

**ADDENDUM NO. 1**

**CONSTRUCT NEW RUNWAY 15 PARTIAL PARALLEL TAXIWAY (APPROX. 2,200' X 25' – BASE BID) AND RUNWAY 33 BYPASS TAXIWAY (APPROX. 464' X 25' – ADDITIVE ALTERNATE NO. 1)**

**FAA AIP NO. 3-23-0007-XXX-2018**

**MJ PROJECT NO. 18228.01**

*The attention of all bidders submitting proposals for the above project is called to the following changes to the Contract Documents. The items set forth herein, whether of clarification, omission, addition, or substitution are to be included in and shall form a part of the proposal submitted.*

Bidders shall acknowledge receipt of the Addendum by writing the words, "Addendum No. 1" and inserting a date of **March 28, 2018** on the lines provided for such on Page P-5 of the Proposal Documents.

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**Addendum Item No. 1.1**

**ADD** on page TOC 3 To the End of Special Provisions after SP-7 Geotechnical Reports:

"SP – 8 Bid Policy of the City of Belfast.....SP 8-1 to SP 8-3"

**INVITATION TO BID**

**Addendum Item No. 1.2**

**REVISE** Page I-1, Under **Bid date** that reads:

**"Monday, April 2, 2018, 2:00PM"**

**TO READ**

**"Monday, April 2, 2018, 3:00PM"** All references therein after shall be changed to 3 PM

**INSTRUCTION TO BIDDERS**

**Addendum Item No. 1.3**

**REVISE** Page IB-8, Item 22 DISADVANTAGE BUISNESS ENTERPRISE AND SMALL BUSINESS PARTIPATION, second paragraph, first sentence.

“Town of Belfast, Maine at the Belfast Municipal Airport has an overall DBE goal of 9.57% for FAA funded Projects in Federal Fiscal Year 2013”

**TO READ**

“Town of Belfast, Maine at the Belfast Municipal Airport has an overall DBE goal of 9.57% for FAA funded Projects in Federal Fiscal Year **2018**.”

**Addendum Item No. 1.4**

**REVISE** Page IB-8, Item 22 DISADVANTAGE BUISNESS ENTERPRISE AND SMALL BUSINESS PARTIPATION, third paragraph, first sentence that reads.

“All contractors and Subcontractors are encouraged to make a good-faith efforts, as defined in Appendix A, 49 CFR Part 26 that will allow all DBE’s and Small Businesses the maximum opportunity to work with them on this project.”

**TO READ**

“All contractors and Subcontractors are **required** to make a good-faith efforts, as defined in Appendix A, 49 CFR Part 26 that will allow all DBE’s and Small Businesses the maximum opportunity to work with them on this project.”

**PROPOSAL DOCUMENTS**

**Addendum Item No. 1.5**

**DELETE** Proposal Documents Pages P-1 – P-34

**REPLACE** with attached **Proposal Documents Pages P-1 – P-36**

**SURETY’S BOND AFFIDAVIT**

**Addendum Item No. 1.6**

**REVISE** Page BB-2,

“NEW YORK RESIDENT AGENT”.

**TO READ:**

“RESIDENT AGENT”.

A revised Page BB-2 is attached to this addendum and may be used.

**DIVISION 1 SPECIFICATIONS**

**Addendum Item No. 1.7**

**REVISE** Supplemental General Provisions Page SGP-2 Item 5

**ADD** after Geotechnical Reports:  
“Bid Policy of the City of Belfast”

**Addendum Item No. 1.8**

**REVISE** Supplemental General Provisions SGP-4 Table 1 – Simultaneous Work Areas:  
**Column** Work Areas 4 **Row:** Work Area 2 and 3 that reads:

“Prohibited”  
“Prohibited”

**TO READ** with

“Allowed”  
“Allowed”

**Addendum Item No. 1.9**

**REVISE** Supplemental General Provisions Page SGP-6 Item 15 “Contract Document Precedence”:

**ADD** after document 8.  
“8A. Bid Policy of the City of Belfast”

**Addendum Item No. 1.10**

**REVISE** Supplemental General Provisions Page SGP-8 Item 19

“**RETAINAGE.** The Retainage Percentage for this project, as defined in General Provisions, shall be 5% (five percent)”

**TO READ** with

“**RETAINAGE.** Shall be as defined in Item 75 Retainage Supplemental General Provisions”

**Addendum Item No. 1.11**

**DELETE** Special Provisions, SP-2, Federal Prevailing Wage Rates, Pages SP-2-1 – SP-2-5

**REPLACE** Special Provisions, SP-2, Federal Prevailing Wage Rates, Pages SP-2-1 – SP-2-5

**Addendum Item No. 1.12**

**REVISE** Special Provisions Page SP-5-8

“Estimated Completion Date of Season 2 (Phases 2-4): August, 2019”

**TO READ** with

“Estimated Completion Date of Season 2 (Phases 2-4): **July, 2019**”

**Addendum Item No. 1.13**

**DELETE** Special Provisions CSPP, Appendix B, Airside Construction Safety and Phasing Plan

**REPLACE** with attached CSPP, Appendix B, Airside Construction Safety and Phasing Plan

**Addendum Item No. 1.14**

**INSERT** DIVISION 1 – SPECIFICATIONS SPECIAL PROVISIONS “SP-8 Bid Policy of the City of Belfast” as Attached

**FAA GENGERAL PROVISIONS**

**Addendum Item No. 1.15**

**REVISE** FAA General Provisions Section 90 Measurement and Payment. Paragraph 90-10 Construction Warranty paragraph b. that reads:

“This warranty shall continue for a period of one year from the date of final acceptance of the work and four years for LED lighting equipment. If the Owner takes possession of any part of the work before final acceptance, this warranty shall continue for a period of one year from the date the owner takes possession. However, this will not relieve the contractor from corrective items required by the final acceptance of the project work.”

**TO READ** with:

**“This warranty shall continue for a period of one year from the date of final acceptance of the work. LED lighting equipment shall be warranted by the manufacture for four years. If the Owner takes possession of any part of the work before final acceptance, this warranty shall continue for a period of one year from the date the owner takes possession. However, this will not relieve the contractor from corrective items required by the final acceptance of the project work.”**

**TECHNICAL SPECIFICATIONS**

**Addendum Item No. 1.16**

**REVISE** Specification Item M-001; section 001-1.14 WORK HOURS, the first sentence of the first paragraph that reads:

“Work hours available to the contractor are Monday through Friday 6:30 a.m. to 6:00 p.m. and Saturday 8:00 a.m. to 4:30 p.m. Night time work will not be permitted on this project.”

**TO READ:**

“Work hours available to the Contractor are Monday through **Friday 7:00 a.m. to 5 p.m.** and Saturday **7:00 a.m. to 5:00 p.m.** Night work will not be permitted on this project.”

**Addendum Item No. 1.17**

**DELETE** Specification Item M-001; section 001-1.25 AIRFIELD BADGES, second paragraph that reads:

“Refer to Section 01-0300 Badging for Badging requirements”

**Addendum Item No. 1.18**

**REVISE** Specification Item M-001; section 001-1.28 ESCORT VEHICLES, the first paragraph that reads:

“The Contractor shall provide an airfield escort for all vehicles requiring access to the work area locations which are not radio equipped, and are crossing active Taxiways or Runways”

**TO READ:**

**“No escorts will be needed on this project. The superintendent will inform all employees and subcontractors of safe airport operating procedures. A flagger with a radio will be required when hauling across active taxiways or through Runway safety areas & approach surfaces”**

**Addendum Item No. 1.19**

**REVISE** Specification Item M-150; section 150-0.1 Second paragraph last sentence that reads:

“Measurement and Payment for Final Survey and “As-Built” (Record) Drawings shall be under the M-001 line item.”

