$400</td>
<td>A</td>
</tr>
<tr>
<td>A</td>
<td>502.26</td>
<td>Structural Concrete Roadway and Sidewalk Slab on Steel Bridges</td>
<td>$400</td>
<td>A</td>
</tr>
<tr>
<td>LP</td>
<td>502.49</td>
<td>Structural Concrete Curbs and Sidewalks</td>
<td>$450</td>
<td>A</td>
</tr>
<tr>
<td>LP</td>
<td>526.34</td>
<td>Permanent Concrete Transition Barrier</td>
<td>-</td>
<td>C</td>
</tr>
</tbody>
</table>

P values listed above reflect the price per cubic yard (yd^3) for all pay adjustment purposes.
SPECIAL PROVISION
SECTION 524
TEMPORARY STRUCTURAL SUPPORTS
(Temporary Structural Support – Route 7)

524.1 Description
This subsection is replaced in its entirety with the following:

This work shall consist of the jacking and temporary structural support of the existing Route 7 Bridge structural steel framing at both abutment locations to allow for the replacement of the existing rocker bearings. This work shall also consist of designing, fabricating, erecting, operating, maintaining, and dismantling the jacking system and temporary structural supports required to perform the work. This work shall be in accordance with the Contract Plans, Standard Specifications, and as specified herein.

The Route 7 Bridge consists of a six-span continuous steel structure. All girders at a support shall be jacked and temporarily supported simultaneously. In addition, traffic shall remain operational on the bridge during all jacking, temporary support, and bearing replacement operations.

524.2 Materials
This subsection is replaced in its entirety with the following:

Materials used as temporary structural supports shall be structural grade sawn timber, structural steel, or a combination of both, at the Contractor's option. All temporary structural support materials, whether new or used, shall be sound and of adequate strength and cross section for the intended loads. All structural steel shall have a minimum yield strength of 36,000 psi.

524.3 Design
This subsection is replaced in its entirety with the following:

The jacking system and temporary structural supports shall be designed to support all applicable loads including, but not limited to, all vertical loading including live load and impact, transverse and longitudinal horizontal loads, differential settlement induced loads, and shall account for any temporary unbalanced loading due to jacking forces and other loading during load transfer. The temporary structural supports shall be designed with sufficient redundancy such that failure of one member will not cause the collapse of the entire system or the supported structure. Temporary structural supports which are adjacent to traveled ways or which support structures carrying traffic, shall additionally be designed to resist any vibration or impact forces due to traffic and shall incorporate sufficient protection against impact by errant vehicles. Temporary structural supports which are founded on, or are in close proximity to, existing structures to be rehabilitated shall be designed to resist any vibration induced by other work to be completed on the project.

The jacking system and temporary structural support shall be designed and sealed by a Professional Engineer licensed in the State of Maine. Design computations, plans, details, working drawings, and other documentation necessary to complete the work and certify conformance with these provisions shall be approved by the Resident prior to beginning this work.
The Contractor shall provide bracing or other means of restraint to prevent longitudinal and transverse movement of the superstructure and twisting of the stringers or deck during the jacking operations, and while the superstructure is temporarily supported. These lateral restraints shall include steel sliding plates, or alternative low friction rigid material to facilitate vertical movement of the superstructure during jacking operations.

All design, detail and load requirements shall conform to the most current edition of the AASHTO LRFD Bridge Design Specifications with applicable Interim Specifications, the Contract Plans, the Standard Specifications, and as specified herein. The design computations shall verify the proposed jacking scheme does not introduce unacceptable stresses in the existing bridge components including steel girders, diaphragms, connections and pier caps. All design computations submitted for approval shall be reviewed, checked, and initialed accordingly. Any support systems requiring attachment to existing concrete shall be approved by the Resident. Systems requiring extensive drilling and anchoring into existing concrete will not be accepted.

The calculated unfactored jacking and temporary structural support loads are as follows:

<table>
<thead>
<tr>
<th>SUBSTRUCTURE LOCATION</th>
<th>INTERIOR</th>
<th>EXTERIOR</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>DEAD LOAD</td>
<td>LIVE LOAD w/IMPACT</td>
</tr>
<tr>
<td>Abutment No. 1</td>
<td>36.0</td>
<td>61.0</td>
</tr>
<tr>
<td>Abutment No. 2</td>
<td>36.0</td>
<td>61.0</td>
</tr>
</tbody>
</table>

All loads provided above are in kips and assume jacking operations occur after removal of the existing deck.

The Contractor shall provide a jacking system and a temporary support system with a capacity of at least 150% of the loads stated above.

The jacking force applied at each jack location shall not exceed of 125% of the loads identified to avoid overstressing, or otherwise damaging, the pier caps or superstructure. If loads in excess of these limits are required the jacking operations shall cease and the Resident shall be notified. Jacking operations shall not resume until guidance is provided by the Resident.

Conceptual details for reference are provided on the follow pages. The Contractor shall submit sketches illustrating the proposed jacking arrangement prior to commencing the work.
524.4 Erection and Removal The following paragraphs are added:

The existing superstructure shall be raised by jacking at each abutment. A minimum of six hydraulic jacks shall be used at each abutment bearing line. The jacking shall be synchronized so that all portions of the girders are raised by approximately equal amounts simultaneously. A maximum of 1/8 inch differential movement between adjacent girders, and a maximum of 1 inch of differential movement will be permitted between adjacent substructure locations (e.g. between Pier No. 1 and Abutment No. 1) during jacking operations. The process of temporary structural supports removal and the jacking operation to lower the bridge back onto the existing bearings shall be completed in a manner similar to that of the erection process.

The temporary structural supports shall securely maintain the displacements at each bearing area, without measurable or noticeable changes under all dead load, live load with impact, and construction loads, until the superstructure loads are transferred back to the existing bearings. It shall be the Contractor’s responsibility to prevent any damage to the structure from the support system. Should any damage occur as a result of this work, the Contractor shall make repairs at no cost to the Department. Any such repair work is subject to the approval of the Resident.

The Contractor may support the jacking systems and temporary structural support systems on the top of abutment seats, footings, or Contractor-furnished blocking systems. The proposed anchorage system shall not be supported primarily from the face of abutment. Bracing shall be provided to maintain the superstructure in a stable condition during the jacking operations and while temporarily supported.

As directed by the Resident, existing bridge elements that may be damaged during jacking operations including, but not limited to, bridge rail, barrier, joints, and joint seals,
shall be modified or removed prior to the start of jacking operations and reinstalled at the completion of this work.

All structural steel fabrication shall be in accordance with the Standard Specifications.

Removal of lead-based paint shall be in accordance with all applicable federal, state and local requirements. The Contractor is responsible for the containment, proper management, disposal of all lead-contaminated hazardous waste generated, and implementing appropriate OSHA mandated personal protection standards. The Contractor shall submit a lead based paint removal plan to the Resident for approval prior to the start of the work.

All surfaces of existing steel members where paint is removed for any reason shall be recoated using a cold galvanizing compound with a dried film containing a minimum of 90% metallic zinc. Application of the cold galvanizing compound shall be in accordance with the manufacturer’s published recommendations.

524.5 Method of Measurement This subsection is replaced in its entirety with the following:

Temporary Structural Support – Route 7 will be measured by the lump sum and will include the design, fabrication, erection, operation, maintenance, and removal of all required temporary jacking and structural support systems to the extent specified herein. It shall also include the removal or modification, and reinstallation of existing bridge elements to prevent damage during the jacking operation and the repair of damaged or removed protective coatings as specified herein. Temporary works used by the Contractor for their convenience will not be measured for payment. The work associated with removal and reinstallation of existing highway appurtenances (e.g. guardrails, sign supports, etc.) to facilitate the erection of temporary structural supports will not be measured for payment, but will be considered incidental to the Temporary Structural Support Pay Item.

524.6 Basis of Payment This subsection is replaced in its entirety with the following:

Temporary Structural Support will be paid for at the Contract lump sum price, which shall be full compensation for all materials, equipment, labor and incidentals necessary for the work as specified herein.

Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>524.301</td>
<td>Temporary Structural Support – Route 7</td>
</tr>
</tbody>
</table>
SPECIAL PROVISION
SECTION 524
TEMPORARY STRUCTURAL SUPPORTS
(Protective Shield - Steel Girders)

524.01 Description
The following paragraph is added:

This work shall also consist of furnishing all labor, equipment and materials required to provide protection for the public during demolition and construction. This protection shall include, but not necessarily be limited to, protective shielding of existing structures during demolition work, concrete removal, and installation of temporary deck support over roadway lanes and shoulders on all existing and new bridge structures.

The following Subsections are added:

524.031 Protective Shielding Design

Prior to the start of work, the Contractor shall submit plans for review and comment indicating the sizes and dimensions of protective shield. The proposed methods of protective shielding, including connections and fasteners, shall be in accordance with the following criteria:

The protective shield shall be designed for safely supporting all construction and dead loads, but not less than 100 pounds per square foot with a load duration of seven (7) days. Protective shield shall be stiff enough to limit deflection to 1/2 inch under maximum loads and to be tightly sealed at all joints. The protective shield shall be placed on the tops of the bottom flanges of the steel girders with edges and laps made tight to protect motorists from dust, debris and falling objects. The protective shield shall be designed by a Professional Engineer licensed in the State of Maine.

524.041 Protective Shielding Erection and Removal

No portion of the protective shield installed over a roadway shall project below a plane connecting the bottoms of the bottom flanges of the steel girders. During demolition operations, the protective shield shall be covered with plastic sheets taped at the seams and made tight at edges and laps to prevent water used in the sawcutting operation from falling onto the facilities under the bridge.

The protective shielding shall extend horizontally three feet beyond fascia lines, and vertically to a point one-foot minimum above the top of the rail or parapet. The limits of installed shielding shall extend 10 feet beyond the edge of pavement or as approved by the Resident.

Shielding shall be approved and installed prior to the start of any demolition work and shall remain in position during all demolition work. Shielding shall also be approved and installed prior to the start of any deck forming and shall remain in position during all deck work. The shielding shall be relocated or removed only as approved by the Resident.
524.05 Method of Measurement The following paragraph is added:

   Protective Shielding will be measured by the lump sum for shielding, designed, installed, removed, and disposed.

524.06 Basis of Payment The following paragraph is added:

   Protective Shielding will be paid for at the Contract lump sum price. Payment shall be full compensation for all materials, equipment, labor, and incidental including but not necessarily limited to: Working Drawings; design; transportation and stacking; installation; any removal, onsite storage, and reinstallation as required for phasing; and periodic removal of concrete rubble and other materials necessary to perform the work as in accordance with the Plans and these Specifications or as approved by the Resident.

   Payment will be made under:

   Pay Item       Pay Unit
   524.40 Protective Shield – Steel Girders     Lump Sum
SPECIAL PROVISION
SECTION 526
CONCRETE BARRIER
(Temporary Concrete Barrier, Braced Type 1)

526.01 Description The following paragraph is added:

This work shall consist of furnishing, setting and removing Temporary Concrete Barrier, Braced Type I as shown on the Plans.

During Phase 1, the Contractor shall have the option to use anchored temporary concrete barrier in place of braced temporary concrete barrier.

Temporary Bi-Directional Delineators shall be installed on the roadway face of all temporary concrete barrier in conformance with Special Provision 627, Temporary Bi-Directional Delineators.

The following concrete barrier designations are added:

Temporary Concrete Barrier, Braced Type I Removable concrete barrier fabricated and installed in accordance with New York Department of Transportation U.S. Customary Standard Sheet 619-01 (Temporary Concrete Barrier) available for download at the following address: https://www.dot.ny.gov/main/business-center/engineering/cadd-info/drawings/standard-sheets-us-repository/619-01_010611e2.pdf.

Temporary Concrete Barrier, Anchored Provisions shall be made during casting of the barrier to allow the barrier to be anchored to the bridge deck. Additionally, all barrier shall have attachments allowing the individual barrier sections to be connected into a continuous barrier.

526.02 Materials The following paragraphs are added:

f. Adhesive anchoring material for deck anchors shall be selected from the Qualified Products List of Epoxy and Resin Based Adhesive Bonding Systems.

g. Temporary Concrete Barrier shall have a 28-day minimum compressive strength of \( f_c' = 3,600 \) psi.

The following subsection is added:

526.021 Acceptance

The Resident shall have the authority to accept or reject all unacceptably damaged portions of Temporary Concrete Barrier, Braced Type I used on the Project.
526.03 Construction Requirements The following paragraphs are added:

**Temporary Concrete Barrier, Braced Type I**  All Temporary Concrete Barrier, Braced Type I shall be fabricated and constructed in accordance with New York Department of Transportation U.S. Customary Standard Sheet 619-01 (Temporary Concrete Barrier).

**Temporary Concrete Barrier, Anchored** All Temporary Concrete Barrier, Anchored shall meet NCHRP 350 Test Level III (TL-3) crash test requirements. Prior to fabrication and installation of the barrier, the Contractor shall submit the proposed barrier and anchorage design to the Department for approval. The proposed anchorage design shall be designed to withstand NCHRP 350 Test Level II (TL-2) loading in accordance with the AASHTO LRFD Bridge Design Specifications, latest edition, with all interims thereto (see Table A13.2-1 and related Provisions). The proposed barrier and anchorage design shall be prepared and stamped by a Professional Engineer licensed in the State of Maine.

524.05 Method of Measurement The following paragraph is added:

Temporary Concrete Barrier, Braced Type I shall be measured for payment by the lump sum.

