

Updated 11/05/14

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, executors, 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: _____

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.

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**

Sealed Bids addressed to the Maine Department of Transportation, Augusta, Maine 04333 and endorsed on the wrapper "Bids for **Traffic Signal Upgrades** in the town of **Wells**" 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 December 31, 2014 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 (Traffic Signal and/or Lighting prequalification), 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: WIN. 20566.00

Location: In York County, project is located at the intersection of Mile Rd., Wells Plaza, and Rte.98.

Outline of Work: Traffic Signal Upgrades and 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 submittal. For Project-specific information fax all questions to **Project Manager Brian Keezer** 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 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. 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 also may be purchased by telephone at (207) 624-3536 between the hours of 8:00 a.m. to 4:30 p.m. Full size plans \$18.00 (\$21.50 by mail). Half size plans \$9.00 (\$11.25 by mail), Bid Book \$10 (\$13 by mail), Single Sheets \$2, payment in advance, all non-refundable.

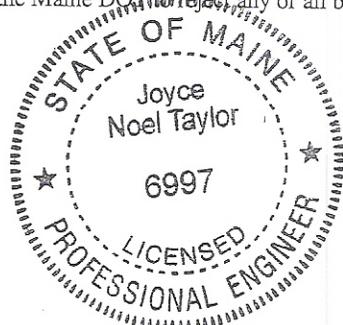
Each Bid must be made upon blank forms provided by the Department and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of \$12,000.00 payable to Treasurer, State 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 \$20 [\$25 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
December 10, 2014



A handwritten signature in black ink that reads "Joyce Noel Taylor".

JOYCE NOEL TAYLOR P. E.
CHIEF ENGINEER

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).]

Wells
20566.00

April 14, 2011

Supersedes August 3, 2004

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/> . 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.

Amendment Number	Date

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

Date

Signature of authorized representative

(Name and Title Printed)

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020566.00

Project(s): 020566.00

SECTION: 1 PROJECT ITEMS

Alt Set ID:

Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	10.000 T	_____	 _____	_____	 _____
0020	607.24 REMOVE AND RESET FENCE	100.000 LF	_____	 _____	_____	 _____
0030	608.26 CURB RAMP DETECTABLE WARNING FIELD	35.000 SF	_____	 _____	_____	 _____
0040	608.461 RECONSTRUCT PEDESTRIAN RAMP	4.000 EA	_____	 _____	_____	 _____
0050	609.11 VERTICAL CURB TYPE 1	100.000 LF	_____	 _____	_____	 _____
0060	626.11 PRECAST CONCRETE JUNCTION BOX	12.000 EA	_____	 _____	_____	 _____
0070	626.21 METALLIC CONDUIT	26.000 LF	_____	 _____	_____	 _____
0080	626.22 NON-METALLIC CONDUIT	715.000 LF	_____	 _____	_____	 _____
0090	626.33 30 INCH FOUNDATION	8.000 EA	_____	 _____	_____	 _____
0100	626.38 GROUND MOUNTED CABINET FOUNDATION	3.000 EA	_____	 _____	_____	 _____
0110	643.80 TRAFFIC SIGNALS AT RTE.1 WITH MILE RD.	LUMP SUM	_____	 LUMP SUM	_____	 _____
0120	643.80 TRAFFIC SIGNALS AT RTE.1 WITH WELLS PLAZA	LUMP SUM	_____	 LUMP SUM	_____	 _____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020566.00

Project(s): 020566.00

SECTION: 1 PROJECT ITEMS

Alt Set ID:

Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0130	643.80 TRAFFIC SIGNALS AT RTE.1 WITH RTE.9B	LUMP SUM	LUMP	SUM	_____	_____
0140	643.81 TRAFFIC SIGNAL CONTROL SYSTEM - ADAPTIVE SIGNAL CONTROLS	LUMP SUM	LUMP	SUM	_____	_____
0150	643.83 VIDEO DETECTION SYSTEM	LUMP SUM	LUMP	SUM	_____	_____
0160	643.91 MAST ARM POLE	8.000 EA	_____	_____	_____	_____
0170	645.271 REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS, TYPE I	140.000 SF	_____	_____	_____	_____
0180	645.512 LED BLANK-OUT SIGN, OVERHEAD MOUNT	1.000 EA	_____	_____	_____	_____
0190	652.312 TYPE III BARRICADE	4.000 EA	_____	_____	_____	_____
0200	652.33 DRUM	30.000 EA	_____	_____	_____	_____
0210	652.35 CONSTRUCTION SIGNS	55.000 SF	_____	_____	_____	_____
0220	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	30.000 CD	_____	_____	_____	_____
0230	652.38 FLAGGER	120.000 HR	_____	_____	_____	_____
0240	652.381 TRAFFIC OFFICER	25.000 HR	_____	_____	_____	_____

Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 020566.00

Project(s): 020566.00

SECTION: 1 PROJECT ITEMS

Alt Set ID:

Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0250	652.41 PORTABLE CHANGEABLE MESSAGE SIGN	2.000 EA	_____	 _____	_____	 _____
0260	659.10 MOBILIZATION	LUMP SUM	LUMP SUM		_____	 _____
Section: 1			Total:		_____	 _____
			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, PIN No. **20566.00** for **Traffic Signal Upgrades** in the town of **Wells**, County of **York**, 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 **July 2, 2015**. 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.

The undersigned, having carefully examined the site of work, 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 contained herein for construction of:

PIN. 20566.00 - Traffic Signal Upgrades - in the town of Wells.

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.
documents referenced herein.

This award consummates the Contract, and the

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, PIN No. **20566.00** for **Traffic Signal Upgrades** in the town of **Wells**, County of **York**, 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 **July 2, 2015**. 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.

The undersigned, having carefully examined the site of work, 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 contained herein for construction of:

PIN. 20566.00 - Traffic Signal Upgrades - in the town of Wells.

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.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David Bernhardt, Commissioner

Witness

BOND # _____

CONTRACT PERFORMANCE 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
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
.....
.....

TELEPHONE.....

.....

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

Print Name Legibly

SURETY:

Signature.....

.....

Print Name Legibly

Print Name Legibly

SURETY ADDRESS:

NAME OF LOCAL AGENCY:

.....

ADDRESS

.....

.....

TELEPHONE

.....

**THIS DOCUMENT MUST BE CLEARLY POSTED AT THE PERTAINING STATE FUNDED PREVAILING WAGE
CONSTRUCTION SITE**

State of Maine
Department of Labor
Bureau of Labor Standards
Wage and Hour Division
Augusta, Maine 04333-0045
Telephone (207) 623-7906

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 -----Traffic Signal Upgrades

Location of Project –Wells, York County

**2015 Fair Minimum Wage Rates
Highway & Earthwork York County**

<u>Occupation Title</u>	<u>Minimum Wage</u>	<u>Minimum Benefit</u>	<u>Total</u>	<u>Occupation Title</u>	<u>Minimum Wage</u>	<u>Minimum Benefit</u>	<u>Total</u>
Asphalt Raker	\$16.25	\$0.48	\$16.73	Ironworker - Reinforcing	\$20.00	\$1.23	\$21.23
Backhoe Loader Operator	\$19.50	\$0.71	\$20.21	Ironworker - Structural	\$22.65	\$6.06	\$28.71
Bricklayer	\$23.24	\$1.80	\$25.04	Laborers (Incl. Helpers & Tenders)	\$12.50	\$0.78	\$13.28
Bulldozer Operator	\$18.83	\$3.23	\$22.06	Laborer - Skilled	\$15.50	\$3.60	\$19.10
Carpenter	\$19.00	\$1.75	\$20.75	Line Erector - Power/Cable Splicer	\$27.42	\$8.05	\$35.47
Carpenter - Rough	\$24.00	\$1.90	\$25.90	Loader Operator - Front-End	\$17.00	\$2.68	\$19.68
Cement Mason/Finisher	\$16.81	\$0.74	\$17.55	Mechanic- Maintenance	\$18.00	\$2.47	\$20.47
Concrete Pump Operator	\$19.00	\$3.35	\$22.35	Painter	\$16.75	\$3.50	\$20.25
Crane Operator =>15 Tons)	\$24.00	\$4.81	\$28.81	Paver Operator	\$20.00	\$1.57	\$21.57
Crusher Plant Operator	\$19.38	\$3.44	\$22.82	Pipelayer	\$15.16	\$1.73	\$16.89
Diver	\$23.00	\$8.25	\$31.25	Pump Installer	\$22.00	\$2.70	\$24.70
Driller - Rock	\$17.50	\$4.86	\$22.36	Reclaimer Operator	\$20.75	\$10.84	\$31.59
Earth Auger Operator	\$22.50	\$8.14	\$30.64	Rigger	\$20.00	\$3.18	\$23.18
Electrician - Licensed	\$27.77	\$13.76	\$41.53	Roller Operator - Pavement	\$17.00	\$1.17	\$18.17
Electrician Helper/Cable Puller (Licensed)	\$16.39	\$3.23	\$19.62	Screed/Wheelman	\$17.00	\$4.32	\$21.32
Excavator Operator	\$18.50	\$2.40	\$20.90	Stone Mason	\$17.00	\$0.00	\$17.00
Fence Setter	\$11.00	\$0.00	\$11.00	Truck Driver - Light	\$17.00	\$1.46	\$18.46
Flagger	\$9.00	\$0.00	\$9.00	Truck Driver - Medium	\$17.00	\$0.30	\$17.30
Grader/Scraper Operator	\$20.00	\$4.90	\$24.90	Truck Driver - Heavy	\$15.00	\$1.75	\$16.75
Highway Worker/Guardrail Installer	\$16.80	\$3.56	\$20.36	Truck Driver - Tractor Trailer	\$15.00	\$0.53	\$15.53
Hot Top Plant Operator	\$20.75	\$10.84	\$31.59	Truck Driver - Mixer (Cement)	\$13.79	\$3.62	\$17.41