**TO READ:**

“Measurement and Payment for Final Survey and “As-Built” (Record) Drawings shall be under the **M-100** line item”

**Addendum Item No. 1.20**

**REVISE** Specification Item M-150; section 150-1.1 Second paragraph last sentence that reads:

“All survey fieldwork and computations shall be performed under the direction of a Licensed Land Surveyor, licensed in the State of Connecticut.”

**TO READ:**

**“All survey fieldwork and computations shall be performed under the direction of a Licensed Land Surveyor, licensed in the State of Maine”**

**Addendum Item No. 1.21**

**DELETE** Specification Item M-150; section 150-2.5 SUBMITTALS, Second paragraph AND subsequent list that reads:

**“Postconstruction:** The Contractor submit all collected data (in AutoCAD format), and associated required deliverables specified in FAA AC 150/5300-18B and as amended by Connecticut Airport Authority, and herein. This includes, but is not limited to:

1. Survey Quality Control Plan (completed prior to the start of Final Survey work)
2. Final Project Report
3. Documentation required for each feature as defined by Chapter 5 of FAA AC 150/5300-18B
4. All final processing, adjustment, or reduction files used to produce the final data. This includes the results of independent software files produced during the reduction of the final data, and any other product necessary to recreate the data.”

**Addendum Item No. 1.22**

**REVISE** Specification Item M-150; section 150-3.2 DATA COLLECTION, Second paragraph AND subsequent list that reads:

“The Contractor shall ensure that all relevant layers/features are collected and/ or converted in accordance with FAA AC 150/5300-18B.”

**TO READ**

**“NOT APPLICABLE ON THIS PROJECT”**

**Addendum Item No. 1.23**

**DELETE** Specification “ITEM P-156 TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL”

**REPLACE** With attached “ITEM P-156 TEMPORARY AIR AND WATER POLLUTION, SOIL, EROSION AND SILATION CONTROL”

**Addendum Item No. 1.24**

**REVISE** Specification Item P-620; section 620-2.3 REFLECTIVE MEDIA first two bullet where it reads:

- White and yellow paint are to receive Class III beads.
- Red paint is to receive Class I, Gradation A beads.

**TO READ**

- White and yellow paint are to receive **Type I Gradation A** beads.
- Red paint is to receive **Type I Gradation A** beads.

**Addendum Item No. 1.25**

**DELETE** Pages 7 of 10 through Pages 8 of 10 of Specification "ITEM L-110 AIRPORT UNDERGROUND ELECTRICAL DUCT BANKS AND CONDUITS" Pages 7 of 10 through Pages 8 of 10.

**REPLACE** With attached Pages 7 of 10 through Pages 8 of 10 "ITEM L-110 AIRPORT UNDERGROUND ELECTRICAL DUCT BANKS AND CONDUITS"

**Addendum Item No. 1.26**

**REVISE** Specification Item L-125 INSTALLATION OF AIRPORT LIGHTING SYSTEMS section L-125-5.6, Payment will be made under:

Item L-125-4 I-849 Runway End Identifier Lights (REIL) – Each Unit

**TO READ**

Item L-125-4 I-849 Runway End Identifier Lights (REIL) – **Each System**

**Addendum Item No. 1.27**

**REVISE** Specification Item L-125 INSTALLATION OF AIRPORT LIGHTING SYSTEMS section L-125-5.6, Payment will be made under:

Item L-125-7 Remove Existing REILS – Each Unit

**TO READ**

Item L-125-7 Remove Existing REILS – **Each System**

**CONTRACT DRAWINGS**

**Addendum Item No. 1.28**

**DELETE** the following Drawings in their entirety:

COVR	TITLE SHEET
CSP-02	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1A
CSP-03	CONSTRUCTION SAFETY AND PHASING PLAN – PHASE 1B
CSP-04	CONSTRUCTION SAFETY AND PHASING PLAN – PHASE 2
CSP-05	CONSTRUCTION SAFETY AND PHASING PLAN – PHASE 3
CSP-06	CONSTRUCTION SAFETY AND PHASING PLAN – PHASE 4
CSP-07	FAA PART 77 IMAGINARY SURFACES
EC-01	EROSION CONTROL PLAN (1 OF 4)
EC-02	EROSION CONTROL PLAN (2 OF 4)
EC-06	EROSION CONTROL DETAILS (2 OF 3)
MG-01	MITIGATION PLAN (1 OF 1)
D-01	DEMOLITION PLAN (1 OF 4)
D-02	DEMOLITION PLAN (2 OF 4)
D-03	DEOLITION PLAN (3 OF 4)
C-03	GEOMETRY AND MARKING PLAN (3 OF 4)
TYP-01	TYPICAL SECTION AND PAVEMENT DETAILS
MK-01	MARKING DETAILS
E-03	ELECTRICAL PLAN (3 OF 4)
E-06	ELECTRICAL DETAILS (1 OF 2)

**REPLACE** (Note revisions on the drawings are indicated with clouds) with the attached Drawings:

COVR	TITLE SHEET
CSP-02	CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1A
CSP-03	CONSTRUCTION SAFETY AND PHASING PLAN – PHASE 1B
CSP-04	CONSTRUCTION SAFETY AND PHASING PLAN – PHASE 2
CSP-05	CONSTRUCTION SAFETY AND PHASING PLAN – PHASE 3
CSP-06	CONSTRUCTION SAFETY AND PHASING PLAN – PHASE 4
CSP-07	FAA PART 77 IMAGINARY SURFACES
EC-01	EROSION CONTROL PLAN (1 OF 4)
EC-02	EROSION CONTROL PLAN (2 OF 4)
EC-06	EROSION CONTROL DETAILS (2 OF 3)
MG-01	MITIGATION PLAN (1 OF 1)
D-01	DEMOLITION PLAN (1 OF 4)
D-02	DEMOLITION PLAN (2 OF 4)
D-03	DEOLITION PLAN (3 OF 4)
C-03	GEOMETRY AND MARKING PLAN (3 OF 4)
TYP-01	TYPICAL SECTION AND PAVEMENT DETAILS
MK-01	MARKING DETAILS

E-03            ELECTRICAL PLAN (3 OF 4)  
E-06            ELECTRICAL DETAILS (1 OF 2)

### **Questions and Clarifications**

The following questions were submitted:

*QUESTION: Is an Engineer's estimate available for this project?*

**ANSWER: No**

*QUESTION: What is the Estimated Project Value*

**ANSWER: Base Bid + Add Alt: \$5-\$6 Million**

*QUESTION: What is the anticipated start date*

**ANSWER: Refer to Division 1 – Specifications: Special Provisions – SP – 5 Construction Safety and Phasing Plan (CSPP) page SP-5-7**

*QUESTION: Are there any Union Requirements?*

**ANSWER: No. Contractor to pay prevailing wages.**

*QUESTION: Is it possible to get CAD Files for this Job?*

**ANSWER: No, CAD files are not a part of the bidding documents. CAD Files will be available for the Awarded Contractor to assist in construction.**

*QUESTION: When does McFarland Johnson anticipate contract signing for the project to take place based on funding in September as was discussed in the pre-bid? If funding is awarded earlier than September would contract signing be subsequently pushed forward?*

**ANSWER: It is anticipated that Funding will be available in September. Contract anticipated to be awarded and executed in October of 2018. If funding is awarded earlier than September, the start of the contract process will begin. Notice to proceed will be based upon tree removal limitations, fly in, contractor availability and approved Schedule.**