If the Contractor chooses to use anchored temporary concrete barrier during Phase 1 construction, then no changes to the measured quantity will be made; all barrier regardless of type, will be measured as one lump sum under the Temporary Concrete Barrier, Braced Type I pay item.

The setting, resetting, and temporary storage of concrete barrier between construction phases, if required, will not be measured separately for payment, but shall be incidental to the barrier pay item. The bracing and/or anchoring of bridge barrier, and all associated work, will not be measured separately for payment, but shall be incidental to the cost of the barrier.

524.06 Basis of Payment The following paragraph is added:

Temporary Concrete Barrier, Braced Type I will be paid for at the Contract lump sum price. Payment shall be full compensation for furnishing, setting, bracing, anchoring, assembling, resetting, and removing the barrier, temporary bi-directional delineators, and all other incidentals, tools, material and labor necessary to complete the work.

Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>526.305 Temporary Concrete Barrier, Braced Type I</td>
<td>Lump Sum</td>
</tr>
</tbody>
</table>
SPECIAL PROVISION
SECTION 606
GUARDRAIL
(Bridge Transition - Remove and Reset)

606.01 Description The following paragraph is added:

This work shall consist of removing and resetting bridge transitions from existing bridge end posts to proposed bridge end posts as shown in the Plans.

606.08 Method of Measurement The following paragraph is added:

Bridge Transition – Remove and Reset will be measured by each unit removed and satisfactorily reset as shown on the Plans or as directed by the Resident.

606.09 Basis of Payment The following paragraph is added:

Bridge Transition – Remove and Reset will be paid for at the contract unit price per each, complete and accepted in place. Such price will be compensation for the requirement listed in Remove and Reset Guardrail.

Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>606.1726 Bridge Transition – Remove and Reset</td>
<td>Each</td>
</tr>
</tbody>
</table>
SPECIAL PROVISION
SECTION 607
FENCES
(Chain Link Snow Fence – 33”)

607.01 Description The following paragraph is added:

This work shall consist of the furnishing of all materials for, and the construction for, Snow Fence. The snow fence shall be 33” tall and made from chain link materials as shown in the Plans.

607.02 Materials The following paragraphs are added:

Posts, rails, and braces shall be manufactured by one of the following methods with the steel conforming to ASTM A1011 or ASTM A1008 and A1011/A1011M with minimum yield strength 50 ksi:

- Furnace butt welded, continuous welded
- Cold rolled and electric resistance welded
- Seamless

The Piping shall conform to the following dimensions:

<table>
<thead>
<tr>
<th>Nominal Diameter (Inches)</th>
<th>Outside Diameter (Inches)</th>
<th>Minimum Wall Thickness (Inches)</th>
<th>Mass (Lb/Ft.)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 ½</td>
<td>1.900</td>
<td>0.145</td>
<td>2.72</td>
</tr>
<tr>
<td>2 ½</td>
<td>2.875</td>
<td>0.203</td>
<td>5.79</td>
</tr>
</tbody>
</table>

Hardware shall be hot dipped galvanized in accordance with AASHTO M 232 (ASTM A 153) or AASHTO M 298 Class 50 (ASTM B 695 Class 50).

The chain link fabric shall be 9-gauge steel, zinc coated conforming to AASHTO M 181 Type 1 Class D (ASTM A 392), aluminum-coated conforming to AASHTO M181 Type II (ASTM A 491), or 6-gauge aluminum alloy conforming to AASHTO M 181 Type III (ASTM F 1183). Chain-link fabric shall be knuckled on top and bottom. The size of the wire mesh shall be 1 inch. Wire ties shall be standard round 9-gauge zinc or aluminum coated steel or 6-gauge aluminum alloy conforming to ASTM F 626. All ties shall be wrapped around chain-link fabric twice (double pigtailed) at both ends. Space ties at 6” on-center to the bottom rail and at 12” on-center at all posts and other rails.
607.06 Method of Measurement The following paragraph is added:

    Fence will be measured by the lump sum unit accepted in place and in conformity with the
details shown on the Plans or as directed by the Resident.

607.07 Basis of Payment The following paragraph is added:

    This work will be paid for at the contract unit price per lump sum, complete and accepted in
place. Such price will be compensation for furnishing all materials, labor, equipment, coatings,
and incidentals to complete the work.

    Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>607.183</td>
<td>Lump Sum</td>
</tr>
<tr>
<td>Chain Link Snow Fence – 33&quot;</td>
<td></td>
</tr>
</tbody>
</table>
SPECIAL PROVISION
SECTION 620
GEOTEXTILES
(HDPE Geomembrane)

620.01 Description

The following sentence is added:

This work shall include installation of sections of HDPE Geomembrane below the locations of the two new finger joints at the abutments as shown on the Contract Drawings, or as directed by the Resident. The work also includes the preparation of concrete surfaces and furnishing, placing, and shaping of grout bedding where called for.

620.02 Materials

The following two paragraphs are added:

HDPE Geomembrane shall be HDPE Sure Grip Liner (High Density Polyethylene) as manufactured by Argu America, Inc., 500 Garrison Road, Georgetown, SC 29440, (843) 546-0600, Fax (843) 527-2738, or an approved equal.

Grout is required for the installation of the HDPE Geomembrane over existing sloped or flat surfaces as shown in the Plans. The required grout shall be either a Cementitious Concrete or a Polymer-Modified Concrete on the Maine Department of Transportation Qualified Products List – Rapid-Set Concrete Patching Material for Portland Cement Concrete.

620.03 Placement

The following paragraphs are added:

The Contractor shall take care not to damage the extruded anchors and place sheets such that the anchors are completely embedded in new concrete or grouts. All installation of HDPE Geomembrane will be in strict conformity with the manufacturer’s recommendations. For vertical installations of HDPE Geomembrane, the anchors must face the inside of the formed volume.

For placement at existing surfaces that are sloped to drain, the surface must be cleaned in accordance with the Standard Specifications, Subsection 518.05, Surface Preparation, and roughened to the criteria described on the Plans. Each piece of HDPE Geomembrane must be trimmed and ready for placement before the grout bedding is placed. The slope of the original surface must be retained by shaping the grout bedding as necessary. Each individual HDPE Geomembrane piece must be installed as soon as the bedding is shaped and while the grout is still plastic at location that HDPE Geomembrane is placed on a sloped surface. The edges of
HDPE Geomembrane pieces placed on sloped sections shall project over downward vertical faces as shown on the plans.

HDPE Geomembrane deployment shall proceed only when ambient temperatures are between 32°F to 102°F. Geomembrane shall not be placed during precipitation or moisture of any type (e.g., fog, rain, dew), or in the presence of excessive winds, as determined by the Resident. Observations of temperature, humidity, precipitation, and wind should be noted to ensure that the weather conditions are acceptable prior to HDPE Geomembrane placement.

620.04 Overlap and Seams

The following paragraphs are added:

Geomembrane panels must have finished minimum overlap of four inches for hot shoe fusion welding and three inches for extrusion welding.

Cleaning solvents may not be used unless the product is approved by the liner manufacturer.

Field test seams may be conducted on the liner in accordance with the manufacturer’s recommendations to verify that seaming conditions are satisfactory.

620.08 Method of Measurement

The words “and/or HDPE Geomembrane” shall be added after the word “Geotextiles” in the first sentence of the paragraph.

620.09 Basis of Payment

The words “and/or HDPE Geomembrane” shall be added after the word “Geotextiles” in the first sentence of the paragraph.

Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>620.6012</td>
<td>HDPE Geomembrane</td>
</tr>
</tbody>
</table>
SPECIAL PROVISION
SECTION 627
PAVEMENT MARKINGS
(Temporary Bi-Directional White Delineators)

627.02 Materials

The last paragraph is replaced with the following:

Temporary Bi-directional White and Yellow Delineators shall be Temporary Object Markers (T.O.M.) as manufactured by the Davidson Plastic Company, 18726 East Valley Highway, Kent, WA 98031 or an approved equal.

627.09 Method of Measurement

The last paragraph is replaced with the following:

Temporary Bi-directional White and Yellow Delineators will be measured by each unit, complete in place, maintained, and accepted.

627.10 Basis of Payment

The section shall be amended with the included pay item. The fourth paragraph is replaced with the following:

The accepted quantity of Temporary Bi-directional White and Yellow Delineators will be paid for at the contract unit price.

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>627.812</td>
<td>Temporary Bi-directional White Delineators Each</td>
</tr>
</tbody>
</table>
## Subsection 634.09 Field Testing

<table>
<thead>
<tr>
<th>Project Pin #</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Location (if multiple services, please be specific)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Grounding Electrode Resistance at service</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number of Circuits</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Hand-Off-Auto Switch?</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
</tbody>
</table>

### Circuit #1

**Open Circuit Resistance** - (Ohm out both hot legs at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole)

**Megger Test** - (Meg out both hot legs to ground at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole)

**Current draw** - (during normal operation)  
Leg #1  
Leg #2

**Operating Voltage at last pole**

### Circuit #2

**Open Circuit Resistance** - (Ohm out both hot legs at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole)

**Megger Test** - (Meg out both hot legs to ground at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole)

**Current draw** - (during normal operation)  
Leg #1  
Leg #2

**Operating Voltage at last pole**

I, ________________________________, certify that this work was done in accordance with subsection 643.14 and current NEC __________________ guidelines, and when tested, was functioning as intended.

Electrician's Signature

Electrician's License #
## Highway Lighting Quality Control Checklist

### Subsection 634.09 Field Testing

<table>
<thead>
<tr>
<th>Project Pin #</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Location</td>
<td>(if multiple services, please be specific)-</td>
</tr>
<tr>
<td>Grounding Electrode Resistance at service</td>
<td></td>
</tr>
<tr>
<td>Number of Circuits</td>
<td></td>
</tr>
<tr>
<td>Hand-Off-Auto Switch?</td>
<td></td>
</tr>
</tbody>
</table>

### Circuit #3

- **Open Circuit Resistance**: (Ohm out both hot legs at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole)
- **Megger Test**: (Meg out both hot legs to ground at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole)
- **Current draw**: (during normal operation) Leg #1, Leg #2
- **Operating Voltage at last pole**

### Circuit #4

- **Open Circuit Resistance**: (Ohm out both hot legs at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole)
- **Megger Test**: (Meg out both hot legs to ground at the cabinet while they are shorted together at the last pole and the fuse holders are disconnected at each pole)
- **Current draw**: (during normal operation) Leg #1, Leg #2
- **Operating Voltage at last pole**

I, ________________________________, certify that this work was done in accordance with subsection 643.14 and current NEC ___________________ guidelines, and when tested, was functioning as intended.

Electrician's Signature              
Electrician's License #
## Traffic Signal Quality Control Checklist

### Subsection 643.14 Field Testing

<table>
<thead>
<tr>
<th>Street Approach</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop #</td>
<td>Resistance</td>
</tr>
<tr>
<td>Phase #</td>
<td>Meg to ground</td>
</tr>
<tr>
<td>L,C, or R Lane</td>
<td>Amount of bondo covering loop</td>
</tr>
<tr>
<td>Pulse or Presence</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Approach</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop #</td>
<td>Resistance</td>
</tr>
<tr>
<td>Phase #</td>
<td>Meg to ground</td>
</tr>
<tr>
<td>L,C, or R Lane</td>
<td>Amount of bondo covering loop</td>
</tr>
<tr>
<td>Pulse or Presence</td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Street Approach</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Loop #</td>
<td>Resistance</td>
</tr>
<tr>
<td>Phase #</td>
<td>Meg to ground</td>
</tr>
<tr>
<td>L,C, or R Lane</td>
<td>Amount of bondo covering loop</td>
</tr>
<tr>
<td>Pulse or Presence</td>
<td></td>
</tr>
</tbody>
</table>

I, _______________________________, certify that this work was done in accordance with subsection 643.14 and current NEC guidelines, and when tested, was functioning as intended.

Electrician's Signature

Electrician's License #
SPECIAL PROVISION
SECTION 643
TRAFFIC SIGNALS
(Temporary Traffic Signal – Route 7)

643.01 Description The following paragraphs are added:

   The work shall consist of furnishing and installing a temporary traffic control signal system for traffic control of a one lane bridge at State Route 7 in Plymouth as specified herein and as shown on the Plans. The work shall include furnishing and installing temporary traffic control signals, control equipment, signal heads, electric LED lamps, video vehicle detection, wooden strain poles and span wire assemblies.

   Stop bar detection shall be provided on each approach as well as the northbound off ramp. The Contractor shall use video vehicle detection as the method of detection at all signal locations.

   The work shall also consist of furnishing and installing wire and cable, temporary conduit or ducts, equipment grounding systems, new ground electrodes or connections to existing ground electrodes and all materials and equipment necessary to deliver power to the traffic signals and related electrical systems.

   The Contractor shall provide the Resident with the name and phone number of qualified personnel to make adjustments to the temporary signals and signal timing as required.

   Following construction, the traffic signal and all related traffic control equipment shall be removed by the Contractor.

643.02 General The following sentences are added:

   Unless otherwise specified or indicated on the Plans, all materials shall be supplied by the Contractor and approved for its intended use by the Resident.

   All electrical equipment shall be manufactured and tested in accordance with the applicable standards of the ANSI, EIA, FSS, IMSA, ITE, NEMA and UL.

   The Contractor shall furnish the Resident written certification from the utility company stating all work associated with the temporary traffic signal system complies with the National Electric Code.
The following Subsections are added:

643.0211 Strain Pole and Span Wire Assemblies

Where Strain Poles and Span Wire Assemblies are used, the Contractor shall install a span wire attached to two temporary wooden poles.