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: HI-002-2015
Filing Date: December 8, 2014
Expiration Date: 12-31-2015

A true copy

Attest: 
Pamela D Megathlin
Director
Bureau of Labor Standards

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 his work accordingly.

MEETING

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

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility 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.

Overview:

Utility/Railroad	Aboveground	Underground
Central Maine Power	X	X
Wells Sanitary District		X
Time Warner Cable	X	
Fair Point	X	X
KK&W Water District		X

Town: **Wells**
Road Name: **Route 1 @ 9B, Mile & Plaza**
Project: **WIN 020566.00**
Federal Number: **CM-2056(600)**
Date: **October 14, 2014**

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.

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.

Utility working days are Monday through Friday, conditions permitting. Times are estimated on the basis of a single crew for each utility.

The Contractor shall not excavate around any pole, guy anchor or street light to a depth that compromises the stability of the pole.

AERIAL

No Aerial distribution cable adjustments are anticipated as part of this project. All above ground utility locations (hydrants, poles, guys, etc.) will be reviewed for compliance with the Department's Above Ground Pole Policy following the completion of the paving operation. Any above ground utility locations not meeting the Department's Above Ground Pole Policy will require relocation to the proper offset. The bidding Contractors are encouraged to visit the site, prior to bid, and review all above ground wires.

New **Traffic Signals** will be installed as part of this project. These bases, poles and masts will be installed close to existing wires. Limited right-of-way does not allow above ground utilities to be relocated. The Contractor shall discuss these signals, with the Resident, prior to ordering and installation. Vertical adjustments may be made to the communication cables if needed but wires may run under the mast arm if other options are not available.

SUBSURFACE

There are many underground utilities and drainage pipes that run throughout the project. These consist of power, water, sewer, communication cables and storm drains. The Contractor shall, through the digsafe process, determine where these utilities currently exist prior to staking for base locations.

Once locations of the future structure bases are determined the Contractor may have to work in close proximity to these utilities. Payment for coordinating with, and working around any utility will be considered incidental to the structure base item. It is the intent of the department to make field changes, as much as possible, so not to impact existing utilities. The Contractor should expect some delays when in these areas and extra time should be allowed. No additional money will be granted for redesign or Contractor delays. The Contractor shall plan and schedule his work in such a manner that the utilities that are located on this project will not be harmed, damaged or impacted in any way. The Contractor and Utility will coordinate and communicate their work plans in an effort not to interfere with each other's progress or the completion of the project. This work will be done by the Contractors Superintendent and the Utility contact listed below.

KK&W Water District has a water main and services on the project. The existing main will be real close to the propose bases. The **Contractor** and **Resident** will field fit this base, after utility marking, so not it impact the water facility and conflict with the communication cables aboveground. Hand work and slow going may be needed during base installation and payment should be considered incidental to the base item. The contact for **KK&W Water District** is Don Gobeil at 985-3385.

Wells Sanitary District has a sewer main and services on the project. The existing main and house laterals may be close to the propose mast arm base. The **Contractor** and **Resident** will field fit these bases, after utility marking, so not it impact the sewer facility and conflict with the communication cables aboveground. Hand work and slow going may be needed during base installation and payment should be considered incidental to the base item. The contact for **Wells Sanitary District** is Dennis Thayer at 646-5906.

Fairpoint has buried cables on this project. Contractors shall notify **Fairpoint** at least five (5) days prior to any to allow the utility to determine the cable and splice box locations in that area. The Contractor should be advised that excavating will be slow in the area of this **Fairpoint** line. Any damage to the buried cable caused by the Contractor during construction shall be repaired at the contractor's expense. The contact for **Fairpoint** is Marty Pease at 797-1119.

UTILITY SIGNING

Town: **Wells**
Road Name: **Route 1 @ 9B, Mile & Plaza**
Project: **WIN 020566.00**
Federal Number: **CM-2056(600)**
Date: **October 14, 2014**

The Contractor shall make sure 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.

SAFE PRACTICES AROUND UTILITY FACILITIES

The Contractor shall be responsible for complying with M.R.S.A. Title 35-A, Chapter 7-A Sections 751 -761 Overhead High-Voltage Line Safety Act. Prior to commencing any work that may come within ten (10) feet of any aerial electrical line; the Contractor shall notify the aerial utilities as per section 757 of the above act.

DIG SAFE

The Contractor shall be responsible for determining the presence of underground utility facilities prior to commencing any excavation work and shall notify utilities of proposed excavation in accordance with M.R.S.A. Title 23 §3360-A, Maine “Dig Safe” System. The contractor is also reminded that all utilities on the project may not be members of Dig Safe.

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.

The following utilities are known to be located on this project:

<u>Utility Companies</u>	<u>Utility Contact</u>	<u>Phone</u>
Wells Sanitary District	Dennis Thayer	646-5906
Time Warner Cable	Andy Trottier	253-2291
Fairpoint	Marty Pease	797-1119
Central Maine Power	Gerry Norton	779-9118
KK&W Water District	Don Gobeil	985-3385

SPECIAL PROVISION
SECTION 104
GENERAL RIGHTS AND RESPONSIBILITIES
(Electronic Payroll Submission)
(Payment Tracking)

104.3.8.1 Electronic Payroll Submission The prime contractor and all subcontractors and lower-tier subcontractors will submit their certified payrolls electronically on this contract 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 first “Notice”.

104.3.8.2 Payment Tracking The prime contractor and all subcontractors and lower-tier subcontractors will track and confirm the delivery and receipt of all payments through the Elation System

SPECIAL PROVISION
SECTION 104.5.5
GENERAL RIGHTS AND RESPONSIBILITIES
Prompt Payment of Subcontractors

104.5.5

104.5.5 Prompt Payment of Subcontractors

A. Pay When Paid The Contractor shall pay Subcontractors for all Work satisfactorily performed and Invoiced by the Subcontractor no later than 30 Days from the date the Contractor receives payment from the Department for such Subcontractor's Work.

B. 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.

C. Retainage The Contractor shall return to the Subcontractor all retainage withheld from the Subcontractor within 30 Days after the date the Subcontractor's Work is satisfactorily completed. If there is a Delay in such return of retainage, the Subcontractor may pursue all rights it may have under the claims procedure referenced in Section 104.5.6 - Subcontractor Claims for Payment.

SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Reserve Limits)

It is hereby brought to the Contractor's attention that use of the following area will not become available to the Contractor until on or before, June 15, 2015:

The USA Inn's, sign, fence and two flag poles shall remain in place until the ground is no longer frozen and the items are able to be removed by others. These items will be reinstalled by others after the mast pole, and signal head have been installed in this area. The contractor will need to coordinate with the MaineDOT Resident who shall be in contact with MaineDOT relocation program to schedule work in this area prior to June 15, 2015.

- Station 160+49+/- to 160+74+/- right. The fence shall be reserved. No work shall take place within these limits until after June 15, 2015 or unless released prior to that date by the Department.
- Station 160+60+/- right. The flag pole shall be reserved. No work shall take place within these limits until after June 15, 2015 or unless released prior to that date by the Department.
- Station 160+68+/- right. The flag pole shall be reserved. No work shall take place within these limits until after June 15, 2015 or unless released prior to that date by the Department.
- Station 160+69+/- right. The sign shall be reserved. No work shall take place within these limits until after June 15, 2015 or unless released prior to that date by the Department.