*QUESTION: Final excavations down to Subgrade be part of phase one or phase 2?*

**ANSWER: The awarded Contractor shall submit a work schedule, including items completed in each phase. The schedule will be mutually agreed upon between the Contractor awarded the bid, the engineer, and the City of Belfast. However, the construction must be completed by July 2019.**

*QUESTION: The construction warranty is covered by the contractor for a period of one year from date of final acceptance and four years for LED lighting equipment. Surety companies have issues with installer warranties over two years, can the LED lighting warranty be reduced to two years or have the LED lighting warranty be the responsibility of the manufacturer?*

**ANSWER: See Addendum Item No. 1.15.**

*QUESTION: Is the DBE goal a goal or a requirement?*

**ANSWER: As described in Instructions for Bidders, Section 22, there is no project specific goal for this project.**

**The City of Belfast may award the contract only to a bidder who makes a “good faith effort” to meet the DBE regulations, as defined under 49 CFR Part 26 Subsection 26.53. A copy of the document has been included in the bid documents under Special Provisions SP-3 Reference Document. Through a methodology defined by the US DOT, the City has determined that this project would likely have about 9.57% DBE contractors, subcontractors, and suppliers if there were a completely “level playing field.”**

**When the City reviews the bids received, they will need to determine if the bidders made a “good faith effort.” One way to demonstrate this is to achieve the 9.57% DBE participation that the City calculated. Another way to demonstrate “good faith effort” is to use the guidelines contained in Section 57 of the Supplemental General Provisions and in 49 CFR Part 26.**

**The City cannot reject a bid based solely on not meeting a particular DBE percentage. They are required to reject a bid if a bidder does not comply with 49 CFR Part 26.**

*QUESTION: May I have a list of the Pre-Bid Attendees?*

**ANSWER: Attached is the Pre-Bid Sign-In Sheet**

**END OF ADDENDUM NO. 1**

# **PROPOSAL DOCUMENTS**

## **SPECIFICATIONS AND CONTRACT DOCUMENTS**

**for**

**BELFAST MUNICIPAL AIRPORT  
CITY OF BELFAST, MAINE**

**CONSTRUCT NEW RUNWAY 15 PARTIAL PARALLEL TAXIWAY  
(APPROX. 2,200' X 25' - BASE BID) AND RUNWAY 33 BYPASS TAXIWAY  
(APPROX. 464' X 25' - ADDITIVE ALTERNATE NO. 1)**

**AIP NO. 3-23-0007-XXX-2018**

### **PREPARED FOR:**

**Belfast Municipal Airport  
City of Belfast, Maine**

### **PREPARED BY:**



Choose an item.

**March 5, 2018**

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## ***PROPOSAL CHECKLIST***

The following material must be submitted by all bidders:

1. The envelope as described in the Instructions to Bidders shall contain the signed original (as applicable by document) of:
  - Proposal Form (Pages P-1 through P-34)
  - Backup Information for Bidder's Qualifications (if required)
  - Proposal Surety as Specified in the Instructions to Bidders
  - Surety's Bond Affidavit / Attorney-in-Fact Certification
  - Certificate of Buy American Compliance for Manufactured Products – Form MJ-200
  - Certification of Offeror/Bidder Regarding Tax Delinquency and Felony Convictions – Form MJ-201
  - Certificate of Offeror / Bidder Regarding Debarment and Certification of Lower Tier Contractors Regarding Debarment – Form MJ-202
  - Prohibition of Segregated Facilities – Form MJ-203
  - Equal Employment Opportunity Report Statement as Required by 41 CFR 60-1.7(b) – Form MJ-204
  - FAA – Proposed Disadvantaged Business Enterprises (DBE) and Small Business Utilization – Race-Neutral Projects – Form MJ-205
  - Prime Contractor – DBE / Small Business Reporting Information Form – Form MJ-206
  - Subcontractor / Supplier – DBE / Small Business Reporting Information – Form MJ-207
  - Annual Contractor Assurances AIP Funded Contracts – Form MJ-209
  - Trade Restriction Certification – Form MJ-218
  - Non-Collusion Affidavit (Bidder of Offeror) – Form MJ-221
  - Certification Regarding Lobbying – Form MJ-224
  - List of Potential Subcontractors and Suppliers as discussed in Supplemental General Provisions Section 57.1.vii
  
2. Within 36 hours of Bid Opening, the three lowest bidders must submit:
  - Subcontractor / Supplier Disadvantage Business Enterprise (DBE) and Small Business – Letter of Intent – Form MJ-215
  
  - Proof of Registration with the Maine Secretary of State

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**PROPOSAL FORM**

**BELFAST MUNICIPAL AIRPORT  
CITY OF BELFAST, MAINE**

**CONSTRUCT NEW RUNWAY 15 PARTIAL PARALLEL TAXIWAY  
(APPROX. 2,200' X 25' - BASE BID) AND RUNWAY 33 BYPASS TAXIWAY  
(APPROX. 464' X 25' - ADDITIVE ALTERNATE NO. 1)**

**AIP NO. 3-23-0007-XXX-2018**

Date: \_\_\_\_\_

To: City of Belfast, Maine

A. The undersigned (hereinafter called the Contractor) proposes to furnish all labor, equipment and materials required for **“CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY (BASE BID) AND RUNWAY 33 BYPASS TAXIWAY (ADDITIVE ALTERNATE NO. 1)”** accordance with the accompanying Contract Documents as defined in the Supplemental General Provisions and prepared by McFarland Johnson, Inc., of Concord, New Hampshire, for the amounts listed below, subject to additions and deductions in accordance with the terms of the Specifications. It being understood that the Owner will be the sole judge as to acceptance of Bids and award of the Contract.

Bidder agrees to complete the work under this Contract within the time specified in the Invitation to Bid.

B. This Bid includes addenda:

<u>Number</u>	<u>Date</u>
_____	_____
_____	_____
_____	_____

C. Bidders agree to perform all of the work described in the Contract Documents and tabulated below for the following unit and lump sum prices.

It is understood that the quantities given in this Bid Form are approximate only and are given as a basis for comparison of Bids. The Owner does not expressly or by implication agree that the actual amount of work will even approximately correspond herewith, but reserves the right to increase or decrease the amount of any item of the work listed, and the unit prices quoted in the Bid shall apply without change to such variation in the quantity of each of the items, except as further clarified herein. The Owner further reserves the right to delete any item of work in whole or in part, in order to meet the available funding.