The wooden poles shall be of sufficient size so they are securely located in the ground and will be capable of having a span wire attached high enough to allow the signal heads to be mounted on the span wire with a minimum 16-foot clearance over the roadway.

The span wire cable shall be not less than 3/8-inch diameter Number 7 wire, steel strand cable, conforming to ASTM A475, Class A, extra high strength zinc coated steel wire strand.

643.0212 Signal Heads

Signal heads at each end of the bridge shall be mounted on temporary structures supplied by the Contractor and approved by the Resident Engineer. Two heads shall face traffic on each approach and two heads shall face the northbound off ramp. All signal heads shall be 3-way and have 12” LED indications with 5” backplates. The signal heads for State Route 7 shall be R-Y-G circular and the signal heads for the northbound off ramp shall be R-T-G left arrow.

643.0213 Signal Housing

The bottom of the housing assembly of a signal head suspended over a roadway shall not be less than 16 feet nor more than 19 feet above the pavement grade at the center of the roadway.

A minimum of two signal heads is required for each approach roadway. Signal heads shall be located between 40 feet and 120 feet from the stop line.

Each signal face shall consist of one or more sections, rigidly and securely fastened together, capable of being positively positioned to face the direction of traffic.

Each section shall be a self-contained assembly consisting of a housing with door, visor and optical unit, lens and reflector, with traffic signal lamp.

643.0214 Controller

Controller shall be a minimum NEMA TS1 8-phase controller capable of providing timings as per the Plans, Specifications or as approved by the Resident. The Contractor will be provided timings. Such timings shall allow for adequate time for safe clearance between each phase. Any proposed timing changes shall be submitted to the Resident for approval prior to modifying signal timing of the temporary traffic control system. If significant queuing develops, the Contractor shall be responsible for retiming the controller to reduce the queuing. The Contractor is also required to adjust the timings at the request of the Resident.
643.03 General The following paragraphs are added:

The responsibility for the exact and satisfactory installation of traffic signals shall rest with the Contractor. Work performed, if not acceptable to the Resident, shall be executed to the satisfaction of the Resident at the Contractor's own expense.

All electrical connections, splicing, grounding, resistance tests, service connections, and circuit identification shall meet all applicable requirements of the National Electrical Code Latest Edition, and all Municipal, State and Federal Authorities having jurisdiction.

The location of poles, signal heads, controllers and appurtenances as shown on the Plans are approximate; the exact locations will be established by the Resident in the field.

Any installation of wiring by the Contractor will be performed by licensed electricians.

The following Subsections are added:

643.043 Resurfacing

All surfaces and roadway appurtenances removed or disturbed in the performance of the work shall be restored or replaced in kind, to the satisfaction of the Resident. The work shall include, but not necessarily be limited to, replacing the same type of materials and construction as formerly existed, roadway paving, base, subbase, grassed areas, guardrail, curbing and edging that are disturbed by the Contractor’s operations.

643.044 Removal of Temporary Signal Equipment

The Contractor shall conduct the removal of the temporary traffic signal equipment so that interference with vehicular traffic is minimized and safeguard all roads and traffic thereon.

643.15 Timing

The following paragraphs are added:
The Contractor shall program the signal controller with the following phasing and timing (in seconds):

<table>
<thead>
<tr>
<th></th>
<th>Ø 1</th>
<th>Ø 2</th>
<th>Ø 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Min Green</td>
<td>5</td>
<td>5</td>
<td>-</td>
</tr>
<tr>
<td>Extension</td>
<td>3</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>Max Green</td>
<td>16</td>
<td>16</td>
<td>-</td>
</tr>
<tr>
<td>Yellow Cl.</td>
<td>3</td>
<td>3</td>
<td>-</td>
</tr>
<tr>
<td>All Red</td>
<td>25</td>
<td>25</td>
<td>-</td>
</tr>
<tr>
<td>Recall</td>
<td>none</td>
<td>none</td>
<td>-</td>
</tr>
</tbody>
</table>

Ø 1 – Route 7 northbound – flashing yellow arrow for northbound off ramp to show with phase 1 green.

Ø 2 – Route 7 southbound

Ø 3 – not used

Clearance time calculations were based on a vehicle speed of 25 mph for 900 feet on Route 7. This timing may need to be adjusted based on actual conditions. The Contractor will be responsible for monitoring both the PM peak hour and the non-peak hour conditions and providing adjusted signal timing if needed.

Proposed adjusted signal timings shall be submitted to the Resident for approval prior to the modification of the existing timing. If significant queuing develops, the Contractor shall be responsible for retiming the controller to reduce the queuing. The Contractor is also required to adjust the timings at the request of the Resident.

643.19 Basis of Payment

The third paragraph is deleted and replaced with the following:

Furnishing, installing and removing a complete Temporary Traffic Control Signal System will be paid for at the Contract lump sum price which price shall be full compensation for all labor, equipment and materials required to successfully complete the work. This work shall consist of, but not necessarily be limited to, furnishing, installing and removing wooden strain poles, overhead span wires, signal heads, traffic signal controller, controller cabinet, video vehicle detection, all wiring, conduit, all painting, all excavation, with the exception of rock, backfill and resurfacing; removal and stacking of PVC conduit; and all incidental work necessary and required for a complete and working installation. The Contractor shall also be responsible for all charges for the electricity used to operate the system.

Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>643.72</td>
<td>Temporary Traffic Signal – Route 7</td>
</tr>
</tbody>
</table>
SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC
(Work Zone Traffic Control)

652.3.4 General Requirements. The following paragraphs are added:

Restriction warning signs (black on orange) with dimensions 36 inches high by 48 inches wide with the following wording shall be in place immediately prior to the setting of temporary concrete barrier on Route 7 for stage construction:

Sign #1:

Location: Newport on I-95 northbound located two miles south of Exit 161

This sign shall read as follows:

WIDE LOADS
RESTRICTED ROUTE 7 N
USE EXIT 167
I ← 9’- 6” → I

Sign #2

Location: Plymouth on Route 7 located approximately 500’ south of the intersection with Route 69

This sign shall read as follows:

WIDE LOADS
RESTRICTED ON RT 7
3 MILES NORTH
I ← 9’- 6” → I
Sign #3

Location: Newport on Route 2 located between 100’ and 500’+/- south of the intersection with Route 7

This sign shall read as follows:

WIDE LOADS
RESTRICTED ON RT 7
2 MILES AHEAD
1 ← 9’- 6” → 1

Sign #4

Location: Newport on Route 2 located between 100’ and 500’+/- North of the intersection with Route 7

This sign shall read as follows:

WIDE LOADS
RESTRICTED ON RT 7
2 MILES AHEAD
1 ← 9’- 6” → 1

Sign #5

Location: Plymouth on I-95 Southbound located two miles north of Exit 161

This sign shall read as follows:

WIDE LOADS
RESTRICTED ON RT 7 S
2 MILES SOUTH
1 ← 9’- 6” → 1
The exact location of any warning signs shall be approved by the Resident.

Below is a generic version of a width restriction warning sign:
STANDARD DETAIL UPDATES

Standard Details and Standard Detail updates are available at:
http://maine.gov/mdot/contractors/publications/standarddetail/

<table>
<thead>
<tr>
<th>Detail #</th>
<th>Description</th>
<th>Revision Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>501(02)</td>
<td>Pipe Pile Splice</td>
<td>3/05/2015</td>
</tr>
<tr>
<td>501(03)</td>
<td>H – Pile Splice</td>
<td>3/05/2015</td>
</tr>
<tr>
<td>504(07)</td>
<td>Diaphragm &amp; Crossframe Notes</td>
<td>10/13/2015</td>
</tr>
<tr>
<td>505(01)</td>
<td>Shear Connectors</td>
<td>10/24/2016</td>
</tr>
<tr>
<td>507(13)</td>
<td>Steel Bridge Railing</td>
<td>6/03/2015</td>
</tr>
<tr>
<td>507(14)</td>
<td>Steel Bridge Railing</td>
<td>6/03/2015</td>
</tr>
<tr>
<td>507(31)</td>
<td>Barrier – Mounted Steel Bridge</td>
<td>8/06/2015</td>
</tr>
<tr>
<td>526(02)</td>
<td>Temporary Concrete Barrier</td>
<td>8/06/2015</td>
</tr>
<tr>
<td>652(06)</td>
<td>Construction Signs</td>
<td>10/24/2016</td>
</tr>
<tr>
<td>652(12)</td>
<td>Construction Traffic Control</td>
<td>10/24/2016</td>
</tr>
<tr>
<td>802(05)</td>
<td>Roadway Culvert End Slope Treatment</td>
<td>1/03/2017</td>
</tr>
</tbody>
</table>
SUPPLEMENTAL SPECIFICATIONS  
(Corrections, Additions, & Revisions to Standard Specifications - November 2014) 

SECTION 101  
CONTRACT INTERPRETATION  

101.2 Definitions  
Page 1-5 – Remove the definition of Bridge in its entirety and replace with:  
“Bridge  A structure that is erected over a depression or an obstruction, such as water, a highway or a railway, and has an opening measured along the centerline of the Roadway of more than 20 feet between: The faces of abutments; spring line of arches; extreme ends of openings of box culverts, pipes or pipe arches; or the extreme ends of openings for multiple box culverts, pipes or pipe arches.”  

Page 1-12 – Remove the definition of Large Culvert in its entirety and replace with:  
“Large Culvert  Any structure not defined as a Culvert or Bridge that provides a drainage or non-drainage opening under the Roadway or Approaches to the Roadway, with an opening that is 5 feet but less than 10 feet.”  

Remove the definition of Minor Span in its entirety and replace with:  
“Minor Span  Same definition as Bridge, except having an opening of between 10 feet and 20 feet, inclusive.”  

Section 103  
AWARD AND CONTRACTING  

In 103.3.2 Notice of Determination  Amend this section by adding the following:  
N. Failure to demonstrate ability to do work to the satisfaction and at the sole discretion of the department.  

SECTION 104  
GENERAL RIGHTS AND RESPONSIBILITIES  

This Section shall be amended by adding the following sub-section:  

104.3.8.1 Electronic Payroll Submission  On federally funded projects, the prime contractor and all subcontractors and lower-tier subcontractors will submit their certified payrolls electronically utilizing the Elation System web based reporting. There is no charge to the contracting community for the use of this service. The submission of paper payrolls will not be allowed or accepted. Additional information can be found at http://www.maine.gov/mdot/contractors/ under the “Notices!” Electronic Payroll System Training & Implementation dated 10/4/2013.
104.4.10 Coordination of Road Closure / Bridge Closure / Bridge Width Restrictions
Revise the last sentence by adding a period after ‘Resident’; remove the “and” after Resident; and adding “not covered by Pay Items” between ‘costs’ and ‘will’. So that the last paragraph reads “All Newspaper notices, radio announcements and any notifications will be subject to the approval of the Resident. All costs not covered by Pay Items will be considered incidental to the Contract.”.

104.5.5 Prompt Payment of Subcontractors Add the following paragraph to this subsection:

C. Payment Tracking Federal Projects On federally funded projects, the prime contractor, subcontractors and lower-tier subcontractors will track and confirm the delivery and receipt of all payments through the Elation System. They will be responsible for entering all payments to all sub and lower tier contractors. MaineDOT will run a query monthly to ensure that contractors are complying and generate an e-mail to contractors who have not responded to confirm receipt of MaineDOT payment or contractor payment to lower tier subcontractors.

SECTION 105
GENERAL SCOPE OF WORK

105.2.5 Compliance with Health and Safety Laws Remove the second paragraph of this subsection in its entirety and replace with:

“For related provisions, see Sections 105.2.3 – Project Specific Emergency Planning, 105.3 – Traffic Control and Management and 105.4 – Maintenance of work.”

105.4.5 Special Detours Remove this subsection in its entirety and replace with:

“105.4.5 Maintenance of Existing Structures When a new Bridge or Minor Span is being installed on a new alignment and the existing structure is to remain in service, the Department will maintain the existing structure and the portions of the roadway required for maintaining traffic until such time that the new structure is opened to traffic and the existing structure is taken out of service. A similar situation exists when a new Bridge or Minor Span is being installed on the same alignment as the existing structure, requiring a temporary detour to be installed by the Contractor per Section 510, Special Detours, prior to removal of the existing structure. In this case, the Department will maintain the existing structure and the portions of the existing roadway required for maintaining traffic until such time that either the temporary detour is opened to traffic or the Contractor begins any work on the existing structure, including, but not limited to, repairs, modifications, moving, demolition or removal. In either case, once the new structure or temporary detour is opened to traffic, or the Contractor begins any work on the existing structure, the Contractor shall be solely responsible for all maintenance of the existing structure and the portions of the existing approaches that lie outside the new roadway or the temporary detour, respectively. This specification is not intended to
supersede Standard Specification Section 104.3.11, Responsibility for Property of Others.”

105.6.2.4 Department Verification Add the following to the end of the first sentence: “or other approved method, such as reference staking, to allow the Department to independently verify the accuracy of the work, as approved by the Department.”

SECTION 106
QUALITY

106.4.1 General - In the first sentence, remove “When required by Special Provision,” and replace with “When required elsewhere in the Contract.”