SPECIAL PROVISION

SECTION 107

TIME

(Scheduling of Work – Projected Payment Schedule)

Description The Contractor shall also provide the Department with a Quarterly Projected Payment Schedule that estimates the value of the Work as scheduled, including requests for payment of Delivered Materials. The Projected Payment Schedule must be in accordance with the Contractor's Schedule of Work and prices submitted by the Contractor's Bid. The Contractor shall submit the Projected Payment Schedule as a condition of Award.

SPECIAL PROVISION
SECTION 107
SCHEDULING OF WORK

Replace Section 107.4.2 with the following:

”107.4.2 Schedule of Work Required Within 21 Days of Contract Execution and before beginning any on-site activities, the Contractor shall provide the Department with its Schedule of Work. The Contractor shall plan the Work, including the activity of Subcontractors, vendors, and suppliers, such that all Work will be performed in Substantial Conformity with its Schedule of Work. The Schedule must include sufficient time for the Department to perform its functions as indicated in this Contract, including QA inspection and testing, approval of the Contractor's TCP, SEWPCP and QCP, and review of Working Drawings.

At a minimum, the Schedule of Work shall include a bar chart which shows the major Work activities, milestones, durations, **submittals and approvals**, and a timeline. Milestones to be included in the schedule include: (A) start of Work, (B) beginning and ending of planned Work suspensions, (C) Completion of Physical Work, and (D) Completion. If the Contractor Plans to Complete the Work before the specified Completion date, the Schedule shall so indicate.

Any restrictions that affect the Schedule of Work such as paving restrictions or In-Stream Work windows must be charted with the related activities to demonstrate that the Schedule of Work complies with the Contract.

The Department will review the Schedule of Work and provide comments to the Contractor within 20 days of receipt of the schedule. The Contractor will make the requested changes to the schedule and issue the finalized version to the Department.”

SPECIAL PROVISION

SECTION 107

Control of Work

The Contractor shall notify the Engineer three (3) working days prior to the commencement of construction activities.

The work shall not commence until the traffic control plan has been approved. Once the Contractor begins work at one project location, the Contractor shall continue to work at that location until the project is complete, unless otherwise approved by the Engineer.

Wells
WIN 20566.00
November 8, 2014

SPECIAL PROVISIONS
SECTION 107
PROSECUTION AND PROGRESS
(CONTRACT TIME)

The contractor will be allowed to commence work on this project as long as all applicable plans as required under this contract have been submitted and approved and required notice has been provided.

The completion date for this contract is **July 2, 2015.**

Any work that will involve lane closures must occur between the hours of 8:00 P.M. and 7:00 A.M., unless otherwise allowed by the Resident in coordination with the Town.

The contractor shall not carry on construction operations on Sundays or Holidays as per Section 107.3.3.

All travel lanes shall be open to traffic and the roadway in safe operating condition when the contractor suspends work for holidays or extended periods of time as directed.

All work schedule changes must be submitted for approval to the Department a minimum of 10 calendar days prior to the requested change.

SPECIAL PROVISION
SECTION 403
HOT MIX ASPHALT

Desc. Of Course	Grad Design.	Item Number	Bit Cont. % of Mix	Total Thick	No. Of Layers	Comp. Notes
<u>HMA Sidewalks, Misc., Etc.</u>						
Wearing	9.5 mm	403.209	N/A	2"	1/more	3,11,14,18

COMPLEMENTARY NOTES

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**.
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.
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.
18. The Agency administering the contract will provide a NETTCP certified inspector qualified to accept or reject any HMA based on a visual basis, either prior to its use, during placement, or in its final disposition. Mixtures exceeding the minimum 275 degree (F) lower limit or the 325 degree (F) upper limit will be rejected from the project. Informational mix samples may be obtained by the Agency at any time for verification of material properties. All HMA mixtures shall be sourced from one approved JMF, per type of mix. The Agency administering the contract shall submit a letter of acceptance at the completion of the contract certifying that all work and materials were inspected and found to be acceptable to the Agency.

Tack Coat

A tack coat of emulsified asphalt, RS-1, Item 409.15 shall be applied to any existing pavement at a rate of approximately 0.025 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 the surface course, at a rate not to exceed 0.025 gal/yd². Cleaning objectionable material from the pavement and furnishing and applying Item 409.15 bituminous materials to joints and contact surfaces is incidental to the contract paving items.

Wells
WIN 20566.00
November 18, 2014

SPECIAL PROVISIONS
SECTION 502
STRUCTURAL CONCRETE
(QC/QA Acceptance Methods)

CLASS OF CONCRETE	ITEM NUMBER	DESCRIPTION	P	METHOD
LP	626.37	36" Foundation	-	C

SPECIAL PROVISION
SECTION 608
DETECTABLE WARNINGS
(Cast Iron)

Description This work shall consist of furnishing and installing curb ramp detectable warning plates with truncated domes at the locations shown on the plans or as established by the Resident.

MATERIALS

Detectable Warnings The Contractor shall provide new cast iron detectable warning plates as manufactured by one of the manufacturers listed on Maine DOT's Qualified Products list of Cast Iron Detectable Warning Plates. This list can be found at:

<http://www.maine.gov/mdot/tr/qpl/>

Each field shall match the width of the ramp and shall have a natural finish.

Prior to starting this work, the Contractor shall submit for approval the name of the selected supplier, manufacturer's literature describing the product, installation procedures, and routine maintenance required.

Concrete Portland cement concrete shall meet the requirements of Section 502, Structural Concrete, Class A

CONSTRUCTION REQUIREMENTS

Existing Concrete Curb Ramps Existing Concrete shall be saw-cut to a dimension 100mm [4 in] larger than the detectable warning plates. New concrete shall be placed in the resulting opening and finished, and the new plates set into the wet concrete, according to manufacturer recommendations. New plates shall be set square with the curb edge and the base of the truncated domes shall be flush with adjacent surfaces to allow proper drainage.

New Concrete Curb Ramps New concrete shall be placed and finished for the ramp, and the new plates set into the wet concrete, according to manufacturer recommendations. New plates shall be set square with the curb edge and the base of the truncated domes shall be flush with adjacent surfaces to allow proper drainage

New Asphalt Ramps Asphalt shall be saw cut and removed to provide an opening that will allow for the dimensions of the cast iron plate surrounded by an additional 100mm [4 in] border on all sides of the plate. New concrete shall be placed in the resulting opening and finished, and the new plates set into the wet concrete, according to manufacturer

recommendations. New plates shall be set square with the curb edge and the base of the truncated domes shall be flush with adjacent surfaces to allow proper drainage.

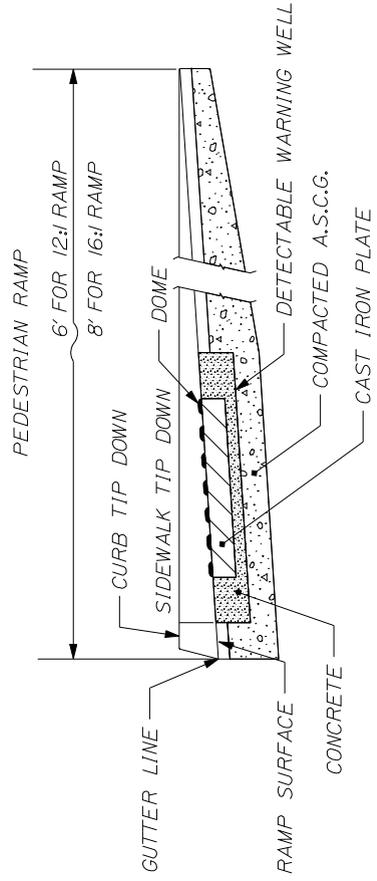
Method of Measurement Detectable warning fields properly placed and accepted shall be measured for payment by the square meter [ft²]. Measurement shall include actual plate area, not surrounding concrete.