**BASE BID**

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
M-100-1	$\frac{1}{LS}$	<u>Mobilization</u> for the unit price per Lump Sum of:  _____ _____ dollars and _____ cents.				
M-110-1	$\frac{5}{Monthly}$	<u>Engineer's Field Office</u> for the specified unit price per Month of:  _____ dollars and _____ cents.				
M-120-1	$\frac{1}{Allowance}$	<u>Low Profile Lighted Barricades And Runway Closure Markers</u> for the specified unit price per Allowance of:  <u>Ten Thousand</u> _____ dollars and _____ no _____ cents.	\$10,000	00	\$10,000	00
M-200-1	$\frac{1}{LS}$	<u>Maintenance and Protection of Traffic</u> for the unit price per Lump Sum of:  _____ _____ dollars and _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
M-300-1	<u>350</u> CY	<u>Plain Rip Rap</u> for the unit price per Cubic Yard of:  _____ _____ dollars and _____ cents.				
M-400-1	<u>3,100</u> CY	<u>4" Minus Subbase</u> for the unit price per Cubic Yard of:  _____ _____ dollars And _____ cents				
M-500-1	<u>10,600</u> SY	<u>Geotextile Fabric Over 4" Minus</u> for the unit price per Square Yard of:  _____ _____ dollars And _____ cents				
M-500-2	<u>2,900</u> SY	<u>Geotextile Fabric Around P-154 Subbase</u> for the unit price per Square Yard of:  _____ _____ dollars And _____ cents				
P-101-1	<u>250</u> LF	<u>Sawcut Pavement</u> for the unit price per Linear Foot of:  _____ _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
P-101-2	<u>250</u> LF	<u>Sawcut and Seal Joints</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
P-101-3	<u>3,100</u> CY	<u>Bituminous Pavement Removal</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				
P-151-1	<u>5.70</u> AC	<u>Clearing and Grub</u> for the unit price per Acre of:  _____ dollars And _____ cents				
P-152-1	<u>58,400</u> CY	<u>Unclassified Excavation</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				
P-152-2	<u>37,900</u> CY	<u>Rock Excavation</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
P-152-3	$\frac{6,100}{\text{CY}}$	<u>Unsuitable Material Removal and Backfill</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				
P-154-1	$\frac{1,800}{\text{CY}}$	<u>Subbase Material</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				
P-156-1	$\frac{3}{\text{EA}}$	<u>Inlet Protection/Catch Basin Filter Bags</u> for the unit price per Each:  _____ dollars And _____ cents				
P-156-2	$\frac{9,900}{\text{LF}}$	<u>Erosion Control Sedimentation Barrier</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
P-156-3	$\frac{1}{\text{EA}}$	<u>Stabilized Construction Entrance</u> for the unit price per Each:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
P-156-4	<u>9,580</u> SY	<u>Erosion Control Matting</u> for the unit price per Square Yard of:  _____ _____ dollars And _____ cents				
P-156-5	<u>990</u> LF	<u>Check Dam</u> for the unit price per Linear Foot of:  _____ _____ dollars And _____ cents				
P-209-1	<u>1,120</u> CY	<u>Crushed Aggregate Base Course</u> for the unit price per Cubic Yard of:  _____ _____ dollars And _____ cents				
P-401-1	<u>2,500</u> TON	<u>Bituminous Surface Course</u> for the unit price per Ton of:  _____ _____ dollars And _____ cents				
P-602-1	<u>2,600</u> GAL	<u>Bituminous Prime Coat</u> for the unit price per Gallon of:  _____ _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
P-603-1	<u>700</u> GAL	<u>Bituminous Tack Coat</u> for the unit price per Gallon of:  _____ _____ dollars And _____ cents				
P-620-1	<u>3,300</u> SF	<u>Permanent Pavement Markings</u> for the unit price per Square Foot of:  _____ _____ dollars And _____ cents				
P-620-2	<u>3</u> EA	<u>Surface Painted Hold Position Sign</u> for the unit price per Each:  _____ _____ dollars And _____ cents				
P-620-3	<u>80</u> SF	<u>Remove Pavement Markings</u> for the unit price per Square Foot of:  _____ _____ dollars And _____ cents				
D-701-1	<u>300</u> LF	<u>18" RCP Drain Pipe</u> for the unit price per Linear Foot of:  _____ _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
D-701-2	$\frac{130}{\text{LF}}$	<u>24" RCP Drain Pipe</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
D-705-1A	$\frac{4,400}{\text{LF}}$	<u>6" Underdrain</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
D-705-1B	$\frac{100}{\text{LF}}$	<u>8" Underdrain</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
D-705-2	$\frac{15}{\text{EA}}$	<u>Underdrain Cleanout</u> for the unit price per Each:  _____ dollars And _____ cents				
D-751-1	$\frac{3}{\text{EA}}$	<u>4' Catch Basin with Heavy Duty Inlet Grate</u> for the unit price per Each:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
D-751-2	$\frac{1}{EA}$	<u>24" RCP Flared End Section</u> for the unit price per Each:  _____ dollars And _____ cents				
T-901-1	$\frac{34,270}{SY}$	<u>Seeding</u> for the unit price per Square Yard of:  _____ dollars And _____ cents				
T-905-1	$\frac{34,270}{SY}$	<u>Topsoiling</u> for the unit price per Square Yard of:  _____ dollars And _____ cents				
L-108-1	$\frac{5,500}{LF}$	<u>#8 AWG, 5KV L-824, Type C Cable Install in Trench, Duct Bank or Conduit</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
L108-2	$\frac{4,700}{LF}$	<u>#6 AWG Bare Counterpoise Wire Installed in Trench, Including Ground Rods and Connections</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
L-110-1	$\frac{110}{LF}$	<u>Concrete Encased 2" Conduit, Type III PVC, SCH.80</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
L-110-2	$\frac{50}{LF}$	<u>2"-2 Way Concrete Encased Electrical Duct Bank</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
L-125-1	$\frac{41}{EA}$	<u>L-861T Stake Mounted LED Elevated Taxiway Edge Light</u> for the unit price per Each:  _____ dollars And _____ cents				
L-125-2	$\frac{12}{EA}$	<u>L-861T Base Mounted LED Elevated Taxiway Edge Light</u> for the unit price per Each:  _____ dollars And _____ cents				
L-125-4	$\frac{1}{EA}$	<u>L-849 Reils Each Unit</u> for the unit price per Each:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
L-125-5A	$\frac{1}{EA}$	<u>1 Module Guidance Sign</u> for the unit price per Each:  _____ dollars And _____ cents				
L-125-5C	$\frac{2}{EA}$	<u>3 Module Guidance Sign</u> for the unit price per Each:  _____ dollars And _____ cents				
L-125-7	$\frac{1}{EA}$	<u>Remove Existing Reils (Unit)</u> for the unit price per Each:  _____ dollars And _____ cents				

*THE CONTRACTOR SHALL USE THE SAME UNIT PRICES FOR THE SAME ITEMS NO'S FOR THE BID ADDITIVE ALTERNATE AS USED IN THE BASE BID. IN AREAS OF CONFLICT THE LOWEST BID PRICE SHALL CONTROL.*

**BID SUMMARY – BASE BID ONLY**

TOTAL BID: \_\_\_\_\_  
(Words)

\_\_\_\_\_ dollars and

\_\_\_\_\_ cents (\$ \_\_\_\_\_ ).  
(Figures)