SECTION 108
PAYMENT

108.3 Retainage - Remove the paragraph beginning with “The Contractor may withdraw…” in its entirety.

108.4.1 Price Adjustment for Hot Mix Asphalt: Remove this section in its entirety and replace with the following

For all contracts with hot mix asphalt in excess of 500 tons total, a price adjustment for performance graded binder will be made for the following pay items:

- Item 403.102 Hot Mix Asphalt – Special Areas
- Item 403.206 Hot Mix Asphalt - 25 mm
- Item 403.207 Hot Mix Asphalt - 19 mm
- Item 403.2071 Hot Mix Asphalt - 19 mm (Polymer Modified)
- Item 403.2072 Hot Mix Asphalt - 19 mm (Asphalt Rich Base)
- Item 403.208 Hot Mix Asphalt - 12.5 mm
- Item 403.2081 Hot Mix Asphalt - 12.5 mm (Polymer Modified)
- Item 403.209 Hot Mix Asphalt - 9.5 mm (sidewalks, drives, & incidentals)
- Item 403.210 Hot Mix Asphalt - 9.5 mm
- Item 403.2101 Hot Mix Asphalt - 9.5 mm (Polymer Modified)
- Item 403.2102 Hot Mix Asphalt - 9.5 mm (Asphalt Rich Base)
- Item 403.2104 Hot Mix Asphalt - 9.5 mm (Thin Lift Surface Treatment)
- Item 403.21041 Hot Mix Asphalt - 9.5 mm (Polymer Modified Thin Lift Surface Treatment)
- Item 403.211 Hot Mix Asphalt – Shim
- Item 403.2111 Hot Mix Asphalt – Shim (Polymer Modified)
- Item 403.212 Hot Mix Asphalt - 4.75 mm (Shim)
- Item 403.213 Hot Mix Asphalt - 12.5 mm (base and intermediate course)
- Item 403.2131 Hot Mix Asphalt - 12.5 mm (base and intermediate course Polymer Modified)
Item 403.2132  Hot Mix Asphalt - 12.5 mm (Asphalt Rich Base and intermediate course)
Item 403.214  Hot Mix Asphalt - 4.75 mm (Surface)
Item 403.235  Hot Mix Asphalt (High Performance Rubberized HMA)
Item 403.301  Hot Mix Asphalt (Asphalt Rubber Gap-Graded)
Item 404.70  Colored Hot Mix Asphalt – 9.5mm (Surface)
Item 404.72  Colored Hot Mix Asphalt – 9.5mm (Islands, sidewalks, & incidentals)
Item 461.13  Light Capital Pavement
Item 461.210  9.5 mm HMA - Paver Placed Surface
Item 462.30  Ultra-Thin Bonded Wearing Course
Item 462.301  Polymer Modified Ultra-Thin Bonded Wearing Course

Price adjustments will be based on the variance in costs for the performance graded binder component of hot mix asphalt. They will be determined as follows:

The quantity of hot mix asphalt for each pay item will be multiplied by the performance graded binder percentages given in the table below times the difference in price between the base price and the period price of asphalt cement. Adjustments will be made upward or downward, as prices increase or decrease.

Item 403.102–6.2%
Item 403.206–4.8%
Item 403.207–5.2%
Item 403.2071–5.2%
Item 403.2072–5.8%
Item 403.208–5.6%
Item 403.2081–5.6%
Item 403.209–6.2%
Item 403.210–6.2%
Item 403.2101–6.2%
Item 403.2102–6.8%
Item 403.2104–6.2%
Item 403.21041–6.2%
Item 403.211–6.2%
Item 403.2111–6.2%
Item 403.212–6.8%
Item 403.213–5.6%
Item 403.2131–5.6%
Item 403.2132–6.2%
Item 403.214–6.8%
Item 403.235–5.5%
Item 403.301–6.2%
Item 404.70–6.2%
Item 404.72–6.2%
Item 461.13–6.5%
Item 461.210 – 6.4%
Item 462.30–0.0021 tons/SY
Item 462.301–0.0021 tons/SY

**Hot Mix Asphalt:** The quantity of hot mix asphalt will be determined from the quantity shown on the progress estimate for each pay period.

**Base Price:** The base price of performance graded binder to be used is the price per standard ton current with the bid opening date. This price is determined by using the average New England Selling Price (Excluding the Connecticut market area), as listed in the Asphalt Weekly Monitor.

**Period Price:** The period price of performance graded binder will be determined by the Department by using the average New England Selling Price (Excluding the Connecticut market area), listed in the Asphalt Weekly Monitor current with the paving date. The maximum Period Price for paving after the adjusted Contract Completion Date will be the Period Price on the adjusted Contract Completion Date.

### SECTION 109

#### CHANGES

109.5.1 Definitions - Types of Delays
Delete Paragraph ‘A’ in its entirety and replace with:

“A. **Excusable Delay** Except as expressly provided otherwise by this Contract, an "Excusable Delay" is a Delay to the Critical Path that is directly and solely caused by (1) a weather related Event of such an unusually severe nature that a Federal Emergency Disaster is declared. The Contractor will only be entitled to an adjustment of time if the Project falls within the geographic boundaries prescribed under the disaster declaration, or (2) a flooding event at the effected location of the Project that results in a Q25 headwater elevation, or greater, but less than a Q50 headwater elevation. Theoretical headwater elevations will be determined by the Department; actual headwater elevations will be determined by the Contractor and verified by the Department or (3) An Uncontrollable Event.”

### APPENDIX A TO DIVISION 100

Remove Section D in its entirety as this is now covered in Section 105.10 **EQUAL OPPORTUNITY AND CIVIL RIGHTS.**

### SECTION 203

**EXCAVATION AND EMBANKMENT**

203.02 Materials
At the bottom of page 2-12, add as the first item in the list:

Crushed Stone, $\frac{3}{4}$ inch 703.13

203.042 Rock Excavation and Blasting
On page 2-16, add the word “No” to the third sentence in Section 5 Submittals, Subsection V, 1 so that it reads:
“No blasting products will be allowed on the job site if the date codes are missing.”

SECTION 304
AGGREGATE BASE AND SUBBASE COURSE

304.02 Aggregate
Remove the sentence “Aggregate for base and subbase courses shall be material meeting the aggregate type requirements specified in the following table” in its entirety and the table that follows it with headings of ‘Material’ and ‘Aggregate Type’.

304.02 – Aggregate Add the following sentence before the sentence starting with “When designated on the plans…”: “Aggregate Base Course – Type C will be capped with 2” of millings or Untreated Aggregate Surface Course – Type B. Payment for this material will be made under 304.16”

SECTION 307
FULL DEPTH RECYCLED PAVEMENT
Remove this Section in its entirety and replace with:

SECTION 307
FULL DEPTH RECYCLING
(UNTREATED OR TREATED WITH EMULSIFIED ASPHALT STABILIZER)

307.01 Description This work shall consist of pulverizing a portion of the existing roadway structure into a homogenous mass, adding an emulsified asphalt stabilizer (if required) to the depth of the pulverized material specified in the contract, placing and compacting this material to the lines, grades, and dimensions shown on the plans or established by the Resident.

MATERIALS

307.02 Pulverized Material Pulverized material shall consist of the existing asphalt pavement layers and one inch or more as specified of the underlying gravel, pulverized and blended into a homogenous mass. Pulverized material will be processed to 100% passing a 2 inch square mesh sieve.
307.021 New Aggregate and Additional Recycled Material  New aggregate, if required by 
the contract, shall meet the requirements of Subsection 703.10 - Aggregate for Untreated 
Surface Course and Leveling Course, Type A. Aggregate Subbase Course Gravel Type D 
processed to 100 percent passing a 2 inch square mesh sieve and meeting the 
requirements of 703.06 – Aggregate for Base and Subbase may be used in areas requiring 
depths greater than 2 inches. New aggregate, will be measured and paid for under the 
appropriate item.

Recycled material, if required, shall consist of salvaged asphalt material from the project 
or from off-site stockpiles that has been processed before use to 100 percent passing a 2 
inch square mesh sieve. Recycled material shall be conditionally accepted at the source 
by the Resident. It shall be free of winter sand, granular fill, construction debris, or 
other materials not generally considered asphalt pavement.

Recycled material generated and salvaged from the project shall be used within the 
roadway limits to the extent it is available as described in 307.09. No additional payment 
will be made for material salvaged from the project.

Recycled material supplied from off-site stockpiles shall be paid for as described in the 
contract, or by contract modification.

307.022 Emulsified Asphalt Stabilizer  If required, the emulsified asphalt stabilizer shall 
be grade MS-2, MS-4, SS-1, or CSS-1 meeting the requirements of Subsection 702.04 
Emulsified Asphalt.

307.023 Water  Water shall be clean and free from deleterious concentrations of acids, 
alkalis, salts or other organic or chemical substances.

307.024 Portland Cement  If required, Portland Cement shall be Type I or II meeting 
the requirements of AASHTO M85.

307.025 Hydrated Lime  If required, Hydrated Lime shall meet the requirements of 
AASHTO M216.

EQUIPMENT

307.03 Pulverizer  The pulverizer shall be a self-propelled machine, specifically 
manufactured for full-depth recycling work and capable of reducing the required 
existing materials to a size that will pass a 2 inch square mesh sieve. The machine shall 
be equipped with standard automatic depth controls and must maintain a consistent 
cutting depth and width. The machine also shall be equipped with a gauge to show depth 
of material being processed.

307.04 Liquid Mixer Unit or Distributor  If treatment of the recycled layer with 
emulsified asphalt is required by the contract, a liquid mixing unit or distributor shall be 
used to introduce the emulsified asphalt stabilizer into the pulverized material. The 
mixing unit shall contain a liquid distribution and mixing system which has been
specifically manufactured for full-depth recycling work, capable of mixing the pulverized material with an evenly metered distribution of emulsified asphalt into a homogeneous mixture, to the depth and width required.

The mixing unit shall be designed, equipped, maintained, and operated so that emulsified asphalt stabilizer at constant temperature may be applied uniformly on variable widths of pulverized material up to 6 feet at readily determined and controlled rates from 0.01 to 1.06 gal/\(\text{yd}^2\) with uniform pressure and with an allowable variation from any specified rate not to exceed 0.01 gal/\(\text{yd}^2\). Mixing units shall include a tachometer, pressure gages, and accurate volume measuring devices or a calibrated tank and a thermometer for measuring temperatures of tank contents.

**307.041 Cement or Lime Spreader** If required by the contract, spreading of the Portland Cement or Hydrated Lime shall be done with a spreader truck designed to spread dry particulate (such as Portland Cement or Lime) or other approved means to insure a uniform distribution across the roadway and minimize fugitive dust. Pneumatic application, including through a slotted pipe, will not be permitted. Other systems that have been developed include fog systems, vacuum systems, etc. Slurry applications may also be accepted. The Department reserves the right to accept or reject the method of spreading cement. The Contractor shall provide a method for verifying that the correct amount of cement is being applied.

**307.05 Placement Equipment** Placement of the Full Depth recycled material to the required slope and grade shall be done with an approved highway grader or by another method approved by the Resident.

**307.06 Rollers** The full depth recycled material shall be rolled with a vibratory pad foot roller, a vibratory steel drum soil compactor and a pneumatic tire roller. The pad foot roller drum shall have a minimum of 112 tamping feet 3 inches in height, a minimum contact area per foot of 17 inch\(^2\), and a minimum width of 84 inches. The vibratory steel drum roller shall have a minimum 84 inch width single drum. The pneumatic tire roller shall meet the requirements of Section 401.10 and the minimum allowable tire pressure shall be 85 psi.

**MIX DESIGN**

If treatment of the recycled layer with emulsified asphalt is required by the contract, the Department will supply a mix design for the emulsified asphalt stabilized material based on test results from pavement and soil analysis taken to the design depth. The Department will provide the following information prior to construction:

1. Percent of emulsified asphalt to be used.
2. Quantity of lime or cement to be added.
3. Optimum moisture content for proper compaction.
4. Additional aggregate (if required).
After a test strip has been completed or as the work progresses, it may be necessary for the Resident to make necessary adjustments to the mix design. Changes to compensation will be in accordance with the Mix Design Special Provision.

CONSTRUCTION REQUIREMENTS

307.06 Pulverizing  The entire depth of existing pavement shall be pulverized together with 1 inch or more of the underlying gravel into a homogenous mass. All pulverizing shall be done with equipment that will provide a homogenous mass of pulverized material, processed in-place, which will pass a 2 inch square mesh sieve.

307.07 Weather Limitations  Full depth recycled work shall be performed when;

A. Recycling operations will be allowed between May 15th and September 15th inclusive in Zone 1 - Areas north of US Route 2 from Gilead to Bangor and north of Route 9 from Bangor to Calais.
B. The atmospheric temperature, as determined by an approved thermometer placed in the shade at the recycling location, is 50°F and rising.
C. When there is no standing water on the surface.
D. During generally dry conditions, or when weather conditions are such that proper pulverizing, mixing, grading, finishing and curing can be obtained using proper procedures, and when compaction can be accomplished as determined by the Resident.
E. When the surface is not frozen and when overnight temperatures are expected to be above 32°F.
F. Wind conditions are such that the spreading of lime or cement on the roadway ahead of the recycling machine will not adversely affect the operation.

307.08 Surface Tolerance  The complete surface of the Full Depth Recycled course shall be shaped and maintained to a tolerance, above or below the required cross sectional shape, of ⅜ inch.