Basis of Payment Payment will be full compensation at the contract unit price for all labor, materials, and equipment required to install the detectable warning fields. This shall include surface preparation and removal of concrete or asphalt, and necessary replacement concrete. On new concrete ramps, concrete shall be paid for under separate items

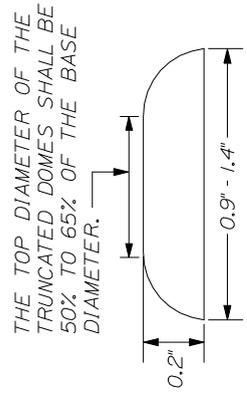
Pay Item	Pay Unit
608.26 Curb Ramp Detectable Warning Field	Square Meter [Square Foot]

VIEWS AND DETAILS OF THE DETECTABLE WARNING

(NOT TO SCALE)

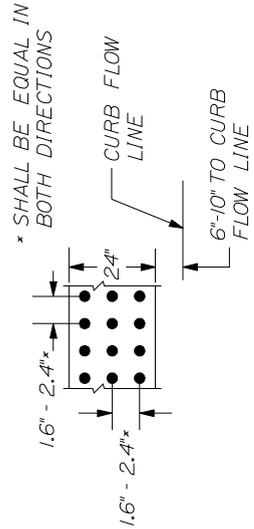


SIDE SECTION VIEW OF
DETECTABLE WARNING, WELL, CURB AND GUTTER



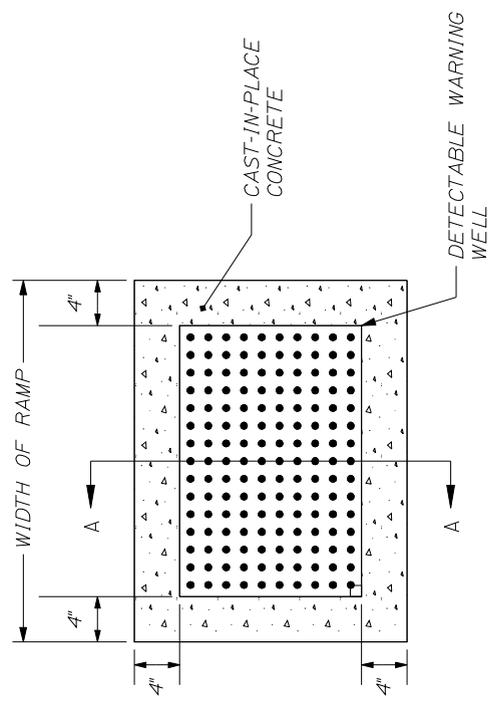
ELEVATION VIEW

THE TOP DIAMETER OF THE TRUNCATED DOMES SHALL BE 50% TO 65% OF THE BASE DIAMETER.

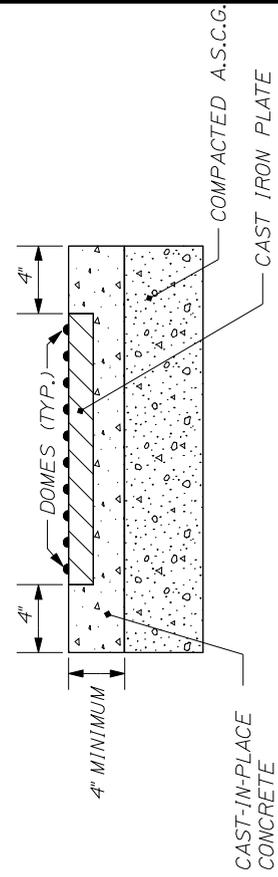


PLAN VIEW

DOMES AND DETECTABLE WARNING DETAILS



PLAN VIEW OF
DETECTABLE WARNING AND WELL



SECTION A-A

NOTE: ALL DETECTABLE WARNING AREAS SHALL START 6'-10" FROM THE FLOW LINE OF THE CURB, BE 24" IN DEPTH, AND COVER THE COMPLETE WIDTH OF THE RAMP AREA ONLY.

SPECIAL PROVISION
SECTION 608
RECONSTRUCT EXISTING PEDESTRIAN RAMP

Description: This work shall consist of reconstructing existing pedestrian ramps to make them A.D.A. compliant as directed by MDOT personnel.

Construction Requirements: This work shall consist of the complete removal of the existing pedestrian ramp and adjacent sidewalk as necessary or as shown on the plans.

Materials: Materials shall meet the requirements specified in the following Subsection of Division 700 Materials

Untreated Aggregate Surface Course 703.10

Method of Measurement: Reconstructed pedestrian ramps will be measured by the number of units complete and accepted in place.

Basis of Payment: The accepted quantity of reconstructed pedestrian ramps will be paid for at the contract price per each. This payment shall be full compensation for but not limited to the following:

- (1) Removal and disposal of all existing bituminous and concrete sidewalk and curb necessary to allow installation of new ramp.
- (2) Contractor shall reuse existing vertical curbing. Curbing that the Resident determines cannot be reused will be replaced with new and paid for under item 609.11 Vertical Curb Type 1.
- (3) Re-grading, compacting and furnishing of additional Untreated Aggregate Surface Course Gravel for sidewalk and backfilling curb if necessary. All removal of objectionable material to maintain 6in. of Untreated Aggregate Surface Course Gravel. Compaction shall be by a power roller having a minimum total weight of 1 ton, with a minimum 65 lbs/in of width of the drive roll unless otherwise authorized by the Resident.
- (4) Butt-joints in limits of sidewalk shall be considered incidental to this item. Paving of sidewalk surface shall be completed under pay item # 403.209.
- (5) All necessary grading, stabilization, loam, mulch, and seeding behind the sidewalk.

The installation of Detectable Warnings shall be required. Payment will be made under Item 608.26 Curb Ramp Detectable Warning Field.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
608.461 Re-Construct Pedestrian Ramp	Each

Highway Lighting Quality Control Checklist

Subsection 634.09 Field Testing

Project Pin # _____

Location (if multiple services, please be specific)- _____

Grounding Electrode Resistance at service _____

Number of Circuits _____

Hand-Off-Auto Switch? _____

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. (YEAR)

Electrician's Signature _____

Electrician's License # _____

Highway Lighting Quality Control Checklist

Subsection 634.09 Field Testing

Project Pin # _____

Location (if multiple services, please be specific)- _____

Grounding Electrode Resistance at service _____

Number of Circuits _____

Hand-Off-Auto Switch? _____

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. (YEAR)

Electrician's Signature _____

Electrician's License # _____

Traffic Signal Quality Control Checklist

Subsection 643.14 Field Testing

Project Pin # _____

Grounding Electrode Resistance at service _____

ID tags on loop amps / detector cards? _____

Location _____

Street Approach	_____		
Loop #	_____	Resistance	_____
Phase #	_____	Meg to ground	_____
L,C, or R Lane	_____	Amount of bondo covering loop	_____
Pulse or Presence	_____		

Street Approach	_____		
Loop #	_____	Resistance	_____
Phase #	_____	Meg to ground	_____
L,C, or R Lane	_____	Amount of bondo covering loop	_____
Pulse or Presence	_____		

Street Approach	_____		
Loop #	_____	Resistance	_____
Phase #	_____	Meg to ground	_____
L,C, or R Lane	_____	Amount of bondo covering loop	_____
Pulse or Presence	_____		

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

Electrician's Signature _____

Electrician's License # _____

SPECIAL PROVISION

SECTION 643 TRAFFIC SIGNALS

Add Section 643.041 Foundation as follows:

Foundations shall consist of cast-in-place reinforced concrete drilled shafts. Supplier shall determine the Bending Moment, Shear Force, Torsion and Axial Load at the top of each mast arm or dual purpose pole foundation. Foundation size (diameter and length) shall be determined by the Contractor based on the Torsion and Bending Moment at the top of the foundation. The larger of the foundation sizes determined for Torsion or Bending Moment shall be the required foundation size.

Reinforcing Steel shall be as shown in Standard Detail 626(03) and 626(04) for 36-inch foundations. If larger diameter foundations are required, Contractor shall submit proposed reinforcing steel design.

Concrete for foundations shall be placed immediately after excavation to prevent water from accumulating in the excavated area. Concrete shall be Class LP in accordance with Section 502, Structural Concrete. Drilled shaft foundation holes, except in bedrock, shall be excavated by auger method to the neat line for the outside dimensions of the footing without disturbing the soil around or below the proposed footing. Drilled shafts shall not be permanently cased, except for the top three feet; concrete shall be cast directly against the surrounding soil. Precast foundations will not be permitted.

Actual design loads at the top of the foundation are provided by the Contractor as part of their structural submittal will be used by the Department to check the specified size of drilled shafts.

All provisions of Section 626.034 Concrete Foundations shall apply to these drilled shaft foundations.