**Note: Also record this Bid amount on the Bid Summary Sheet**

**ADDITIVE ALTERNATE No. 1**

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
M-100-1	$\frac{1}{LS}$	<u>Mobilization</u> for the unit price per Lump Sum of:  _____ _____ dollars  and _____ cents.				
M-200-1	$\frac{1}{LS}$	<u>Maintenance and Protection of Traffic</u> for the unit price per Lump Sum of:  _____ _____ dollars  and _____ cents				
M-300-1	$\frac{720}{CY}$	<u>Plain Rip Rap</u> for the unit price per Cubic Yard of:  _____ _____ dollars  and _____ cents.				
M-500-2	$\frac{2,300}{SY}$	<u>Geotextile Fabric Around P-154 Subbase</u> for the unit price per Square Yard of:  _____ _____ dollars  And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
P-101-1	$\frac{70}{\text{LF}}$	<u>Sawcut Pavement</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
P-101-2	$\frac{70}{\text{LF}}$	<u>Sawcut and Seal Joints</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
P-101-3	$\frac{500}{\text{CY}}$	<u>Bituminous Pavement Removal</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				
P-151-1	$\frac{0.2}{\text{AC}}$	<u>Clearing and Grub</u> for the unit price per Acre of:  _____ dollars And _____ cents				
P-152-1	$\frac{3,100}{\text{CY}}$	<u>Unclassified Excavation</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
P-152-3	$\frac{400}{\text{CY}}$	<u>Unsuitable Material Removal and Backfill</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				
P-154-1	$\frac{1,500}{\text{CY}}$	<u>Subbase Material</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				
P-156-1	$\frac{4}{\text{EA}}$	<u>Inlet Protection/Catch Basin Filter Bags</u> for the unit price per Each:  _____ dollars And _____ cents				
P-156-2	$\frac{2,860}{\text{LF}}$	<u>Erosion Control Sedimentation Barrier</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
P-156-3	$\frac{1}{\text{EA}}$	<u>Stabilized Construction Entrance</u> for the unit price per Each:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
P-156-4	<u>130</u> SY	<u>Erosion Control Matting</u> for the unit price per Square Yard of:  _____ dollars And _____ cents				
P-156-5	<u>110</u> LF	<u>Check dam</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
P-209-1	<u>270</u> CY	<u>Crushed Aggregate Base Course</u> for the unit price per Cubic Yard of:  _____ dollars And _____ cents				
P-401-1	<u>500</u> TON	<u>Bituminous Surface Course</u> for the unit price per Ton of:  _____ dollars And _____ cents				
P-602-1	<u>500</u> GAL	<u>Bituminous Prime Coat</u> for the unit price per Gallon of:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
P-603-1	<u>150</u> GAL	<u>Bituminous Tack Coat</u> for the unit price per Gallon of:  _____ dollars And _____ cents				
P-620-1	<u>1,700</u> SF	<u>Permanent Pavement Markings</u> for the unit price per Square Foot of:  _____ dollars And _____ cents				
P-620-2	<u>2</u> EA	<u>Surface Painted Hold Position Sign</u> for the unit price per Each:  _____ dollars And _____ cents				
D-701-1	<u>430</u> LF	<u>18" RCP Drain Pipe</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
D-701-3	<u>300</u> LF	<u>Remove Existing Pipe</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
D-705-1A	$\frac{1,000}{\text{LF}}$	<u>6" Underdrain</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
D-705-2	$\frac{6}{\text{EA}}$	<u>Underdrain Cleanout</u> for the unit price per Each:  _____ dollars And _____ cents				
D-751-2	$\frac{4}{\text{EA}}$	<u>4' Catch Basin with Airport Rated Inlet Grate</u> for the unit price per Each:  _____ dollars And _____ cents				
D-752-1	$\frac{1}{\text{EA}}$	<u>18" RCP Flared End Section</u> for the unit price per Each:  _____ dollars And _____ cents				
T-901-1	$\frac{4,230}{\text{SY}}$	<u>Seeding</u> for the unit price per Square Yard of:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
T-905-1	$\frac{4,230}{\text{SY}}$	<u>Topsoiling</u> for the unit price per Square Yard of:  _____ dollars And _____ cents				
L-108-1	$\frac{1,500}{\text{LF}}$	<u>#8 AWG, 5KV L-824, Type C Cable Install in Trench, Duct Bank or Conduit</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
L-108-2	$\frac{900}{\text{LF}}$	<u>#6 AWG Bare Counterpoise Wire Installed in Trench, Including Ground Rods and Connections</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				
L-110-1	$\frac{150}{\text{LF}}$	<u>Concrete Encased 2" Conduit, Type III PVC, SCH.80</u> for the unit price per Linear Foot of:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
L-125-1	$\frac{23}{EA}$	<u>L-861T Stake Mounted LED Elevated Taxiway Edge Light</u> for the unit price per Each:  _____ dollars And _____ cents				
L-125-2	$\frac{7}{EA}$	<u>L-861T Base Mounted LED Elevated Taxiway Edge Light</u> for the unit price per Each:  _____ dollars And _____ cents				
L-125-3	$\frac{1}{EA}$	<u>L-861 Base Mounted Incandescent Elevated Runway Edge Light</u> for the unit price per Each:  _____ dollars And _____ cents				
L-125-5B	$\frac{4}{EA}$	<u>2 Module Guidance Sign</u> for the unit price per Each:  _____ dollars And _____ cents				
L-125-5C	$\frac{2}{EA}$	<u>3 Module Guidance Sign</u> for the unit price per Each:  _____ dollars And _____ cents				

ITEM NO.	ESTIMATED QUANTITY	ITEM DESCRIPTION WITH UNIT BID PRICE WRITTEN IN WORDS	UNIT PRICE		AMOUNT	
			Dollars	Cents	Dollars	Cents
L-125-6	2 EA	<u>Remove Existing Stake Mounted Edge Light and Transformer</u> for the unit price per Each:  _____ dollars And _____ cents				

*THE CONTRACTOR SHALL USE THE SAME UNIT PRICES FOR THE SAME ITEMS NO'S FOR THE BID ADDITIVE ALTERNATE AS USED IN THE BASE BID. IN AREAS OF CONFLICT THE LOWEST BID PRICE SHALL CONTROL.*

**BID SUMMARY – ADDITIVE ALTERNATE NO. 1 ONLY**

TOTAL BID: \_\_\_\_\_  
(Words)

\_\_\_\_\_ dollars and

\_\_\_\_\_ cents (\$ \_\_\_\_\_ ).  
(Figures)

**Note: Also record this Bid amount on the Bid Summary Sheet**

**BID SUMMARY SHEET**

**BID SUMMARY – BASE BID ONLY**

**TOTAL BID:** \_\_\_\_\_  
(words)

\_\_\_\_\_ dollars

and \_\_\_\_\_ cents (\$ \_\_\_\_\_).  
(figures)

**BID SUMMARY – ADDITIVE ALTERNATE NO. 1 ONLY**

**TOTAL BID:** \_\_\_\_\_  
(words)

\_\_\_\_\_ dollars

and \_\_\_\_\_ cents (\$ \_\_\_\_\_).  
(figures)

**BID SUMMARY – BASE BID + ADDITIVE ALTERNATE NO. 1**

**TOTAL BID:** \_\_\_\_\_  
(words)

\_\_\_\_\_ dollars

and \_\_\_\_\_ cents (\$ \_\_\_\_\_).  
(figures)

The Owner reserves the right to delete any item of work in whole or in part, in order to meet the available funding.

Amounts are to be shown in both words and figures. In case of Discrepancy, the amount shown in words will govern.

The above unit prices shall include all labor, materials, overhead, profit, insurance, etc., to cover the finished work of the several kinds called for.

Bidder understands that the Owner reserves the right to reject any or all Bids and to waive any informalities in the Bidding. The Bidder agrees that this Bid shall be good and may not be withdrawn for the period as specified in the Invitation to Bid.

The undersigned further certifies under the penalties of perjury that this Bid is in all respects bona fide, fair and made without collusion or fraud with any other person. As used in this subsection the word "person" shall mean any natural person, joint venture, partnership, corporation or other business or legal entity.

The undersigned agrees that if they are selected as the Contractor they will, within five (5) calendar days, after presentation thereof by the Owner, unless otherwise directed in writing by the Owner, execute a Contract in accordance with the terms of this General Bid and furnish a Performance Bond for 100% of the Contract Price and Payment Bond for 100% of the Contract Price, each of a Surety company meeting the requirements contained in the Contract Documents and satisfactory to the Owner, the premiums of which are to be paid by the Contractor and are included in the Contract amount.

Bidder proposes to provide all labor and materials to complete the work, as specified in the Contract Documents, and as is reasonably expected due to the existing conditions and required construction.

The undersigned hereby certifies that they are able to furnish labor that can work in harmony with all other elements of labor employed, or to be employed on the work, and that they will comply fully with all laws and regulations applicable to award of this contract.

The undersigned agrees to guarantee all of the work performed under this Contract to be done in accordance with the Contract Documents in a good and workmanlike manner and to renew or repair any work which may be rejected, due to defective materials or workmanship, prior to final completion and acceptance of the work.