307.09 Full Depth Recycling Procedure  New aggregate or recycled material meeting the requirements of Section 307.021 - New Aggregate and Additional Recycled Material, shall be added as necessary to restore cross-slope and/or grade before pulverizing. Locations will be shown on the plans or described in the construction notes. The Resident may add other locations while construction of the project is in progress. The Contractor will use recycled material to the extent it is available, in lieu of new aggregate. The material shall then be pulverized, processed, and blended into a homogeneous mass passing a 2 inch square mesh sieve. Material found not pulverized down to a 2 inch size will be required to be reprocessed by the recycler with successive passes until approved by the Resident.
Should the Contractor be required to add new aggregate or recycled material to restore cross-slope and/or grade after the initial pulverizing process, those areas will require re-processing to blend into a homogenous mass passing a 2 in square mesh sieve.

Sufficient water shall be added during the recycling process to maintain optimum moisture for compaction.

The resultant material from the initial pulverizing processes shall be graded and compacted to the cross-slope and profile shown on the plans or as directed by the Resident. The Contractor will also be responsible for re-establishing the existing profile grade. The completed surface of the full depth recycled course shall be shaped and maintained to a tolerance, above or below the required cross sectional shape, of $\frac{3}{8}$ inch. Areas not meeting this tolerance will be repaired as described in Section 307.091. The initial pulverizing process density requirements will be the same as Section 307.101 unless otherwise directed by the Resident.

Additives, if required, shall be introduced following completion of the initial pulverizing and blending process. Emulsified asphalt stabilizer shall be incorporated into the top of the processed material as specified in section 307.04 to the depth specified in the contract by use of the liquid mixer unit or a distributor, at the rate specified in the mix design. The emulsified asphalt shall then be uniformly blended into a homogeneous mass until an apparent uniform distribution has occurred. The rate of application may be adjusted as necessary by the Resident. Cement or lime shall be introduced as described in section 307.041. The resultant material shall be graded and compacted to the cross-slope and profile shown on the plans or as directed by the Resident. The Contractor will also be responsible for re-establishing the existing profile grade.

After final compaction, the roadway surface shall be treated with a light application of water, and rolled with pneumatic-tired rollers to create a close-knit texture. The finished layer shall be free from:

A. Surface laminations.
B. Segregation of fine and coarse aggregate.
C. Corrugations, centerline differential, potholes, or any other defects that may adversely affect the performance of the layer, or any layers to be placed upon it.

The Contractor shall protect and maintain the recycled layer until a lift of pavement is applied. Any damage or defects in the layer shall be repaired immediately. An even and uniform surface shall be maintained. The recycled surface shall be swept prior to hot mix asphalt overlay placement.

307.091 Repairs Repairs and maintenance of the recycled layers, resulting from damage caused by traffic, weather or environmental conditions, or resulting from damage caused by the Contractor’s operations or equipment, shall be completed at no
additional cost to the Department.

For recycled layers stabilized with emulsified asphalt, low areas will be repaired using a hot mix asphalt shim. Areas up to 1 inch high can be repaired by milling or shimming with hot mix asphalt. Areas greater than 1 inch high will be repaired using a hot mix asphalt shim. All repair work will be done with the Resident’s approval at the Contractor’s expense.

TESTING REQUIREMENTS

307.10 Quality Control The Contractor shall operate in accordance with the approved Quality Control Plan (QCP) to assure a product meeting the contract requirements. The QCP shall meet the requirements of Section 106.4 - Quality Control and this Section. The Contractor shall not begin recycling operations until the Department approves the QCP in writing.

Prior to performing any recycling process, the Department and the Contractor shall hold a Pre-recycle conference to discuss the recycling schedule, type and amount of equipment to be used, sequence of operations, and traffic control. A copy of the QC random numbers to be used on the project shall be provided to the Resident. All field supervisors including the responsible onsite recycling process supervisor shall attend this meeting.

The QCP shall address any items that affect the quality of the Recycling Process including, but not limited to, the following:

A. Sources for all materials, including New Aggregate and Additional Recycled Material.
B. Make and type of rollers including weight, weight per inch of steel wheels, and average contact pressure for pneumatic tired rollers.
C. Testing Plan.
D. Recycling operations including recycling speed, methods to ensure that segregation is minimized, grading and compacting operations.
E. Methods for protecting the finished product from damage and procedures for any necessary corrective action.
F. Method of grade checks.
G. Examples of Quality Control forms.
H. Name, responsibilities, and qualifications of the Responsible onsite Recycling Supervisor experienced and knowledgeable with the process.
I. A note that all testing will be done in accordance with AASHTO and MDOT/ACM procedures.

The Project Superintendent shall be named in the QCP, and the responsibilities for successful implementation of the QCP shall be outlined.

The Contractor shall sample, test, and evaluate the full depth reclamation process in accordance with the following minimum frequencies:
MINIMUM QUALITY CONTROL FREQUENCIES

<table>
<thead>
<tr>
<th>Test or Action</th>
<th>Frequency</th>
<th>Test Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>Density</td>
<td>1 per 1000 feet / lane</td>
<td>AASHTO T 310</td>
</tr>
<tr>
<td>Air Temperature</td>
<td>4 per day at even intervals</td>
<td></td>
</tr>
<tr>
<td>Surface Temperature</td>
<td>At the beginning and end of each days operation</td>
<td></td>
</tr>
<tr>
<td>Yield of all materials (Daily yield, yield since last test, and total project yield.)</td>
<td>1 per 1000 ft/lane</td>
<td></td>
</tr>
</tbody>
</table>

The Department may view any QC test and request a QC test at any time. The Contractor shall submit all QC test reports and summaries in writing, signed by the appropriate technician, to the Department’s onsite representative by 1:00 P.M. on the next working day, except when otherwise noted in the QCP due to local restrictions. The Contractor shall make all test results, including randomly sampled densities, available to the Department onsite.

The Contractor shall cease recycling operations whenever one of the following occurs:

A. The Contractor fails to follow the approved QCP.
B. The Contractor fails to achieve 98 percent density after corrective action has been taken.
C. The finished product is visually defective, as determined by the Resident.
D. The computed yield differs from the mix design by 10 percent or more.

Recycling operations shall not resume until the Department approves the corrective action to be taken.

307.101 Test Strip  The contractor shall assemble all items of equipment for the recycling operation on the first day of the recycling work. The Contractor shall construct a test strip for the project at a location approved by the Resident. The Responsible onsite Recycling Supervisor will work with Department personnel to determine the suitability of the mixed material, moisture control within the mixed material, and compaction and surface finish. The test strip section is required to:

A. Demonstrate that the equipment and processes can produce recycled layers to
meet the requirements specified in these special provisions.

B. Determine the effect on the gradation of the recycled material by varying the forward speed of the recycling machine and the rotation rate of the milling drum.

C. Determine the optimum moisture necessary to achieve proper compaction of the recycled layer.

D. Determine the sequence and manner of rolling necessary to obtain the compaction requirements and establish a target density. The Contractor and the Department will both conduct testing with their respective gauges at this time.

The test strip shall be at least 300 feet in length of a full lane-width (or a half-road width). Full recycling production will not start until a passing test strip has been accomplished. If a test strip fails to meet the requirements of this specification, the Contractor will be required to repair or replace the test strip to the satisfaction of the Resident. Any repairs, replacement, or duplication of the test strip will be at the Contractor’s expense.

After the test strip has been pulverized, and the roadway brought to proper shape, the Contractor shall add water until it is determined that optimum moisture has been obtained. The test strip shall then be rolled using the specified compaction equipment as directed until the density readings show an increase in dry density of less than 1 pcf for the final four roller passes of each roller. The Contractor and Department will each determine a target density using their respective gauges by performing several additional density tests and averaging them. The average of these tests will be used as the target density of the recycled material for QC and Acceptance purposes.

Following completion of the test strip, compaction of the material shall continue until a density of not less than 98 percent of the test strip target density has been achieved for the full width and depth of the layer. During the construction and compaction of the Full Depth Recycled base, should three consecutive Acceptance test results for density fail to meet a minimum of 95 percent of the target density, or exceed 102 percent of target density, a new test strip shall be constructed.

**ACCEPTANCE TEST FREQUENCY**

<table>
<thead>
<tr>
<th>Property</th>
<th>Frequency</th>
<th>Test Method</th>
</tr>
</thead>
<tbody>
<tr>
<td>In-place Density</td>
<td>1 per 2000 ft / lane</td>
<td>AASHTO T 310</td>
</tr>
</tbody>
</table>

308.102 Curing. No new pavement shall be placed on the full depth recycled pavement until curing has reduced the moisture content to 1 percent or less by total weight of the mixture, or a curing period of 4 days has elapsed, whichever comes first.

307.11 Method of Measurement Full Depth Recycled Pavement (Untreated or Treated with Emulsified Asphalt Stabilizer) will be measured by the square yard.

307.12 Basis of Payment The accepted quantity of Full Depth Recycled Asphalt Pavement (Untreated or Treated with Emulsified Asphalt Stabilizer) will be paid for at the contract unit price per square yard, complete in-place which price will be full
compensation for furnishing all equipment, materials and labor for pulverizing, blending, placing, grading, compacting, and for all incidentals necessary to complete the work.

The addition of materials to restore profile grade and/or cross-slope in areas shown on the plans or described in the construction notes will be paid separately under designated pay items within the contract. No additional payment will be made for materials salvaged from the project.

Payments will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>307.331 Full Depth Recycled Pavement (Untreated)</td>
<td>Square Yard</td>
</tr>
<tr>
<td>307.332 Full Depth Recycled Pavement (with Emulsified Asphalt Stabilizer) 5 in. depth</td>
<td>Square Yard</td>
</tr>
<tr>
<td>307.333 Full Depth Recycled Pavement (with Emulsified Asphalt Stabilizer) 6 in. depth</td>
<td>Square Yard</td>
</tr>
</tbody>
</table>

SECTION 411
UNTREATED AGGREGATE SURFACE COURSE

411.02 – Aggregate Add the following to the end of the first sentence: “- Type A”

SECTION 501
FOUNDATION PILES

501.05 – Method of Measurement

b. Piles Furnished – After the second sentence, add the sentence “Measurement will not include any pile tips”.

c. Piles in Place – Add the sentence to the end of the second paragraph, “Measurement will include the pile tips”.

d. Pile Tips – Add the words “on the Pile” to the end of the sentence.
502.05 Composition and Proportioning
Replace Table 1 with

<table>
<thead>
<tr>
<th>Concrete CLASS</th>
<th>Minimum Compressive Strength (PSI)</th>
<th>Permeability as indicated by Surface Resistivity (KOhm-cm)</th>
<th>Entrained Air (%)</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>S</td>
<td>3,000</td>
<td>LSL</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>A</td>
<td>4,000</td>
<td>N/A</td>
<td>6.0</td>
<td>9.0</td>
</tr>
<tr>
<td>P</td>
<td>-----</td>
<td>-----</td>
<td>5.5</td>
<td>7.5</td>
</tr>
<tr>
<td>LP</td>
<td>5,000</td>
<td>-----</td>
<td>6.0</td>
<td>9.0</td>
</tr>
<tr>
<td>Fill</td>
<td>3,000</td>
<td>-----</td>
<td>6.0</td>
<td>9.0</td>
</tr>
</tbody>
</table>

In the list of information submitted by the contractor for a mix design:
   Item J Replace “Target Coulomb Value.” with “Target KOhm-cm Value.”

Note #1 - Remove, “...Standard Specification Section 711.05, Protective Coating for Concrete Surfaces, and per the manufacturer’s recommendations, at no additional cost to the Department.” and replace with, “...Standard Specification Section 515, Protective Coating for Concrete Surfaces, at no additional cost to the Department.”

502.1703 Acceptance Methods A and B
In the paragraph that starts with “The Department will take Acceptance...” Remove the word chloride from chloride permeability in the last sentence.

Replace the paragraph starting with “Rapid Chloride Permeability specimens...” With the following:
   “Surface Resistivity specimens will be tested by the Department in accordance with AASHTO TP-95 at an age \( \geq 56 \) days. Four 4 inch x 8 inch cylinders will be cast per subplot placed. The average of three concrete specimens per subplot will constitute a test result and this average will be used to determine the permeability for pay adjustment computations.”
502.1706 Acceptance Method C  
Remove in its entirety and Replace with:

502.1706 Acceptance Method C  
The Department will determine the acceptability of the concrete through Acceptance testing. Acceptance tests will include compressive strength, air content and permeability. Method C concrete not meeting the requirements listed in Table 1 shall be removed and replaced at no cost to the Department. At the Department’s sole discretion, material not meeting requirements may be left in place and paid for at a reduced price as described in Section 502.195.

502.1707 Resolution of Disputed Acceptance Test Results  
Section B  
Remove “Rapid Chloride” from the section heading.  
In paragraph 4 replace T-277 with TP-95

502.192 Pay Adjustment for Chloride Permeability  
Remove “Chloride” from the heading and from the first sentence.  
Replace the sentence that starts with “values greater than…” and replace with “values less than 10 KOhms-cm for Class A concrete or 11 KOhms-cm for Class LP concrete shall be subject to rejection and replacement, at no additional cost to the Department.”

502.194 Pay Adjustments for Compressive Strength, Chloride Permeability and Air Content, Methods A and B  
Remove the word “Chloride” from the section heading and from the equation for CPF.