In areas where bedrock is encountered above the proposed bottom of the drilled shaft, the Contractor will have the option of removing rock and placing the shaft at the design depth or constructing a rock-anchored foundation system to the depth of the foundation. Rock-anchored foundations shall be constructed according to Standard Detail 626(06) Foundations for Traffic Signals, Highway Signing and Lighting, or as approved by the Department for drilled shafts greater than 36 inches in diameter.

Any damage to slopes or pavement resulting from installation of mast arm or dual purpose poles and foundations shall be repaired by the Contractor as directed by the Resident. Costs of repairs shall be incidental to payment under 643.

Section 643.19 Basis of Pavement, Add the following sentence:

Foundations for Mast Arm Poles and Dual Purpose Poles shall be incidental to the Pole Item and shall be full compensation for all labor, equipment and materials for the accepted complete signal foundation installation, including but not limited to foundations, excavation, excavation stabilization, backfill, replacement of subbase gravel, replacement or repair of pavement, slope regarding, and placement of loam, see, and mulch of disturbed slopes.

SPECIAL PROVISION

SECTION 643 TRAFFIC SIGNALS

The following provisions of the Standard Specifications shall apply with the following additions and modifications:

Under 643.023 Design and Fabrication, add the following to the end of the first paragraph:

Cantilevered signal support structures with mast arms shall be classified as Fatigue Category III with Fatigue Importance Factors (I_f) of 0.59 for Natural Wind Gusts and 0.68 for Truck-Induced Gusts unless specified otherwise on the contract plans.

If category II is specified on the contract plans, the Fatigue Importance Factors (I_f) shall be 0.80 for Natural Wind Gusts and 0.84 for Truck-Induced Gusts. If Category I is specified on the contract plans, the Fatigue Importance factors (I_f) shall be 1.0 for Natural Wind Gusts and 1.0 for Truck-Induced Wind Gusts.

Designing for fatigue induced by Galloping or Vortex Shedding is not required for traffic signal structures with mast or bracket arms.

643.09 Service Connection, add the following after the last paragraph:

“All meter mounting devices shall be installed so that the meters will be upright (plumb). They shall be installed with the top of the meter not less than 1.2 M [48 in] nor more than 1.5 M [60 in] from the floor to the final grade. Exceptions to this height requirement will be made where special permission has been given to install group or modular metering, overall metering enclosures, or pole-mounted meters. Level grade shall be maintained for a minimum of 1.0 M [3 ft] in front of the meter enclosure to provide a safe working space. In order to meet this requirement on uneven terrain, as an option, the Contractor may install a pressure-treated wood platform.

For any non-residential (industrial or commercial) self-contained meter socket the by-pass requirements are single phase, 100 or 150 amp, single handle lever operated. The Contractor shall meet all requirements and regulations of Utility Companies when installing equipment on their poles and for the service connection. It is the responsibility of the Contractor to contact the appropriate Utility to determine their specific requirements.”

643.19 Basis of Payment, Traffic signals will be paid for at the contract lump sum price, which payment will be full compensation for furnishing and installing all new materials, including, but not limited to, mast arm poles with mast arms, controllers, cabinets, electrical service, meter, vehicular heads, wiring, cable, pole risers, LED lamps, emergency vehicle pre-emption system, and all appurtenances and incidentals required for a complete functioning installation and for furnishing all tools and labor necessary for completing the installation. If trimming of tress is required to facilitate installation or visibility of the signal equipment it shall be included in the cost for 643 Traffic Signals.

Video detection systems shall be paid for at the contract lump sum price, which payment will be full compensation for furnishing and installing all materials for determining presence of vehicles by lane, including, but not limited to video processing unit, video camera(s), supervisory PC software, and all appurtenances and incidentals required for a complete functioning installation and for all tools and labor necessary for completing the installation.

SPECIAL PROVISION

SECTION 643 TRAFFIC SIGNALS (Adaptive Signal Software)

Description. This work shall consist of furnishing, installing, programming, testing, and system validation/verification of an arterial based adaptive traffic management system (ATMS) that modifies cycle length, splits, and offset/coordination parameters for designated intersections in response to current traffic conditions as determined by intersection detectors. It shall provide continuous monitoring and optimization of traffic signal operations based on real-time traffic conditions. The work shall include all wireless Ethernet communications between the signalized intersections necessary for the adaptive system to properly function. The ATMS system selected shall be compatible with the video detection, wiring, pre-emption, and controllers being supplied under 643.8 Traffic Signals.

General. All equipment shall be new unless otherwise specified or approved. All equipment, installation of equipment and related incidental work shall comply with the latest provisions of NEC, MUTCD, NESC, NEMA and applicable ITE standards for traffic control equipment and must be completed to the satisfaction of the Resident.

Initial equipment submittals are required by the Contractor to demonstrate the equipment that shall be supplied for the project has the capability to meet the plans and specifications required under this contract. The Contractor shall furnish a complete list of equipment and material for the ATMS within 30 calendar days after Notice-to-Proceed. This material should include software documentation, including manuals, user manuals, and descriptive materials for each type of equipment proposed for this system to demonstrate that the intended equipment shall meet the functional objectives and specifications of the system. Include in these documents sufficient technical data for complete evaluation of the proposed system by the Engineer.

Functional Requirements. Shop drawings and manufacturer's specifications for the Adaptive Signal System proposed by the Contractor, including wiring diagrams illustrating the interconnections of the adaptive control system to the controller, shall be submitted to the Resident for approval before the system is ordered. The ATMS shall be able to adjust cycle length, splits, and offsets in real time at each of the three signalized intersections as shown on the plans. Cycle length shall range from a minimum of 60 seconds to a maximum of 120 seconds. The three signalized intersections in the project area shall work in coordination for any adjustments made thru the ATMS system. Split values for an intersection shall be adjusted based on phase utilization data gathered from stop bar and/or advance detector data. Phase utilization data shall be averaged over a number of cycles to determine the degree of saturation of each phase in use at the intersection. The ATMS shall then balance the degree of saturation on all

phases by adjusting splits. Red and yellow time shall be as shown on plans. Minimum and maximum green time by phase shall meet the following requirements:

Route 1 & 9B

Parameter	Minimum	Maximum
Phase 2 Green Time	15	100
Phase 4 Green Time	10	30
Phase 5 Green Time	8	15
Phase 6 Green Time	15	90

Route 1 & Wells Plaza

Parameter	Minimum	Maximum
Phase 1 Green Time	8	20
Phase 2 Green Time	31	80
Phase 4 Green Time	19	45
Phase 5 Green Time	8	20
Phase 6 Green Time	31	80
Phase 8 Green Time	19	45

Route 1 & Mile Road

Parameter	Minimum	Maximum
Phase 1 Green Time	7	25
Phase 2 Green Time	32	80
Phase 4 Green Time	24	30
Phase 5 Green Time	7	25
Phase 6 Green Time	32	80
Phase 8 Green Time	24	30

The maximum split increment allowed for each incremental change of the split shall be 5 seconds. Phase recall shall be based on the plans.

Offset values shall be adjusted using data from detection on the coordinated phase(s) and correlating vehicle arrival to the coordinated phase interval. The offset algorithm shall determine the optimal offset to capture the greatest number of vehicles arriving on the green interval of the coordinated phase(s).

The system shall have the capability to:

- Operate overlap phases
- Permit different phase sequences under different traffic conditions
- Allow phases with no recall to be omitted (disabled) under certain traffic conditions

- Prevent one or more phases being skipped under certain traffic conditions or signal states
- Determine which phase receives unused time from a preceding phase
- Allow protected/permissive phasing and alternate left turn phase sequences
- Accommodate concurrent pedestrian operation at crosswalks
- Allow coordination with double cycle or half cycle to better serve pedestrians
- When an intersection responds to emergency vehicle preemption, other signals within the coordinated group continue to operate adaptively. The preempted signal returns to adaptive control once the preemption is released.

When the ATMS system is disabled or releases control of the intersections, the preprogrammed coordination plan values as shown on the plans for intersection shall be restored. Detectors used for computing offset and split changes shall be monitored for failure. If detector diagnostic data from the local controllers is reported as failed (max presence, erratic counts, or no activity), the system shall stop making adjustments to the coordination values for the affected intersection until the detector fault condition is cleared. It shall be possible for each controller to be individually enabled or disabled to respond to the offset and split changes requested by the adaptive software.

Setup and Interface. The ATMS system shall be easily configured through a user interface. Configuration data shall be uploaded directly from the local controllers. Any supplemental configuration data entries requiring user input shall be kept to a minimum. After uploading configuration data, the user shall be able to configure links, detector assignments/configuration easily through the supplied user interface. The ATMS shall include status screens for phase timing, phase utilization, flow profile, pattern history, and detector data.