The Bid Security attached in the sum of \$ \_\_\_\_\_ is to become the property of the Owner, in the event the Contract and Bond are not executed within the time above set forth, as liquidated damages for the delay and additional expense to the Owner caused thereby.

\_\_\_\_\_  
Company Name  
\_\_\_\_\_

\_\_\_\_\_  
Address  
\_\_\_\_\_

\_\_\_\_\_  
Name of Authorized Signature  
\_\_\_\_\_

\_\_\_\_\_  
Signature  
\_\_\_\_\_

\_\_\_\_\_  
Title  
\_\_\_\_\_

\_\_\_\_\_  
Date  
\_\_\_\_\_

(SEAL - if Bid is by a corporation)





5. Has your present organization ever failed to complete any work awarded to it? If so, state when, where and why.

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6. Give below, the name of one or more banks which have information that would enable them to advise regarding the financial ability of your company.

Name of Bank:                      Address:                      Telephone No.

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7. The names and residences of all persons and parties interested in this proposal as principals are as follows:

NOTE: In case of a corporation, give names of officers and directors; in case of a partnership, give names of all partners.

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Dated at \_\_\_\_\_ this  
day of \_\_\_\_\_, 2018.

Name of Bidder: \_\_\_\_\_

By: \_\_\_\_\_

Title: \_\_\_\_\_

State of \_\_\_\_\_ ss.

County of \_\_\_\_\_

Being duly sworn, deposes and says that he/she is

\_\_\_\_\_  
(Title)

of \_\_\_\_\_ and that the answers to the  
(name of organization)

foregoing questions and statements contained therein are true and correct.

Sworn to before me this \_\_\_\_\_ day of  
\_\_\_\_\_ 2018.

My commission expires: \_\_\_\_\_

\_\_\_\_\_  
Notary Public

**CERTIFICATE AS TO CORPORATE PRINCIPAL  
FOR PROPOSAL**

**(IF A CORPORATION)**

State of \_\_\_\_\_)

County of \_\_\_\_\_)

On this \_\_\_\_\_ day of \_\_\_\_\_, 2018

before me personally came \_\_\_\_\_

to me known, who being by me duly sworn, did depose and say as follows:

That they reside at \_\_\_\_\_

and are the \_\_\_\_\_

of \_\_\_\_\_

the corporation described in and which executed the foregoing instrument; that they know

the corporate seal of said corporation; that the seal affixed to the foregoing instrument is such

corporate seal and it was so affixed by order to the Board of Directors of said corporation; and that

by the like order they signed thereto their name and official designation.

\_\_\_\_\_  
Notary Public (Seal)

My Commission expires: \_\_\_\_\_

**PARTNERSHIP CERTIFICATE  
FOR PROPOSAL**

**(IF A PARTNERSHIP)**

State of \_\_\_\_\_)

County of \_\_\_\_\_)

On this \_\_\_\_\_ day of \_\_\_\_\_, 2018

before me personally appeared \_\_\_\_\_

known to me and known by me to be the person who executed the above instrument, who, being by me first duly sworn, did depose and say that they are a general partner in the firm of \_\_\_\_\_;

and that said firm consists of themselves and \_\_\_\_\_

\_\_\_\_\_, and that they executed the foregoing instrument on behalf of said firm for the uses and purposes stated herein.

\_\_\_\_\_  
Notary Public (Seal)

My commission expires:

\_\_\_\_\_

**INDIVIDUAL CERTIFICATE  
FOR PROPOSAL**

**(IF AN INDIVIDUAL)**

State of \_\_\_\_\_)

County of \_\_\_\_\_)

On this \_\_\_\_\_ day of \_\_\_\_\_, 2018

before me personally appeared \_\_\_\_\_

known to me and known by me to be the person who executed the above instrument, who, being by me first duly sworn, did depose and say that they are the owner of the

firm \_\_\_\_\_;

and that they executed the foregoing instrument on behalf of said firm for the uses and purposes stated herein.

\_\_\_\_\_  
Notary Public (Seal)

My commission expires:

\_\_\_\_\_

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**SURETY'S BOND AFFIDAVIT**

STATE OF \_\_\_\_\_)

SS

COUNTY OF \_\_\_\_\_)

BEFORE ME, THE UNDERSIGNED AUTHORITY, PERSONALLY APPEARED \_\_\_\_\_ WHO, BEING DULY SWORN, DEPOSES AND SAYS THAT THE UNDERSIGNED IS A DULY AUTHORIZED (RESIDENT) (NON-RESIDENT) INSURANCE AGENT, PROPERLY LICENSED UNDER THE LAWS OF THE STATE OF \_\_\_\_\_, OF \_\_\_\_\_, A COMPANY AUTHORIZED TO MAKE CORPORATE SURETY BONDS UNDER THE LAWS OF THE STATE OF MAINE

SAID \_\_\_\_\_ FURTHER CERTIFIES THAT AS ATTORNEY-IN-FACT FOR THE SAID \_\_\_\_\_, THEY HAVE SIGNED THE ATTACHED BOND IN THE SUM OF \_\_\_\_\_ DOLLARS (U.S. \$ \_\_\_\_\_) ON BEHALF OF \_\_\_\_\_ FOR

**THE CITY OF BELFAST, MAINE COVERING PROJECT – CONSTRUCT NEW RUNWAY 15 PARTIAL PARALLEL TAXIWAY (APPROX. 2,200’ X 25’ - BASE BID) AND RUNWAY 33 BYPASS TAXIWAY (APPROX. 464’ X 25’ - ADDITIVE ALTERNATE NO. 1), AIP NO. 3-23-0007-XXX-2018**

COUNTERSIGNED:

\_\_\_\_\_  
~~NEW YORK~~ **RESIDENT AGENT**

\_\_\_\_\_  
AGENT AND ATTORNEY-IN-FACT

ACKNOWLEDGEMENT FOR ATTORNEY-IN-FACT

SWORN TO AND SUBSCRIBED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_.

\_\_\_\_\_  
NOTARY PUBLIC,  
MY COMMISSION EXPIRES: \_\_\_\_\_



General Decision Number: ME180119 03/16/2018 ME119

Superseded General Decision Number: ME20170119

State: Maine

Construction Type: Highway

County: Waldo County in Maine.

HIGHWAY CONSTRUCTION PROJECTS

Note: Under Executive Order (EO) 13658, an hourly minimum wage of \$10.35 for calendar year 2018 applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2015. If this contract is covered by the EO, the contractor must pay all workers in any classification listed on this wage determination at least \$10.35 per hour (or the applicable wage rate listed on this wage determination, if it is higher) for all hours spent performing on the contract in calendar year 2018. The EO minimum wage rate will be adjusted annually. Please note that this EO applies to the above-mentioned types of contracts entered into by the federal government that are subject to the Davis-Bacon Act itself, but it does not apply to contracts subject only to the Davis-Bacon Related Acts, including those set forth at 29 CFR 5.1(a)(2)-(60). Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

Modification Number	Publication Date
0	01/05/2018
1	03/16/2018

\* ENGI0004-005 04/01/2017

	Rates	Fringes
POWER EQUIPMENT OPERATOR: Grader/Blade, Milling Machine, Paver (Asphalt, Aggregate, and Concrete), Roller Asphalt.....	\$ 21.66	12.50

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SUME2014-038 06/23/2017

	Rates	Fringes
CARPENTER, Includes Form Work....	\$ 18.34	2.84
HIGHWAY/PARKING LOT STRIPING: Laborer.....	\$ 14.80	1.27
IRONWORKER, REINFORCING.....	\$ 16.27	0.00