502.195 Pay Adjustment Method C  
In Table 6: Method C Pay Reductions (page 5-53)  
Under “Entrained Air” for “Class Fill”, in the first line, change from “< 4.0 (Removal)” to “< 4.5 (Removal)”

In Table 6: Method C PAY REDUCTIONS, revise the Chloride Permeability section by removing it in its entirety and replacing it with:

| Surface Resistivity {Permeability in Kohm-cms and Pay Reduction per CY} |
|-------------------------|-----------------|---------------|---------------|
| 15-16 ($50)             | 13 ($25)        | N/A           | N/A           |
| 13-14 ($75)             | 12($50)         | N/A           | N/A           |
| 12 ($100)               | 11 ($75)        | N/A           | N/A           |
| 11 ($125)               | 10 ($100)       | N/A           | N/A           |
SECTION 504
STRUCTURAL STEEL

504.26 Welding  Remove the second paragraph beginning with “The range of heat….” in its entirety.

504.29 Welding ASTM A 709 HPS 70W Steel. Remove the third paragraph beginning with “Make Weld runoff tabs…” in its entirety.

SECTION 510
SPECIAL DETOURS

510.32 Geometric and Approach Design a. Horizontal alignment
The third paragraph of this section is revised to read as follows:

“The roadway width shall be increased on curved portions of the Special Detour to account for the off tracking characteristics of WB-62 vehicle in accordance with the AASHTO publication A Policy On Geometric Design of Highways and Streets (the Green Book), chapter 3 table entitled Design Widths of Pavements for Turning Roadways.”

SECTION 527
ENERGY ABSORBING UNIT

527.02 Materials  This section is revised to read as follows.

527.02 Materials Work Zone Crash Cushions must comply with NCHRP Report 350. Work Zone Crash Cushions shall be selected from MaineDOT’s Qualified Products List of Crash Cushions / Impact Attenuators, or an approved equal.

SECTION 534
PRECAST STRUCTURAL CONCRETE
534.14 Process Control Test Cylinders

Revise this subsection to read:

“534.14 Acceptance and Quality Control Testing of Concrete Refer to Section 712.061.”

SECTION 535
PRECAST, PRESTRESSED CONCRETE SUPERSTRUCTURE

Section 535.08 – Quality Assurance

Revise the second paragraph to read:

“The QAI will perform acceptance sampling and testing and will witness or review documentation, workmanship and testing to assure the Work is being performed in accordance with the Contract Documents.”

Section 535.15 - Process Control Test Cylinders

Revise the first paragraph to read:

“535.15 Acceptance and Quality Control Testing of Concrete Acceptance of structural precast/prestressed units, for each day’s production, will be determined by the Department, based on compliance with this specification and satisfactory concrete testing results. At least once per week, the QAI will make 2 concrete cylinders (6 cylinders when the Contract includes permeability requirements) for use by the Department; cylinders shall be standard cured in accordance with AASHTO T23 (ASTM C31). The QAI will perform entrained air content and slump flow testing, determine water-cement ratio and determine temperature of the sampled concrete at the time of cylinder casting. All testing equipment required by the QAI to perform this testing shall be provided in accordance with Standard Specification Section 502.041, Testing Equipment. In addition, the Contractor shall provide a slump cone meeting the requirements of AASHTO T 119. Providing and maintaining testing and curing equipment shall be considered incidental to the work and no additional payment will be made.”

Insert the following as the second paragraph of Section 535.15:

“Quality Control concrete test cylinders shall be made for each day’s cast and each form bed used. Cylinders tested to determine strand release strength and design strength shall be field cured in accordance with AASHTO T23 (ASTM C31). 28 day cylinders shall be standard cured. Record unit identification, entrained air content, water-cement
ratio, slump flow and temperature of the sampled concrete at the time of cylinder casting.”

SECTION 604
MANHOLES, INLETS CATCH BASINS

604.04  Adjusting Catch Basins and Manholes,

Add the following paragraph to the end of 604.04 b:

The Department will allow the use of metal ring inserts set into the manhole top frame or composite risers placed beneath the manhole frame to adjust manhole slope and grade for paving projects. The use of metal ring inserts shall be in accordance with 604.04 d. Ring Insert Requirements. The use of composite risers shall be in accordance with 604.04 e. Composite Riser Requirements.

Add the following paragraph after the first paragraph of 604.04 c:

The Department will allow the use of metal ring inserts set into the manhole top frame or composite risers placed beneath the manhole frame to adjust manhole slope and grade for paving projects. The use of metal ring inserts shall be in accordance with 604.04 d. Ring Insert Requirements. The use of composite risers shall be in accordance with 604.04 e. Composite Riser Requirements.

Add the following sections to 604.04:

   d. Ring Insert Requirements  Ring inserts to adjust manhole top frame slope and grade will are allowed in accordance with the following requirements:

       1) Materials

           i. All ring inserts must be made of iron. Multiple ring inserts will not be allowed. The single ring insert may be any height up to a maximum of 2 inches tall.
ii. Ring inserts shall not be welded to the manhole frame to prevent brittle failure of the cast iron frame.

iii. Ring inserts shall be fastened to the manhole frame using liquid steel-filled epoxy such as Loctite Fixmaster Steel Liquid or equivalent. The epoxy shall be installed in accordance with the manufacturer’s recommendations.

2) Where Ring Inserts May/May Not Be Used

   i. MaineDOT will allow the use of a single manhole ring insert to raise manholes on state and state-aid highways.

   ii. *Manhole ring inserts may not be used along state and state-aid highway sections where the speed limit is 40 miles per hour or more.* The standard brick and mortar or flat composite risers beneath the manhole frame must be used at these locations.

3) Construction Requirements For The Use of Iron Manhole Ring Inserts

   i. Wherever iron ring inserts are used to raise manhole top elevations, the rings shall be fastened to the existing manhole frame using liquid steel-filled epoxy. The liquid steel-filled epoxy shall be placed evenly around the entire manhole frame before placing the ring insert. *Unbonded ring inserts will not be allowed.* If the manufacturer’s recommended construction practices result in loose or unacceptable manhole cover restraint, standard brick and mortar or flat composite risers beneath the manhole frame must be used at these locations.

   e. Composite Riser Requirements  Flat or beveled, doughnut-shaped, composite risers placed beneath the manhole frame to adjust slope and grade are allowed. The composite riser shall be fastened to both the top of the concrete cone and bottom of the manhole frame with the manufacturer’s recommended epoxy. Composite risers may be used at all locations on state and state-aid highways under any legal speed limit without restriction.

**SECTION 606**

**GUARDRAIL**

606.09 Basis of Payment  Amend the first sentence of the eighth paragraph of this subsection by removing the word “meter” and replace it with “linear foot”.

**SECTION 608**

**SIDEWALKS**

Page 20 of 37
608.021 Sidewalk Materials. Revise this section by removing the second paragraph which begins with “Portland cement concrete shall…” in its entirety and replace with “Portland cement concrete shall be Class A and meet the requirements of Section 502, Structural Concrete.”

SECTION 619
MULCH

619.07 Basis of Payment. Amend this section by adding the words “; Bark Mulch and Erosion Control Mix will be paid for by the Cubic Yard;” into the first sentence so that it reads:

“The accepted areas mulched will be paid for at the contract price per unit; Bark Mulch and Erosion Control Mix will be paid for by the Cubic Yard; which shall be full compensation for furnishing and spreading the hay or straw and mulch binder, cellulose fiber mulch, bark mulch or erosion control mix.

Revise the second sentence by removing “for pay item 619.1201” So that it reads:

“When Mulch is measured in Bales, each bale will be paid for at 60% of the contract price per Unit”.

Revise this section by removing all pay items and replace them with the following:

<table>
<thead>
<tr>
<th>Item</th>
<th>Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>619.12 Mulch</td>
<td>Unit</td>
</tr>
<tr>
<td>619.13 Bark Mulch</td>
<td>Cubic Yard</td>
</tr>
<tr>
<td>619.14 Erosion Control Mix</td>
<td>Cubic Yard</td>
</tr>
</tbody>
</table>

SECTION 621
LANDSCAPING

621.0002 Materials - General
In the list of items change “Organic Humus” to “Humus”.

Page 21 of 37
621.0019 Plant Pits and Beds

c Class A Planting

In the third paragraph beginning with “The plant pit…” change “½ inch” to “1 inch”

SECTION 626

FOUNDATIONS, CONDUIT AND JUNCTION BOXES FOR HIGHWAY SIGNING, LIGHTING AND SIGNALS

626.033 Polyvinylchloride Conduit Installation Amend the following subsection by adding the following paragraph to its end:

“NON-METALLIC UNDER PAVEMENT CONDUIT INSTALLATION

Where noted on the drawings, non-metallic under pavement conduit of schedule 80 or greater rating shall be provided to facilitate conduit crossing of the existing highway and ramps without disruption to the existing highway and ramp pavement surface. The non-metallic under pavement conduit shall be hydraulically jacked or directional bored below the highway and ramp at a depth of not less than (36 inches). Under pavement conduit shall extend for a distance of (10 feet) beyond the highway or ramp edge at each side.”

626.034 Concrete Foundations

On Page 6-85, add the following paragraph before the paragraph beginning with “Drilled shafts shall not be…”:

“No foundation design will be required for 18- and 24-inch diameter foundations for structures less than 30-feet tall and with no projecting arms. A foundation design prepared by a Professional Engineer licensed in accordance with the laws of the State of Maine will be required for all other foundations. Precast foundations will be permitted for 18 and 24-inch diameter foundations for structures less than 30-feet tall and with no projecting arms. Where precast foundations are permitted flowable concrete fill shall be used as backfill in the annular space, and placed from the bottom up. Construction of precast foundations shall conform to the Standard Details and all requirements of Section 712.061 except that the concrete shall have a minimum permeability of 17 kOhm-cm and the use of calcium nitrite will not be required.

On Page 6-86, add the following to the paragraph beginning with “Concrete for drilled shafts…” so that it reads as follows:

“….The Contractor shall provide temporary dewatering of excavations for foundations such that concrete is placed in the dry. Concrete for drilled shafts shall be placed in
accordance with Section 502.10 as temporary casing is withdrawn to prevent debris from contaminating the foundation and to ensure concrete is cast against the surrounding soil. Concrete for drilled shafts and spread footings shall be Class A in accordance with Section 502 - Structural Concrete. Precast foundations will not be permitted except as specified above in this Section. Backfill for spread footing foundations shall be Gravel Borrow meeting the requirements of Section 703.20 - Gravel Borrow....”

626.05  Basis of Payment  Amend this subsection by adding the following paragraph and Pay Item:

“Payment will be made for the total number of linear feet of under pavement conduit actually furnished, installed and accepted at the contract price per linear foot. This price shall include the cost of: furnishing and installing the conduit; excavating; furnishing special backfilling materials, pull wire, fittings, grounding and bonding; test cleaning interiors of conduits and all materials, labor, equipment and incidentals necessary to complete the work.”

Pay Item  Pay Unit
626.251 Non-Metallic Under pavement Conduit  Linear Foot (Schedule 80 or greater rating)

SECTION 627
PAVEMENT MARKINGS

627.10  Basis of Payment  Remove the existing “627.78 Temporary Pavement Marking Line, White or Yellow” and replace with:
627.78 TEMP 4" PAINT PVMT MARK LINE W OR Y LF

SECTION 639
ENGINEERING FACILITIES

Revise this section by removing this section in its entirety and replace with the following:

639.01 Description  This work shall consist of providing, erecting, lighting, equipping and maintaining buildings to be solely used by the Resident and other assigned Department representatives as a field office. Upon completion of the work, the buildings and equipment shall remain the property of the Contractor.

639.02 Materials  Materials for buildings shall be of good quality customarily used in standard frame house or office trailer construction.

639.03 General  The building of the type called for shall be provided before the start of work, and shall remain until work is completed and accepted, unless earlier removal is...
authorized. The location shall be approved by the Resident and should be adjacent or virtually adjacent to the Project.

A fire extinguisher shall be provided in each building or office trailer for electrical and chemical fires and effective on all solvents used in the building.

Walls, roof, floor, windows, and doors shall be tightly constructed to the required area.

Furnishings shall be supplied as called for. Doors shall be equipped with locks and all keys shall be in the possession of the Resident. Windows shall be equipped with latches so they may be locked on the inside. Window screens and screen doors shall be supplied when necessary. Adequate desk and desk space shall be provided. If a portable table is supplied, it should be adjustable to accommodate the various heights of employees. A 5-way adjustable office chair shall be provided in the quantities listed.

639.04 Field Offices Field Offices are designated Type A, Type B, or Type C. Buildings, including trailers, may be provided if they substantially equal or exceed the following requirements. Air conditioning, appropriate to the building size, shall be provided in all field offices.

The walls, roof, and floor of the building shall be completely insulated with a minimum insulation value of R-15. Office trailers shall be either new or in very good used condition. The interior walls shall be covered with suitable wall paneling. The entire office trailer shall be for the exclusive use of the Resident. The office trailer shall be winterized and completely enclosed at the bottom, if the trailer will be used in cold weather.

Other types of buildings and facilities may be furnished of equal or better quality.

A public work area will be provided in the field office that shall be designed and constructed so that individuals with disabilities can approach, enter, and exit this area.

At least one accessible route to the field office shall be provided from accessible parking. The accessible route shall comply with the Americans with Disabilities Act Accessibility Guidelines (ADAAG) and this specification.