Communications. The system shall communicate through wireless Ethernet communications. If a central operating system is required by the proposed adaptive system, it shall be housed at the Town of Wells Police/Fire dispatch on Mile Road and have wireless communication to the signals. All communications shall utilize NTCIP or approved equal. If communications is lost during ATMS, the local controller shall continue to maintain coordination but shall revert to the pre-existing coordination plan data stored in the controller's database.

Materials. In addition to requirements for specific components detailed herein, other materials shall meet the requirements of the following sections of the Standard Specifications:

Steel Conduit 715.02

Non-metallic Conduit 715.03

Assembly Hardware 719.07

Construction. Installation of Adaptive Control system shall follow manufacturer's recommendations for proprietary products and shall meet applicable requirements of the Standard Specifications for the various non-proprietary components of the work. Employ a manufacturer's certified representative to program and configure the controllers with the timing plan directive parameters. Provide field documentation sheets, as-built documentation including detector mapping diagrams and configuration files, and user, maintenance, and troubleshooting manuals in the controller cabinets. Return all removed traffic signal equipment including mounting hardware and controller cabinet equipment no longer in use to MaineDOT or other location as directed by the Resident.

System Testing. Prior to conducting any testing, the Contractor must submit a detailed system and detection testing plan to be approved by MaineDOT. All testing procedures shall provide an overall testing compliance matrix to summarize all the functionalities of the system are met.

The Contractor shall provide a minimum of ten (10) calendar days notification of testing schedule to MaineDOT and the Engineer prior to the start of any testing. The testing schedule shall detail the proposed location, anticipated date, time of day, and duration of the test for each site. The Contractor shall obtain the services of a site Engineer/technical advisor from the manufacturer to assist in the construction, set up, conditioning, calibration, and testing of the complete installation. The manufacturer or manufacturer's representative shall be present during all installation activities and testing.

The Contractor or their representative shall perform calibration and acceptance by running tests and following the procedures outlined by the manufacturer, and approved by MaineDOT. During testing, manual traffic flow rate counts shall be performed and must agree with system detector data within 5% during free flow conditions (off-peak hours) and 10% during stop and go traffic (peak hours) over 15-minute intervals.

Equipment Training. Provide comprehensive on-site training to MaineDOT and Town of Wells personnel in the operation, setup, and maintenance of the Adaptive Traffic Signal System. Up to two training sessions on the engineering, operations, and maintenance of the Adaptive Signal System shall be provided, each of which accommodating up to 40 people. All training is to be given by an authorized representative of the equipment manufacturer.

Warranty. The Contractor shall guarantee the software and hardware for the Adaptive Traffic Signal System to be free of defects in material workmanship for a minimum of one year from the date of installation. During the warranty period, provide unlimited technical support from the supplier via telephone within four hours of the time a call is made by the user during the initial one year from the date of installation. Following the initial warranty period, provide 40 hours per year of technical support for an additional two years. Over the three year period cited above,

provide all software updates and configuration modifications free of charge and in a timely manner. This support will be available from factory certified personnel or factory certified installers. Any repairs made by a manufacturer or representative shall be documented when warranty repaired. This documentation shall include an explanation of the exact repairs made and identification of parts replaced by part number and circuit number. All warranty repairs must be made within thirty days upon receiving a request.

Method of Measurement. Adaptive Signal System will be measured by a complete and accepted installation of the system that includes all three study area intersections.

Basis of Payment. The accepted quantity of Adaptive Signal Systems will be paid at the contract unit price each and will be full compensation for all labor, materials and equipment necessary for each complete functioning installation, except as otherwise noted. Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
643.81 Traffic Control System - Adaptive Signal Controls	Each

SPECIAL PROVISION
SECTION 645
HIGHWAY SIGNAGE
(LED Blank-out Sign, Overhead Mount)

Description. This work shall consist of furnishing and installing a Light Emitting Diode blank-out sign mounted on a traffic signal mast arm pole; conduit, if necessary; and all wiring and other incidentals necessary to provide a complete functioning installation.

General. All equipment shall be new unless otherwise specified or approved. All equipment, installation of equipment and related incidental work shall comply with the latest provisions of NEC, MUTCD, NESC, NEMA and applicable ITE standards for traffic control equipment and must be completed to the satisfaction of the Resident.

Materials. In addition to requirements for specific components detailed herein, other materials shall meet the requirements of the following sections of the Standard Specifications:

Steel Conduit 715.02

Non-metallic Conduit 715.03

Assembly Hardware 719.07

LED Blank-Out Sign Shop drawings and manufacturer's specifications for the LED 'YIELD TO PEDS' blank-out sign proposed by the Contractor shall be submitted to the Resident for approval before the sign is ordered. The LED blank-out sign shall be fully compliant with MUTCD requirements. The 24" wide by 30" high by 2.5" deep display cabinet shall be a NEMA-rated rain-tight enclosure of heavy-duty extruded sheet aluminum, powder coated, with welded seams and integrated visor, or an equivalent approved polycarbonate enclosure. Front panel shall be UV-stabilized polycarbonate with pebble texture. Door clamps and all mounting hardware shall be stainless steel.

The system shall be capable of operating satisfactorily within a temperature range of -30°F to +165°F and humidity range of 18% to 90% relative humidity. The display shall be watertight against blowing rain at intensities of up to 5" per hour at 40 mph wind speed. The display face shall be sealed to prevent water condensation. Data and power wiring between the sign and signal mast arm shall be protected from weather by containment in conduit or other approved and NEC-compliant weatherproof means. All other wiring is intended to be contained within the existing signal pole structure and associated conduit and junction boxes.

1. LED Requirements
 - a. 'YIELD' text shall be 6" high, high-intensity white LED.
 - b. 'FOR' text shall be 6" high, high-intensity white LED.

- c. 'PEDS' text shall be 6" high, high-intensity white LED.
- d. Diodes shall have a viewing angle of no more than 23 degrees.
- e. Shall meet the following electrical requirements:
 - i. 120 VAC
 - ii. .30 Amps

2. Blank-out Sign Operation

- a. The sign shall completely blank out when not activated. No words or legend shall be seen under any ambient light conditions.
- b. The system shall be rated for a minimum of 30,000 hours of activated operation
- c. The assembly shall include photocell control to provide automatic dimming in response to ambient light conditions, for reduced energy consumption.
- d. Sign shall be activated when the concurrent pedestrian phase across Route 1 is activated with the push button during phase 4/phase 8.

3. Mounting Location

- a. Sign shall be mounted mast arm pole as shown on plans (STA 148+63, 56.0' LT)
- b. Mounting height shall meet MUTCD requirements

Construction. Installation of LED Blank-Out Sign – Overhead Mount shall follow manufacturer's recommendations for proprietary products and shall meet applicable requirements of the Standard Specifications for the various non-proprietary components of the work. Attachment of the LED blank-out sign to the signal mast arm shall be capable of withstanding 90 mph wind gusts without rotation of the frame from the approved viewing angle.

Method of Measurement. LED Blank-Out Sign – Overhead Mount will be measured by the number of completed and accepted installations.

Basis of Payment

The accepted quantity of LED Blank-Out Sign – Overhead Mount will be paid at the contract unit price each and will be full compensation for all labor, materials and equipment necessary for each complete functioning installation, except as otherwise noted. Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
645.512 LED Blank-Out Sign- Overhead Mount	Each

SPECIAL PROVISION

SECTION 652
MAINTENANCE OF TRAFFIC
(Traffic Officers)

Description. This work shall consist of furnishing uniformed police officer(s) in the following situations:

- 1) As directed by the Resident

General

The contractor shall make requests for uniformed police officers a minimum of 48 hours in advance.

Method of Measurement. Traffic officers will be measured for payment by the number of man-hours measured to the nearest ¼ hour.

Basis of Payment. The accepted quantity of traffic officers will be paid for at the contract unit price per man-hour with no additional payment for overtime. The contract unit price will be full compensation for transporting, equipping, supervising and the payment of traffic officers and police cruisers, and for all incidentals necessary to complete the work.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
652.381 Traffic Officers	Man-Hour

SPECIAL PROVISION

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC

Approaches Approach signing shall include the following signs as a minimum. Field conditions may warrant the use of additional signs as determined by the Resident.