LABORER: Asphalt, Includes

Raker, Shoveler, Spreader and Distributor.....	\$ 15.40	2.69
LABORER: Common or General.....	\$ 13.27	1.43
LABORER: Landscape.....	\$ 18.69	2.70
LABORER: Wheelman.....	\$ 15.64	4.29
OPERATOR: Backhoe/Excavator/Trackhoe.....	\$ 18.80	4.16
OPERATOR: Bobcat/Skid Steer/Skid Loader.....	\$ 21.66	4.91
OPERATOR: Broom/Sweeper.....	\$ 19.09	5.20
OPERATOR: Bulldozer.....	\$ 17.30	3.50
OPERATOR: Loader.....	\$ 18.59	5.53
OPERATOR: Mechanic.....	\$ 22.07	8.73
OPERATOR: Screed.....	\$ 19.02	4.82
OPERATOR: Roller (Earth).....	\$ 16.43	3.40
TRAFFIC CONTROL: Flagger.....	\$ 9.38	0.00
TRAFFIC CONTROL: Laborer-Cones/ Barricades/Barrels - Setter/Mover/Sweeper.....	\$ 17.47	4.80
TRUCK DRIVER: Dump Truck.....	\$ 13.98	7.90
TRUCK DRIVER: TackTruck.....	\$ 20.18	7.75

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WELDERS - Receive rate prescribed for craft performing operation to which welding is incidental.

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Note: Executive Order (EO) 13706, Establishing Paid Sick Leave for Federal Contractors applies to all contracts subject to the Davis-Bacon Act for which the contract is awarded (and any solicitation was issued) on or after January 1, 2017. If this contract is covered by the EO, the contractor must provide employees with 1 hour of paid sick leave for every 30 hours they work, up to 56 hours of paid sick leave each year. Employees must be permitted to use paid sick leave for their own illness, injury or other health-related needs, including preventive care; to assist a family member (or person who is like family to the employee) who is ill, injured, or has other health-related needs, including preventive care; or for reasons resulting from, or to assist a family member (or person who is

like family to the employee) who is a victim of, domestic violence, sexual assault, or stalking. Additional information on contractor requirements and worker protections under the EO is available at [www.dol.gov/whd/govcontracts](http://www.dol.gov/whd/govcontracts).

Unlisted classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses (29CFR 5.5 (a) (1) (ii)).

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The body of each wage determination lists the classification and wage rates that have been found to be prevailing for the cited type(s) of construction in the area covered by the wage determination. The classifications are listed in alphabetical order of "identifiers" that indicate whether the particular rate is a union rate (current union negotiated rate for local), a survey rate (weighted average rate) or a union average rate (weighted union average rate).

#### Union Rate Identifiers

A four letter classification abbreviation identifier enclosed in dotted lines beginning with characters other than "SU" or "UAVG" denotes that the union classification and rate were prevailing for that classification in the survey. Example: PLUM0198-005 07/01/2014. PLUM is an abbreviation identifier of the union which prevailed in the survey for this classification, which in this example would be Plumbers. 0198 indicates the local union number or district council number where applicable, i.e., Plumbers Local 0198. The next number, 005 in the example, is an internal number used in processing the wage determination. 07/01/2014 is the effective date of the most current negotiated rate, which in this example is July 1, 2014.

Union prevailing wage rates are updated to reflect all rate changes in the collective bargaining agreement (CBA) governing this classification and rate.

#### Survey Rate Identifiers

Classifications listed under the "SU" identifier indicate that no one rate prevailed for this classification in the survey and the published rate is derived by computing a weighted average rate based on all the rates reported in the survey for that classification. As this weighted average rate includes all rates reported in the survey, it may include both union and non-union rates. Example: SULA2012-007 5/13/2014. SU indicates the rates are survey rates based on a weighted average calculation of rates and are not majority rates. LA indicates the State of Louisiana. 2012 is the year of survey on which these classifications and rates are based. The next number, 007 in the example, is an internal number used in producing the

wage determination. 5/13/2014 indicates the survey completion date for the classifications and rates under that identifier.

Survey wage rates are not updated and remain in effect until a new survey is conducted.

#### Union Average Rate Identifiers

Classification(s) listed under the UAVG identifier indicate that no single majority rate prevailed for those classifications; however, 100% of the data reported for the classifications was union data. EXAMPLE: UAVG-OH-0010 08/29/2014. UAVG indicates that the rate is a weighted union average rate. OH indicates the state. The next number, 0010 in the example, is an internal number used in producing the wage determination. 08/29/2014 indicates the survey completion date for the classifications and rates under that identifier.

A UAVG rate will be updated once a year, usually in January of each year, to reflect a weighted average of the current negotiated/CBA rate of the union locals from which the rate is based.

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#### WAGE DETERMINATION APPEALS PROCESS

1.) Has there been an initial decision in the matter? This can be:

- \* an existing published wage determination
- \* a survey underlying a wage determination
- \* a Wage and Hour Division letter setting forth a position on a wage determination matter
- \* a conformance (additional classification and rate) ruling

On survey related matters, initial contact, including requests for summaries of surveys, should be with the Wage and Hour Regional Office for the area in which the survey was conducted because those Regional Offices have responsibility for the Davis-Bacon survey program. If the response from this initial contact is not satisfactory, then the process described in 2.) and 3.) should be followed.

With regard to any other matter not yet ripe for the formal process described here, initial contact should be with the Branch of Construction Wage Determinations. Write to:

Branch of Construction Wage Determinations  
Wage and Hour Division  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

2.) If the answer to the question in 1.) is yes, then an

interested party (those affected by the action) can request review and reconsideration from the Wage and Hour Administrator (See 29 CFR Part 1.8 and 29 CFR Part 7). Write to:

Wage and Hour Administrator  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

The request should be accompanied by a full statement of the interested party's position and by any information (wage payment data, project description, area practice material, etc.) that the requestor considers relevant to the issue.

3.) If the decision of the Administrator is not favorable, an interested party may appeal directly to the Administrative Review Board (formerly the Wage Appeals Board). Write to:

Administrative Review Board  
U.S. Department of Labor  
200 Constitution Avenue, N.W.  
Washington, DC 20210

4.) All decisions by the Administrative Review Board are final.

=====

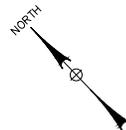
END OF GENERAL DECISION

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CSPP Appendix B  
**AIRSIDE CONSTRUCTION SAFETY AND PHASING PLAN**