The minimum clear width of an accessible route shall be 36 inches except at doors. The least possible slope shall be used for an accessible route. An accessible route with a running slope greater than 1:20 shall be considered a ramp. Maximum ramp slope is 1:12. The maximum rise for any run of a ramp shall be 30 inches and the minimum clear width shall be 36 inches. Nowhere shall the cross slope of an accessible route exceed 1:50. Changes in level up to ¼ inch may be vertical and without edge treatment. Changes in level between ¼ inch and ½ inch shall be beveled with a slope no greater than 1:2. Ramp floor surfaces shall be stable, firm, and slip-resistant.
Ground floor surfaces along accessible routes and in accessible rooms and spaces including floors, walks, ramps, stairs, and curb ramps, shall be stable, firm, and slip-resistant.

The main door to the public work area shall have a minimum clear opening of 32 inches with the door opened 90 degrees, measured between the face of door and the opposite stop. Minimum maneuvering clearances at doors shall be provided. The floor or ground area within the required clearances shall be level and clear.

The handle and other operating devices on accessible doors shall have a shape that is easy to grasp with one hand and does not require tight grasping. Lever-operated mechanisms push type mechanisms, and U-shaped handles are acceptable designs. Hardware required for accessible door passage shall be mounted no higher than 48 inches above finished floor.

A minimum of 3 parking spaces will be supplied for Class B & C Field Offices and 6 for Class A. One wheelchair accessible parking space shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance.

Level landings shall be provided at bottom and top of each run. The landing shall be at least as wide as the ramp run leading to it with a minimum length of 60 inches.

If a ramp run has a rise greater than 6 inches or a horizontal projection greater than 72 inches, then it shall have handrails on both sides. Handrails shall have the following features:

1) Handrails shall be provided along both sides of ramp segments. The inside handrail on switchback ramps shall always be continuous.

2) If handrails are not continuous, they shall extend at least 12 inches beyond the top and bottom of the ramp segment and shall be parallel with the floor or ground surface.

3) The clear space between the handrail and the wall shall be 1½ inch.

4) Gripping surfaces shall be continuous.

5) Top of handrail gripping surfaces shall be mounted between 34 and 38 inches above ramp surfaces.

6) Ends of handrails shall be either rounded or returned smoothly to floor, wall, or post.

7) Handrails shall not rotate within their fittings.
8) The diameter or width of the gripping surfaces of a handrail shall be 1¼ to 1½ inch, or the shape shall provide an equivalent gripping surface.

Firm and sturdy steps shall also be provided with 7 inch maximum riser and 11 inch minimum depth, and at least one handrail extending from the top of the steps to a minimum 12 inches beyond the bottom of the steps.

The Contractor will make reasonable effort(s) to provide wheelchair accessible toilet facilities when "portable" facilities are provided.

The Contractor shall provide wheelchair accessible toilet facilities when flush type facilities, that is, those with running water, are provided; and the Contractor shall provide wheelchair accessible portable facilities, if used, when the contract duration exceeds two continuous construction seasons.

In addition to the facilities previously specified in this subsection, each field office shall meet the following minimum requirements:

<table>
<thead>
<tr>
<th>Description</th>
<th>Type A</th>
<th>Type B</th>
<th>Type C</th>
</tr>
</thead>
<tbody>
<tr>
<td>Floor Area (Outside Dimension) - ft²</td>
<td>312</td>
<td>220</td>
<td>125</td>
</tr>
<tr>
<td>Inside Wall Height – feet</td>
<td>7</td>
<td>7</td>
<td>7</td>
</tr>
<tr>
<td>Window Area - ft²</td>
<td>55</td>
<td>35</td>
<td>35</td>
</tr>
<tr>
<td>Drafting Table Surface Area - ft²</td>
<td>15</td>
<td>15</td>
<td>15</td>
</tr>
<tr>
<td>Drafting Stools - each</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Office Desks - each</td>
<td>2</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Ergonomic Swivel Chairs - ea (5-way adjustable)</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Folding Chairs - each</td>
<td>3</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Lighting Units - each</td>
<td>4</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Electric Wall Outlets - each</td>
<td>6</td>
<td>4</td>
<td>3</td>
</tr>
<tr>
<td>Power Strip Surge Protectors - each</td>
<td>3</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>Wall Closets - each</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Plan Rack for minimum of 6 sets of plans</td>
<td>1</td>
<td>1</td>
<td>0</td>
</tr>
<tr>
<td>Toilet Facility</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Wastebaskets - each</td>
<td>2</td>
<td>2</td>
<td>1</td>
</tr>
</tbody>
</table>

All windows shall be provided with shades or blinds.

The toilet facility shall be for the exclusive use of State personnel. If requested, the Contractor will supply a lock to ensure exclusive use.

The Resident will have the option to reject any furniture or supplies provided to the field office based on general condition.

One hundred ten volt, 60 cycle, continuous electric service shall be supplied for lighting and 15 amp duplex wall outlets. Lighting shall consist of florescent light units with rapid
start bulbs or LED shop style lights located over the work areas for a minimum of 50 foot candles overall. At least one external light source will be provided.

Drafting surfaces shall be 40 inches above the floor and have shelves beneath. Shelves for plans and rolls shall also be furnished overhead. Drafting stools shall be approximately 28 inches high.

Desks shall be single or double pedestal standard office type, and shall be in addition to “built-in” type desks in the office trailer.

Field offices shall be furnished with one four-drawer letter size metal filing cabinet.

Wall closets shall be 21 inches wide, 15 inches deep, and at least 4 feet high.

Each office shall be furnished with a broom, dustpan, sweeping compound, trash bags, and with cleaning material for cleaning glass. If the field office is carpeted, then a vacuum cleaner will be provided. The contractor will be responsible for disposing of trash from the field office.

The Contractor shall provide a fully functional wireless desktop copier/scanner/printer, capable of copying field books, for the Resident’s use during the project. All maintenance and supplies, except paper, shall be the responsibility of the Contractor.

The Contractor shall provide bottled water and a microwave for the duration of the project. All maintenance and supplies shall be the responsibility of the Contractor. Alternate source of water, such as a water cooler, may be provided as approved by resident.

The Contractor shall provide a 4 cubic-foot refrigerator in the field office for the duration of the project.

Each office shall be furnished with a 10-person general-purpose first aid kit. The first aid kit shall be periodically inspected and refilled as necessary.

639.08 Heat Heat appropriate to the building size shall be supplied by the Contractor to maintain an acceptable room temperature during occupancy.

639.091 Broadband Connection The contractor will supply one computer broadband connection, modem lease and router. The router shall have wireless access and be 802.11n or newer capable. The type of connection supplied will be contingent upon the availability of services (i.e. DSL or Cable Broadband). It shall be the contractor’s option to provide dynamic or static IP addresses through the service. The selected service will have a minimum download connection of 5.0 Mbps and 1.0 Mbps upload. The contractor shall be responsible for the installation charges and all reinstallation charges following
suspended periods. Monthly service and maintenance charges shall be billed by the Internet Service Provider (ISP) directly to the contractor.

639.10 Method of Measurement  Field office will be measured by the unit or lump sum for each building provided, equipped and maintained satisfactorily.

639.11 Basis of Payment  The accepted quantity of field office will be paid for at the contract unit price each or lump sum which payment shall be full compensation for furnishing until contract completion, erecting, equipping, maintaining, furnishing electricity, heating, installing and maintaining toilet facilities and if necessary removing the buildings or office trailers.

Payment for these items will be made in 3 parts; the first payment of ½ to be made after the Contractor has supplied the building or office trailer and it has been approved. The remaining payments shall be made at intervals as follows:

A second payment of ¼ shall be made when one-half of the anticipated work has been completed.

The final payment of the remaining ¼ shall be made upon completion of the work.

Payment will be made under:

<table>
<thead>
<tr>
<th>Pay Item</th>
<th>Pay Unit</th>
</tr>
</thead>
<tbody>
<tr>
<td>639.18 Field Office, Type A</td>
<td>Each</td>
</tr>
<tr>
<td>639.19 Field Office, Type B</td>
<td>Each</td>
</tr>
<tr>
<td>639.20 Field Office, Type C</td>
<td>Each</td>
</tr>
</tbody>
</table>

SECTION 652
MAINTENANCE OF TRAFFIC

652.3.3 Submittal of Traffic Control Plan  On page 6-148, note f, in the last sentence revise the “105.2.2” to “105.2.3” so that the last sentence reads, “For a related provision, see Section 105.2.3 – Project Specific Emergency Planning.”.

652.3.4 General  Revise the eighth paragraph by removing “Earth Berm” and replace it with “Concrete Barrier”.

652.4 Flaggers  In the first paragraph, revise the fifth sentence which says:

For nighttime conditions, Class 3 apparel, meeting ANSI 107-2004, shall be worn along with a hardhat with 360° retro-reflectivity.

So that it reads:
For nighttime conditions, Class 3 apparel, meeting ANSI 107-2004, including a Class 3 top (vest, shirt or jacket) and a Class E bottom (pants or coveralls), shall be worn along with a hardhat with 360° retro-reflectivity.

652.41 TRAFFIC OFFICERS
Revise this subsection so that the subsection number and title is “652.4.1 TRAFFIC OFFICERS”

SECTION 656
TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL

656.5.2 If No Pay Item Add the following to the end of the first paragraph:
“We failure by the Contractor to follow Standard Specification or Special Provision - Section 656 will result in a violation letter and a reduction in payment as shown in the schedule list in 656.5.1. The Department’s Resident or any other representative of The Department reserves the right to suspend the work at any time and request a meeting to discuss violations and remedies. The Department shall not be held responsible for any delay in the work due to any suspension under this item.”

SECTION 660
ON-THE-JOB TRAINING

660.06 Method of Measurement

Remove the first sentence in its entirety and replace with “The OJT item will be measured by the number of OJT hours by a trainee who has successfully completed an approved training program.”

660.07 Basis of payment to the Contractor
Remove the last word in the first sentence so that the first sentence reads “The OJT shall be paid for once successfully completed at the contract unit price per hour.”

Payment will be made under
Change the Pay Item from “660.22” to “660.21” and change the Pay Unit from “Each” to “Hour”.

SECTION 674
PREFABRICATED CONCRETE MODULAR GRAVITY WALL
674.02 Materials
Amend this section by adding the following after “Concrete Units:” and before the paragraph beginning with “Tolerances ”.

Concrete shall be Class P. The concrete shall contain a minimum of 5.5 gallons per cubic yard of calcium nitrite solution.

The minimum permeability of the concrete as indicated by Surface Resistivity shall be 17 KOhm-cm.

Defects  Defects which may cause rejection of precast units include, but are not limited to, the following:

Any discontinuity (crack, rock pocket, etc.) of the concrete which could allow moisture to reach the reinforcing steel.
Rock pockets or honeycomb over 6 square inches in area or over 1 inch deep.
Edge or corner breakage exceeding 12 inches in length or 1 inch in depth.
Any other defect that clearly and substantially impacts the quality, durability, or maintainability of the structure, as determined by the Fabrication Engineer.

Repair honeycombing, ragged or irregular edges and other non-structural or cosmetic defects using a patching material from the MaineDOT Qualified Products List (QPL). The repair, including preparation of the repair area, mixing and application and curing of the patching material, shall be in accordance with the manufacturer's product data sheet. Corners that are not exposed in the final product may be ground smooth with no further repair necessary if the depth of the defect does not exceed 1/2 inch. Remove form ties and other hardware to a depth of not less than 1 inch from the face of the concrete and patch the holes using a patching material from the MaineDOT QPL.

Repair structural defects only with the approval of the Fabrication Engineer. Submit a nonconformance report (NCR) to the Fabrication Engineer with a proposed repair procedure. Do not perform structural repairs without an NCR that has been reviewed by the Fabrication Engineer. Structural defects include, but are not be limited to, exposed reinforcing steel or strand, cracks in bearing areas, through cracks and cracks 0.013 inch in width that extend more than 12 inches in length in any direction. Give the QAI adequate notice prior to beginning any structural repairs.

SECTION 677
MECHANICALLY STABILIZED EARTH RETAINING WALL

On page 6 - 203 change “636.041” to “677.041”
Amend 677.042 Precast Panel Tolerances and Surface Finish by the addition of the following:

**Defects** Defects which may cause rejection of precast units include, but are not limited to, the following:

Any discontinuity (crack, rock pocket, etc.) of the concrete which could allow moisture to reach the reinforcing steel.
Rock pockets or honeycomb over 6 square inches in area or over 1 inch deep.
Edge or corner breakage exceeding 12 inches in length or 1 inch in depth.
Any other defect that clearly and substantially impacts the quality, durability, or maintainability of the structure, as determined by the Fabrication Engineer.

Repair honeycombing, ragged or irregular edges and other non-structural or cosmetic defects using a patching material from the MaineDOT Qualified Products List (QPL). The repair, including preparation of the repair area, mixing and application and curing of the patching material, shall be in accordance with the manufacturer's product data sheet. Corners that are not exposed in the final product may be ground smooth with no further repair necessary if the depth of the defect does not exceed 1/2 inch. Remove form ties and other hardware to a depth of not less than 1 inch from the face of the concrete and patch the holes using a patching material from the MaineDOT QPL.

Repair structural defects only with the approval of the Fabrication Engineer. Submit a nonconformance report (NCR) to the Fabrication Engineer with a proposed repair procedure. Do not perform structural repairs without an NCR that has been reviewed by the Fabrication Engineer. Structural defects include, but are not be limited to, exposed reinforcing steel or strand, cracks in bearing areas, through cracks and cracks 0.013 inch in width that extend more than 12 inches in length in any direction. Give the QAI adequate notice prior to beginning any structural repairs.