- Road work Next x Miles
- Road work 500 Feet
- End Road Work

Work Area At each work site, signs and channelizing devices shall be used as directed by the Resident. Signs include:

- Road Work xxxx ¹
- One Lane Road Ahead
- Flagger Sign

Other typical signs include:

- Be Prepared to Stop
- Low Shoulder
- Bump
- Pavement Ends

The above lists of Approach signs and Work Area signs are representative of the contract Requirements. Other sign legends may be required.

The Contractor shall conduct their operations in such a manner that the roadway will not be restricted to one lane for more than 800 m [2,500 ft] at each work area. To encourage quality paving in warm-weather conditions, the length can be extended to 4,000 ft depending on the traffic impacts. Where more than one work area restricts traffic to one lane operation, these work areas shall be separated by at least 1.6 km [1 mile] of two way operation.

Temporary Centerline A temporary centerline shall be placed each day on all new pavement to be used by traffic. The temporary centerline, when specified of reflectorized traffic paint, shall conform to the standard marking patterns used for permanent markings.

Failure to apply a temporary centerline daily will result in a Traffic Control Violation and suspension of paving operations until temporary markers are applied to all previously placed pavement.

¹ "Road Work Ahead" to be used in mobile operations and "Road Work xx ft" to be used in stationary operations as directed by the Resident.

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**SPECIAL PROVISION
SECTION 656**

Temporary Soil Erosion and Water Pollution Control

Standard Specification 656 of the Standard Specifications is deleted and replaced by this Special Provision.

The following information and requirements will constitute the Soil Erosion and Water Pollution Control Plan for this Project. The soil erosion and water pollution control measures associated with this work are as follows:

All work shall be done in accordance with the latest revision of the Maine Department of Transportation Best Management Practices for Erosion and Sediment Control (a.k.a. Best Management Practices manual or BMP Manual). The latest version is dated February 2008 and is available at:

<http://www.maine.gov/mdot/environmental-office-homepage/surface-water-resources.php>

Procedures specified shall be according to the BMP Manual unless stated otherwise.

1. The on-site person responsible for implementation of this plan, shall be the Contractor's Superintendent or other supervisory employee (the "Environmental Coordinator") with the authority to immediately remedy any deficient controls and shall provide the Resident with their numbers (telephone number, cellular phone and pager numbers, if applicable) where the Environmental Coordinator can be reached 24 hours a day.
2. All areas where soil is disturbed shall be permanently mulched on a daily basis and seeded on a weekly basis (if seeded by hand, it shall be done on a daily basis). All previously mulched areas shall be maintained and re-mulched on a daily basis if bare areas develop until an acceptable growth of grass has been obtained.
3. All disturbed ditches shall receive erosion control blanket or stone rip rap, as required, prior to leaving the site each day.
4. Winter stabilization BMPs shall be applied in accordance with the MDOT BMP Manual between November 1 and April 15 or during frozen ground conditions.
5. If the Work includes the handling or storage of petroleum products or Hazardous Materials including the on site fueling of Equipment, the Resident must be provided with a Spill Prevention Control and Countermeasure Plan (SPCCP) plan. At a minimum, the SPCCP shall include:
 - The name and emergency response numbers (telephone number, cellular phone and pager numbers, if applicable) of the Contractor's representative responsible for spill prevention;
 - General description and location of (1) handling, transfer, storage, and containment facilities of such products or Materials ("activities and facilities") and (2) potential receptors of such products or Materials including oceans, lakes, ponds, rivers, streams, wetlands, and sand and gravel aquifers ("sensitive resources") including the distances between said activities and facilities and said sensitive resources;

**SPECIAL PROVISION
SECTION 656**

Temporary Soil Erosion and Water Pollution Control

- Description of preventative measures to be used to minimize the possibility of a spill including Equipment and/or Materials to be used to prevent discharges including absorbent Materials,
 - A contingency response plan to be implemented if a spill should occur including a list of emergency phone/pager numbers including the Contractor's representative, MDEP Spill Response, the Resident, and local police and fire authorities. For a related provision, see *Standard Specification, Section, 105.2.2 - Project Specific Emergency Planning*.
6. The Environmental Coordinator must inspect and maintain daily all controls for the duration of the project.
 7. If the Project Resident directs new soil disturbance that requires temporary erosion and sedimentation control, all permits shall be obtained by the MaineDOT and a full SEWPCP will be required and paid for as Extra Work.

Any costs related to this plan shall be considered incidental to the contract.

SPECIAL PROVISION 700 - MATERIALS

SECTION 702 - BITUMINOUS MATERIAL

702.01 Asphalt Cement Performance Graded Asphalt Binder shall conform to the requirements of AASHTO M 320 or AASHTO MP 19, whichever is indicated in the contract documents. For Performance-Graded Asphalt Binder (PGAB), the Contractor shall arrange for the Supplier to furnish the following items to the Department's Materials Testing Engineer.

- a. A Quality-Control Plan for PGAB that conforms to the requirements of AASHTO R 26 "Certifying Suppliers of Performance-Graded Asphalt Binders" and
- b. A CERTIFICATE OF ANALYSIS for all asphalt materials furnished for use on the project. The Certificate shall include the actual test results of the material in storage from which the shipments are being made. Certificates shall be supplied for each lot, batch, or blend of each type and grade of material. A new certificate shall be issued at least every 30 days or upon receiving or manufacture of a new material. The original of each Certificate of Analysis shall be mailed to the Departments Materials Testing Engineer.

The Contractor shall give the supplier sufficient advance notice of orders to permit testing. Material not represented by tests will not be accepted for use on the work.

Deliveries of asphalt materials shall be accompanied by a loading invoice, delivery ticket, or slip, as required under Section 108.1.3 f. The Loading Invoice shall include the applicable certificate number and shall include a printed or stamped statement such as the following:

"THIS IS TO CERTIFY THAT THE ASPHALT MATERIAL REPRESENTED BY THIS LOADING INVOICE CONFORMS TO THE SPECIFICATIONS OF THE PURCHASER FOR THE MATERIAL TYPE AND GRADE STATED THEREON."

In the event an intermediate hauler of the asphalt material is involved, a copy of their own delivery slip shall be furnished, as well as a copy of the supplier's loading invoice. The hauler's delivery slip and the supplier's loading invoice shall be cross-referenced by use of their respective serial numbers.

702.04 Emulsified Asphalt Emulsified Asphalt shall conform to the requirements of AASHTO M 140. Cationic emulsified asphalt shall conform to the requirements of AASHTO M 208.

Use of all emulsified asphalt shall comply with all Department of Environmental Protection (DEP) regulations regarding maximum amount of oil distillate, seasonal limitations, etc.

For emulsified asphalts, the Contractor shall arrange for the Supplier to furnish the following item to the Department's Materials Testing Engineer.

A CERTIFICATE OF ANALYSIS for all asphalt emulsion materials furnished for use on the project. The Certificate shall include the actual test results of the material in storage from which the shipments are being made. Certificates shall be supplied for each lot or batch for each

grade/type of emulsion. A new certificate shall be issued at least every 30 days or upon receiving or manufacture of a new material. The original of each Certificate of Analysis shall be mailed to the Department's Materials Testing Engineer.

Deliveries of emulsion materials shall be accompanied by a loading invoice, delivery ticket, or slip, as required under Section 108.1.3 f. The Loading Invoice shall include the applicable certificate number and shall include a printed or stamped statement such as the following:

“THIS IS TO CERTIFY THAT THE ASPHALT MATERIAL REPRESENTED BY THIS LOADING INVOICE CONFORMS TO THE SPECIFICATIONS OF THE PURCHASER FOR THE MATERIAL TYPE AND GRADE STATED THEREON.”

In the event an intermediate hauler of the asphalt material is involved, a copy of their own delivery slip shall be furnished, as well as a copy of the supplier's loading invoice. The hauler's delivery slip and the supplier's loading invoice shall be cross-referenced by use of their respective serial numbers.

SECTION 703 - AGGREGATES

703.07 Aggregates for HMA Pavements Coarse aggregate and fine aggregate for hot mix asphalt pavements shall be of such gradation that when combined in the proper proportions, including filler, if required, the resultant blend will meet the composition of mixture for the type of pavement specified.

Coarse aggregate, that material retained on the No. 4 sieve, shall be crushed stone or crushed gravel and, unless otherwise stipulated, shall consist of clean, tough, durable fragments free from an excess of soft or disintegrated pieces and free from stone coated with dirt or other objectionable matter. Coarse aggregate, shall not exceed an absorption of 2.0 percent by weight as determined by AASHTO T 85.