**SECTION 702**

**BITUMINOUS MATERIAL**

702.04 Emulsified Asphalt

Revise this Section by removing the first paragraph in its entirety and replace with the following:

Emulsified Asphalt shall conform to the requirements of AASHTO M 140. Cationic emulsified asphalt shall conform to the requirements of AASHTO M 208. Anionic emulsified asphalt Grade RS-1h shall conform to the requirements in the following table:

<table>
<thead>
<tr>
<th>Type</th>
<th>Rapid-Setting</th>
</tr>
</thead>
<tbody>
<tr>
<td>Grade</td>
<td></td>
</tr>
<tr>
<td>Tests on Emulsions</td>
<td>min</td>
</tr>
</tbody>
</table>
SECTION 703
AGGREGATES

Remove this section in its entirety and replace with the following:

703.0201 Alkali Silica Reactive Aggregates. All coarse and fine aggregates proposed for use in concrete shall be tested for Alkali Silica Reactivity (ASR) potential under AASHTO T 303 (ASTM C 1260), Accelerated Detection of Potentially Deleterious Expansion of Mortar Bars Due to Alkali-Silica Reaction, prior to being accepted for use. Acceptance will be based on testing performed by an accredited independent lab submitted to the Department. Aggregate submittals will be required on a 5-year cycle, unless the source or character of the aggregate in question has changed within 5 years from the last test date.

As per AASHTO T 303 (ASTM C 1260): Use of a particular coarse or fine aggregate will be allowed with no restrictions when the mortar bars made with this aggregate expand less than or equal to 0.10 percent at 30 days from casting. Use of a particular coarse or fine aggregate will be classified as potentially reactive when the mortar bars made with this aggregate expand greater than 0.10 percent at 30 days from casting. Use of this aggregate will only be allowed with the use of cement-pozzolan blends and/or chemical admixtures that result in mortar bar expansion of less than 0.10 percent at 30 days from casting as tested under ASTM C 1567.

Acceptable pozzolans and chemical admixtures that may be used when an aggregate is classified as potentially reactive include, but are not limited to the following:

Class F Coal Fly Ash meeting the requirements of AASHTO M 295.
Ground Granulated Blast Furnace Slag (Grade 100 or 120) meeting the requirements of AASHTO M 302.

Densified Silica Fume meeting the requirements of AASHTO M 307.
Lithium based admixtures
Metakaolin

Pozzolans or chemical admixtures required to offset the effects of potentially reactive aggregates will be incorporated into the concrete at no additional cost to the Department.

703.06 Aggregate for Base and Subbase - Remove the first two paragraphs in their entirety and replace with these:

“The following shall apply to Sections (a.) and (c.) below. The material shall have a Micro-Deval value of 25.0 or less as determined by AASHTO T 327. If the Micro-Deval value exceeds 25.0, the Washington State Degradation DOT Test Method T113, Method of Test for Determination of Degradation Value (January 2009 version) shall be performed, except that the test shall be performed on the portion of the sample that passes the ½ in sieve and is retained on the No. 10 sieve. If the material has a Washington Degradation value of less than 15, the material shall be rejected.

The material used in Section (b.) below shall have a Micro-Deval value of 25.0 or less as determined by AASHTO T 327. If the Micro-Deval value exceeds 25.0 the material may be used if it does not exceed 25 percent loss on AASHTO T 96, Resistance to Degradation of Small-Size Coarse Aggregate by Abrasion and Impact in the Los Angeles Machine.”

703.081 RAP for Asphalt Pavement
Remove this section in its entirety and replace with the following:

703.081 RAP for Asphalt Pavement Recycled Asphalt Pavement (RAP) may be introduced into hot-mix asphalt pavement at percentages approved by the Department according to the MaineDOT Policies and Procedures for HMA Sampling and Testing. If approved by the Department, the Contractor shall provide documentation stating the source, test results for average residual asphalt content, and stockpile gradations showing RAP materials have been sized to meet the maximum aggregate size requirements of each mix designation. The Department will obtain samples for verification and approval prior to its use.

The maximum allowable percent of RAP shall be determined by the asphalt content, the percent passing the 0.075 mm sieve, the ratio between the percent passing the 0.075 mm sieve and the asphalt content, and Coarse Micro-Deval loss values as tested by the Department. The maximum percentage of RAP allowable shall be the lowest percentage as determined according to Table 4 below:

Table 4: Maximum Percent RAP According to Test Results

Page 33 of 37
The Department will monitor RAP asphalt content and gradation during production by testing samples from the stockpile at approximately 15,000 T intervals (in terms of mix production). The allowable variance limits (from the numerical average values used for mix designs) for this testing are determined based upon the maximum allowable RAP percentage, and are shown below in Table 5.

<table>
<thead>
<tr>
<th>Classification</th>
<th>Maximum RAP Percentage Allowed</th>
<th>Asphalt content standard deviation</th>
<th>Percent passing 0.075 mm sieve standard deviation</th>
<th>Percent passing 0.075 mm sieve / asphalt content ratio</th>
<th>Residual aggregate M-D loss value</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class III</td>
<td>10%</td>
<td>≤ 1.0</td>
<td>N/A</td>
<td>≤ 4.0</td>
<td></td>
</tr>
<tr>
<td>Class II</td>
<td>20%</td>
<td>≤ 0.5</td>
<td>≤ 1.0</td>
<td>≤ 2.8</td>
<td>≤ 18</td>
</tr>
<tr>
<td>Class I</td>
<td>30%</td>
<td>≤ 0.3</td>
<td>≤ 0.5</td>
<td>≤ 1.8</td>
<td></td>
</tr>
</tbody>
</table>

The Department will monitor RAP asphalt content and gradation during production by testing samples from the stockpile at approximately 15,000 T intervals (in terms of mix production). The allowable variance limits (from the numerical average values used for mix designs) for this testing are determined based upon the maximum allowable RAP percentage, and are shown below in Table 5.

Table 5: RAP Verification Limits

<table>
<thead>
<tr>
<th>Classification</th>
<th>Asphalt content (compared to aim)</th>
<th>Percent passing 0.075 mm sieve (compared to aim)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Class III</td>
<td>± 1.5</td>
<td>± 2.0</td>
</tr>
<tr>
<td>Class II</td>
<td>± 1.0</td>
<td>± 1.5</td>
</tr>
<tr>
<td>Class I</td>
<td>± 0.5</td>
<td>± 0.7</td>
</tr>
</tbody>
</table>

For specification purposes, RAP will be categorized as follows:

Class III – A maximum of 10.0 percent of Class III RAP may be used in any base, intermediate base, surface, or shim mixture. A maximum of 20.0 percent of Class III RAP may be used in hand-placed mixes for item 403.209.

Class II – A maximum of 20.0 percent Class II RAP in any base, binder, surface, or shim course.

Class I – A maximum of 20.0 percent Class I RAP may be used in any base, intermediate base, surface, or shim mixture without requiring a change to the specified asphalt binder. A maximum of 30.0 percent Class I RAP may be used in in any base or
intermediate base mixture provided that a PG 58-28 asphalt binder is used. A maximum of 30.0 percent Class I RAP may be used in any surface or shim mixture provided that PG 58-34 or 52-34 asphalt binder is used. Mixtures exceeding 20.0 percent Class I RAP must be evaluated and approved by the Department.

The Contractor may use up to two different RAP sources in any one mix design. The total RAP percentage of the mix shall not exceed the maximum allowed for the highest classification RAP source used (i.e. if a Class I & Class III used, total RAP must not exceed 30.0%). The blended RAP material must meet all the requirements of the classification for which the RAP is entered (i.e. 10% Class III with 20% Class I, blend must meet Class I criteria). The Department may take belt cuts of the blended RAP to verify the material meets these requirements. If the Contractor elects to use more than one RAP source in a design, the Contractor shall provide an acceptable point of sampling blended RAP material from the feed belt.

In the event that RAP source or properties change, the Contractor shall notify the Department of the change and submit new documentation stating the new source or properties a minimum of 72 hours prior to the change to allow for obtaining new samples and approval.

703.19 Granular Borrow

Remove the gradation requirements table, and replace with the following:

<table>
<thead>
<tr>
<th>Sieve Designation</th>
<th>Percentage by Weight Passing Square Mesh Sieves</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Material for Underwater Backfill</td>
</tr>
<tr>
<td>6 inch</td>
<td>100</td>
</tr>
<tr>
<td>No. 40</td>
<td>0-70</td>
</tr>
<tr>
<td>No. 200</td>
<td>0-7.0</td>
</tr>
</tbody>
</table>

703.33 Stone Ballast - In the third paragraph, remove the words “less than” before 2.60 and add the words “or greater” after 2.60.
Section 712.061 - Structural Precast Concrete Units

Under the heading, **Quality Control and Quality Assurance**, revise the fourth paragraph to read:

“Acceptance is the prerogative of the Department. The Department will conduct Quality Assurance (QA) in accordance with Standard Specification Subsection 106.5. Testing deemed necessary by the Department that is in addition to the minimum testing requirements will be scheduled to minimize interference with the production schedule. The QAI will perform acceptance sampling and testing and will witness or review documentation, workmanship and testing to assure the Work is being performed in accordance with the Contract Documents.”

Under the heading, **Concrete Testing**, revise the first paragraph to read as the following two paragraphs:

**Concrete Testing** Acceptance of structural precast units, for each day’s production, will be determined by the Department, based on compliance with this specification and satisfactory concrete testing results. At least once per week, the QAI will make 2 concrete cylinders (6 cylinders when the Contract includes permeability requirements) for use by the Department; cylinders shall be standard cured in accordance with AASHTO T23 (ASTM C31). The QAI will perform entrained air content and slump flow testing, determine water-cement ratio and determine temperature of the sampled concrete at the time of cylinder casting. All testing equipment required by the QAI to perform this testing shall be in accordance with Standard Specification Section 502.041, Testing Equipment. In addition, the Contractor shall provide a slump cone meeting the requirements of AASHTO T 119. Providing and maintaining testing and curing equipment shall be considered incidental to the work and no additional payment will be made.

Quality Control test cylinders shall be made and tested in accordance with the following standards:

- **AASHTO T 22 (ASTM C39)** Test Method for Compressive Strength of Cylindrical Concrete Specimens
- **AASHTO T23 (ASTM C31)** Practice for Making and Curing Concrete Test Specimens in Field
- **AASHTO T141 (ASTM C172)** Practice for Sampling Freshly Mixed Concrete
- **AASHTO T152 (ASTM C231)** Test Method for Air Content of Freshly Mixed Concrete by the Pressure Method
- **AASHTO T196 (ASTM C173)** Standard Test Method for Air Content of Freshly Mixed Concrete by the Volumetric Method
- **ASTM C1064** Test Method for Temperature of Freshly Mixed Portland Cement Concrete
- **ASTM C1611** Standard Test Method for Slump Flow of Self-Consolidating Concrete

Under the heading, **Concrete Testing**, delete the paragraph that begins:
“At least once per week, the Contractor shall make 2 concrete cylinders…..for use by the Department…..”

SECTION 717
ROADSIDE IMPROVEMENT MATERIAL

717.02 Agricultural Ground Limestone

In the table after the third paragraph which starts with “Liquid lime…” change the Specification for Nitrogen (N) from “15.5 percent of which 1% is from ammoniac nitrogen and 14.5 /5 is from Nitrate Nitrogen” to read “15.5 % of which 1% is from Ammoniacal Nitrogen and 14.5 % is from Nitrate Nitrogen”

717.061 Erosion Control Blankets  Revise this section by removing it in its entirety and replacing it with the following:

“717.061 Erosion Control Blankets  Shall consist of a machine produced rolled blanket of biodegradable fibers, evenly distributed over the entire area of blanket, of a consistent thickness, sewn into a biodegradable mesh on the top and bottom surface using a cotton blend thread. The blanket shall remain in place when subject to shear stress of 1.55 lb/ft². The blanket shall remain intact until grass is established. The blanket shall be a product currently listed on the department’s Qualified Products List (QPL) of Erosion Control Products.

See Section 618.10 - Seeding, Maintenance and Acceptance.”
Environmental Summary Sheet

WIN: 18972.00  Date Submitted: 1/17/17
Town: Plymouth
CPD Team Leader: Kristen Chamberlain
ENV Field Contact: Ryan Annis
NEPA Complete: N/A - No Federal Action

☒ Section 106
No Federal Action
Section 106 Resources: None

☒ Section 4(f) and 6(f)
Section 4(f)
Review Complete - No USDOT $
Section 6(f)
Not Applicable

☒ Maine Department of Inland Fisheries and Wildlife Essential Habitat
Not Applicable  Timing Window: Not Applicable

☒ Section 7
Not Applicable - No Federal Nexus

☒ Essential Fish Habitat
Not Applicable

☒ Maine Department of Conservation/Public Lands, Submerged Land Lease
Not Applicable

☒ Maine Land Use Regulation Commission
Not Applicable

☒ Maine Department of Environmental Protection
Not Applicable

☒ Army Corps of Engineers, Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.
Not Applicable

☒ Stormwater Review
N/A

☒ Special Provisions Required
Special Provision 105-Timing of Work Restriction  N/A ☒  Applicable
Special Provision 656-Minor Soil Disturbance  N/A ☒  Applicable
Standard Specification 656-Erosion Control Plan  N/A ☒  Applicable
Special Provision 203-Dredge Spec  N/A ☒  Applicable
General Note for Hazardous Waste  N/A ☒  Applicable
Special Provision 203-Hazardous Waste  N/A ☒  Applicable
Special Provision 105.9  N/A ☒  Applicable

*All permits and approvals based on plans/scope as of: 1/17/17