Fine aggregate, material that passes the No. 4 sieve, shall consist of natural sand, manufactured sand, or a combination of these. It shall consist of hard, tough grains, free from injurious amounts of clay, loam, or other deleterious substances. Fine aggregate, shall not exceed an absorption of 2.3 percent by weight as determined by AASHTO T 84.

The composite blend, minus any recycled asphalt pavement used (RAP), shall have a Micro-Deval value of 18.0 percent or less as determined by AASHTO T 327. In the event the material exceeds the Micro-Deval limit, a Washington Degradation test shall be performed. The material shall be acceptable if it has a value of 30 or more as determined by Washington State DOT Test Method T 113, Method of Test for Determination of Degradation Value (January 2009 version) except that the reported degradation value will be the result of testing a single composite specimen from that portion of the sample that passes the ½ inch sieve and is retained on the No. 10 sieve, minus any reclaimed asphalt pavement used.

Aggregates shall also meet the following consensus properties, except that aggregates extracted from RAP will not be included in the sand equivalent test. The Department reserves the right to sample and test the composite aggregate for any of the following properties at any time:

TABLE 3: Aggregate Consensus Properties Criteria

Estimated Traffic, Million 18 kip ESALs	AASHTO T 335 Coarse Aggregate Angularity (minimum)	AASHTO T 304 Method A Uncompacted Void Content of Fine Aggregate (min)	ASTM D 4791 (8.4) Flat and Elongated Particles (maximum)	AASHTO T 176 Clay Content/ Sand Equivalent (minimum)
< 0.3	60/60	40	10	45
0.3 to < 3.0	75/60			
3.0 to < 10	85/80			
10 to < 30	95/90			
≥ 30	100/100	45		50

ASTM D 5821 - "85/80 denotes that 85 percent of the coarse aggregate has one fractured face and 80 percent has two fractured faces.

AASHTO T 304 - Criteria are presented as percent air voids in loosely compacted fine aggregate, (U).

ASTM D 4791 - Criteria are presented as maximum percent by weight of flat and elongated particles (5:1 ratio).

The entire HMA wearing course shall come from the same source of material and the same job mix formula, except when permission is obtained from the Department to change sources.

703.08 Recycled Asphalt Pavement Recycled asphalt pavement shall consist of salvaged asphalt materials from milled pavements or production waste that has been processed before use to meet the requirements of the job mix formula. It shall be free of winter sand, granular fill, construction debris, or other materials not generally considered asphalt pavement.

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, and Coarse Micro-Deval loss values as tested by the Department. The numerical average of the percent passing the 0.075 mm sieve values will be used for the approval. 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

Classification	Maximum RAP Percentage Allowed	Asphalt content standard deviation	Percent passing 0.075 mm sieve	Residual aggregate M-D loss value
Class III	10%	N/A	> 11.0	≤ 18
Class II	20%	≤ 0.5	≤ 11.0	
Class I	30%	≤ 0.3	≤ 8.0	

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

Classification	Maximum RAP Percentage Allowed	Asphalt content (compared to aim)	Percent passing 0.075 mm sieve (compared to aim)	Percent passing 0.075 mm sieve
Class III	10%	± 1.5	± 2.0	N/A
Class II	20%	± 1.0	± 1.5	≤ 11.0
Class I	30%	± 0.5	± 1.0	≤ 8.0

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 three 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.

703.09 HMA Mixture Composition The coarse and fine aggregate shall meet the requirements of Section 703.07. The several aggregate fractions for mixtures shall be sized, graded, and combined in such proportions that the resulting composite blends, including RAP aggregate will meet the grading requirements of the following table:

Aggregate Gradation Control Points

Sieve Designation	Nominal Maximum Aggregate Size---Control Points (Percent Passing)					
	Type 25 mm	Type 19 mm	Type 12.5 mm	Type 9.5 mm	Type 9.5 mm Thin Lift Mixture (TLM)	Type 4.75 mm
	Percent By Weight Passing - Combined Aggregate					
37.5 mm	100					
25 mm	90-100	100				
19 mm	-90	90-100	100			
12.5 mm		-90	90-100	100	100	100
9.5 mm		-	-90	90-100	95-100	95-100
4.75 mm		-	-	-90	60-95	80-100
2.36 mm	19-45	23-49	28-58	32-67	40-65	40 - 80
1.18 mm		-	-	-	-	-
600 µm		-	-	-	-	-
300 µm		-	-	-	-	-
75 µm	2.0-6.0	2.0-6.0	2.0-6.0	2.0-7.0*	2.0-7.0*	2.0-7.0

* For 9.5 mm nominal maximum aggregate size mixtures, the maximum design aim for the percent passing the 75 µm sieve is 6.5%.

November 05, 2014
Supersedes March 25, 2014

STANDARD DETAIL UPDATES

Standard Details and Standard Detail updates are available at:

<http://maine.gov/mdot/contractors/publications/standarddetail/>

<u>Detail #</u>	<u>Description</u>	<u>Revision Date</u>
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	No Changes to the November 2014 Standard Detail Book	
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SUPPLEMENTAL SPECIFICATION
(Corrections, Additions, & Revisions to Standard Specifications - November 2014)

SECTION 502
STRUCTURAL CONCRETE

502.195 Pay Adjustments Method C

Table 6: Method C Pay Reductions (page 5-53)

Under “Entrained Air” for “Class Fill”, in the first line,
change “< **4.0 (Removal)**” to “< **4.5 (Removal)**”

SECTION 626
**FOUNDATIONS, CONDUIT, AND JUNCTION BOXES FOR HIGHWAY
SIGNING, LIGHTING, AND SIGNALS**

626.02 General

In the third paragraph starting with “Materials shall meet...” change the
reference for Precast Concrete Units from “**712.06**” to “**712.061**”.

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**”



Environmental Summary Sheet

Pin: 20566.00
Town: Wells
CPD Team Leader: Kristen Chamberlain
ENV Field Contact: Mike Clark
NEPA Complete: 9/17/14

Date Submitted: 9/22/14

Section 106
SHPO Concurrence - No Effect
Section 106 Resources:

Section 4(f) and 6(f)
Section 4(f)
Review Complete
Section 6(f)
Not Applicable

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

Section 7
No Effect
Species of Concern: New England Cottontail

Comments/References: No Effect due to scope of project

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

Maine Land Use Regulation Commission

**Applicable Standards and Permits are included with the contract*

Maine Department of Environmental Protection
Not Applicable
**Applicable Standards and Permits are included with the contract*

Army Corps of Engineers, Section 10 of the Rivers and Harbors Act and Section 404 of the Clean Water Act.
Not Applicable
**Applicable Standards and Permits are included with the contract*

Stormwater Review
N/A

<input checked="" type="checkbox"/> Special Provisions Required		
Special Provision 105-Timing of Work Restriction	N/A <input type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 656-Erosion Control Plan	N/A <input type="checkbox"/>	Applicable <input checked="" type="checkbox"/>
Special Provision 203-Dredge Spec	N/A <input type="checkbox"/>	Applicable <input type="checkbox"/>
General Note for Hazardous Waste	N/A <input type="checkbox"/>	Applicable <input checked="" type="checkbox"/>
Special Provision 203-Hazardous Waste	N/A <input type="checkbox"/>	Applicable <input type="checkbox"/>
Special Provision 105.9	N/A <input type="checkbox"/>	Applicable <input type="checkbox"/>

**All permits and approvals based on plans/scope as of: 9/15/14*

WELLS
MAIN STREET (ROUTE 1)
TRAFFIC SIGNAL UPGRADES
PIN 20566.00

GENERAL NOTE

A Maine Department of Environmental Protection (MDEP) data base review suggested some petroleum contamination issues in the vicinity of the project. In particular a former retail gasoline station located at the intersection with Main Street and Mile Road and the retail gasoline station at the intersection of Main Street and Route 9B. The scope of work for this project suggests petroleum or hazardous waste should not be encountered. However, in light of the commercial nature of the area and reported spills, the contractor shall employ appropriate health and safety measures to protect its workers against hazards associated with working near petroleum-impacted soils. Furthermore, the Contractor shall remain alert for any additionally evidence of contamination. If the Contractor encounters evidence of soil or groundwater contamination, the Contractor shall secure the excavation, stop work in the contaminated area, and immediately notify the Resident. The Resident shall contact the Hydrogeologist in MDOT's Office of Safety and Compliance at 207-624-3004 and the Maine Department of Environmental Protection at 800-482-0777. Work may only continue with authorization from the Resident.