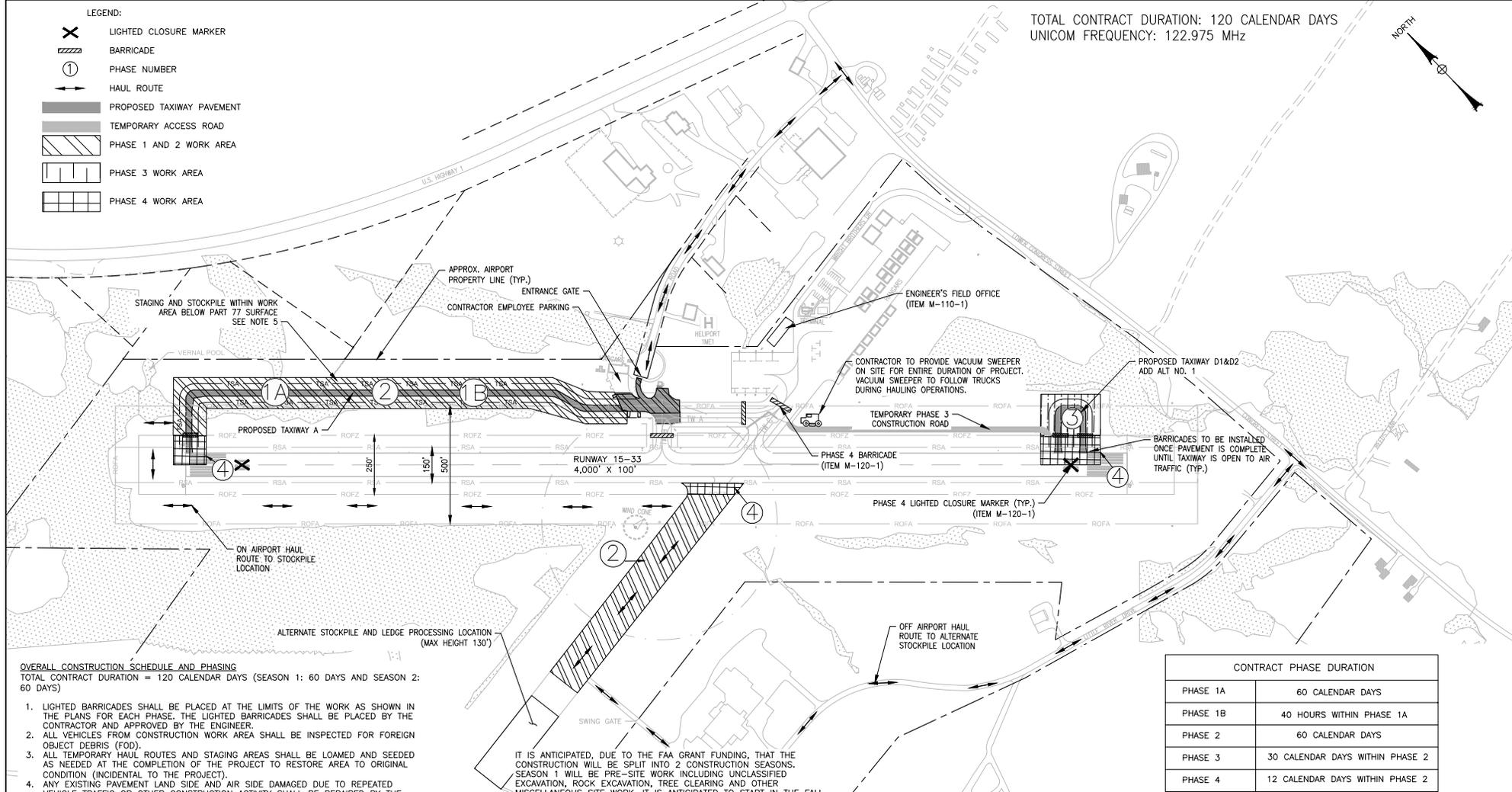
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TOTAL CONTRACT DURATION: 120 CALENDAR DAYS  
 UNICOM FREQUENCY: 122.975 MHz



LEGEND:

- LIGHTED CLOSURE MARKER
- BARRICADE
- PHASE NUMBER
- HAUL ROUTE
- PROPOSED TAXIWAY PAVEMENT
- TEMPORARY ACCESS ROAD
- PHASE 1 AND 2 WORK AREA
- PHASE 3 WORK AREA
- PHASE 4 WORK AREA



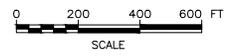
**OVERALL CONSTRUCTION SCHEDULE AND PHASING**  
 TOTAL CONTRACT DURATION = 120 CALENDAR DAYS (SEASON 1: 60 DAYS AND SEASON 2: 60 DAYS)

1. LIGHTED BARRICADES SHALL BE PLACED AT THE LIMITS OF THE WORK AS SHOWN IN THE PLANS FOR EACH PHASE. THE LIGHTED BARRICADES SHALL BE PLACED BY THE CONTRACTOR AND APPROVED BY THE ENGINEER.
2. ALL VEHICLES FROM CONSTRUCTION WORK AREA SHALL BE INSPECTED FOR FOREIGN OBJECT DEBRIS (FOD).
3. ALL TEMPORARY HAUL ROUTES AND STAGING AREAS SHALL BE LOAMED AND SEEDED AS NEEDED AT THE COMPLETION OF THE PROJECT TO RESTORE AREA TO ORIGINAL CONDITION (INCIDENTAL TO THE PROJECT).
4. ANY EXISTING PAVEMENT LAND SIDE AND AIR SIDE DAMAGED DUE TO REPEATED VEHICLE TRAFFIC OR OTHER CONSTRUCTION ACTIVITY SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO OWNER.
5. STAGING AREA SHALL BE ALLOWED IN WORK AREA IF HEIGHTS REMAIN BELOW PART 77 SURFACE. SEE DWG. CSP-07. ONE ALTERNATIVE FOR STOCKPILE/PROCESSING LOCATIONS HAS BEEN PROVIDED.
6. INSTALL ALL EARTHWORK EROSION AND SEDIMENTATION CONTROL BEST MANAGEMENT PRACTICES PRIOR TO INITIAL GROUND DISTURBANCE.
7. RUNWAY 15-33 WILL REMAIN OPEN DURING PHASES 1A, 2, AND 3 BUT WILL BE SHUT DOWN FOR PHASES 1B AND 4.
8. ALL PERSONNEL AND EQUIPMENT SHALL REMAIN WITHIN THE WORK ZONES AT ALL TIMES.
9. WORK WITHIN THE ROFZ WILL REQUIRE THE RUNWAY TO BE SHUT DOWN. ROFZ DELINEATION MARKERS WILL BE PLACED PRIOR TO ANY WORK AND WILL BE LOCATED AT THE ROFZ (125' FROM RUNWAY CENTER LINE). THE ROFZ MARKERS WILL BE TRAFFIC CONES MOUNTED ON A GRADE STAKE, OR CHANELIZER CONES, PLACED APPROXIMATELY EVERY 20'.
10. ANY EXISTING PAVEMENT OR PAVEMENT MARKING OBSCURED OR DAMAGED DUE TO CONSTRUCTION ACTIVITY SHALL BE REMOVED AND REPLACED, AS DIRECTED BY THE AIRPORT OR ENGINEER, AT NO ADDITIONAL COST TO THE OWNER.
11. ELECTRICAL BLASTING CAPS PROHIBITED ON AIRPORT PROPERTY.

IT IS ANTICIPATED, DUE TO THE FAA GRANT FUNDING, THAT THE CONSTRUCTION WILL BE SPLIT INTO 2 CONSTRUCTION SEASONS. SEASON 1 WILL BE PRE-SITE WORK INCLUDING UNCLASSIFIED EXCAVATION, ROCK EXCAVATION, TREE CLEARING AND OTHER MISCELLANEOUS SITE WORK. IT IS ANTICIPATED TO START IN THE FALL OF 2018. SEASON 2 WILL BE FOR THE REMAINDER OF THE WORK AND IS ANTICIPATED TO BE A LATE SPRING START IN 2019.

- PHASE DESCRIPTIONS:**
- PHASE 1A:** PREPARATION SITE WORK (SEASON 1)
  - PHASE 1B:** BLASTING IN WORK AREA 1A (SEASON 1)
  - PHASE 2:** CONSTRUCT NEW TAXIWAY A OUTSIDE THE LIMITS OF THE ROFZ TO THE EXISTING APRON. PAVEMENT REMOVAL AND MITIGATION. (SEASON 2)
  - PHASE 3:** CONSTRUCT NEW TAXIWAY D1 & D2 OUTSIDE THE LIMITS OF THE ROFZ (SEASON 2)
  - PHASE 4:** CONSTRUCT NEW TAXIWAYS A AND D1 & D2 WITHIN THE LIMITS OF THE ROFZ. PAVEMENT REMOVAL AND MITIGATION. (SEASON 2)

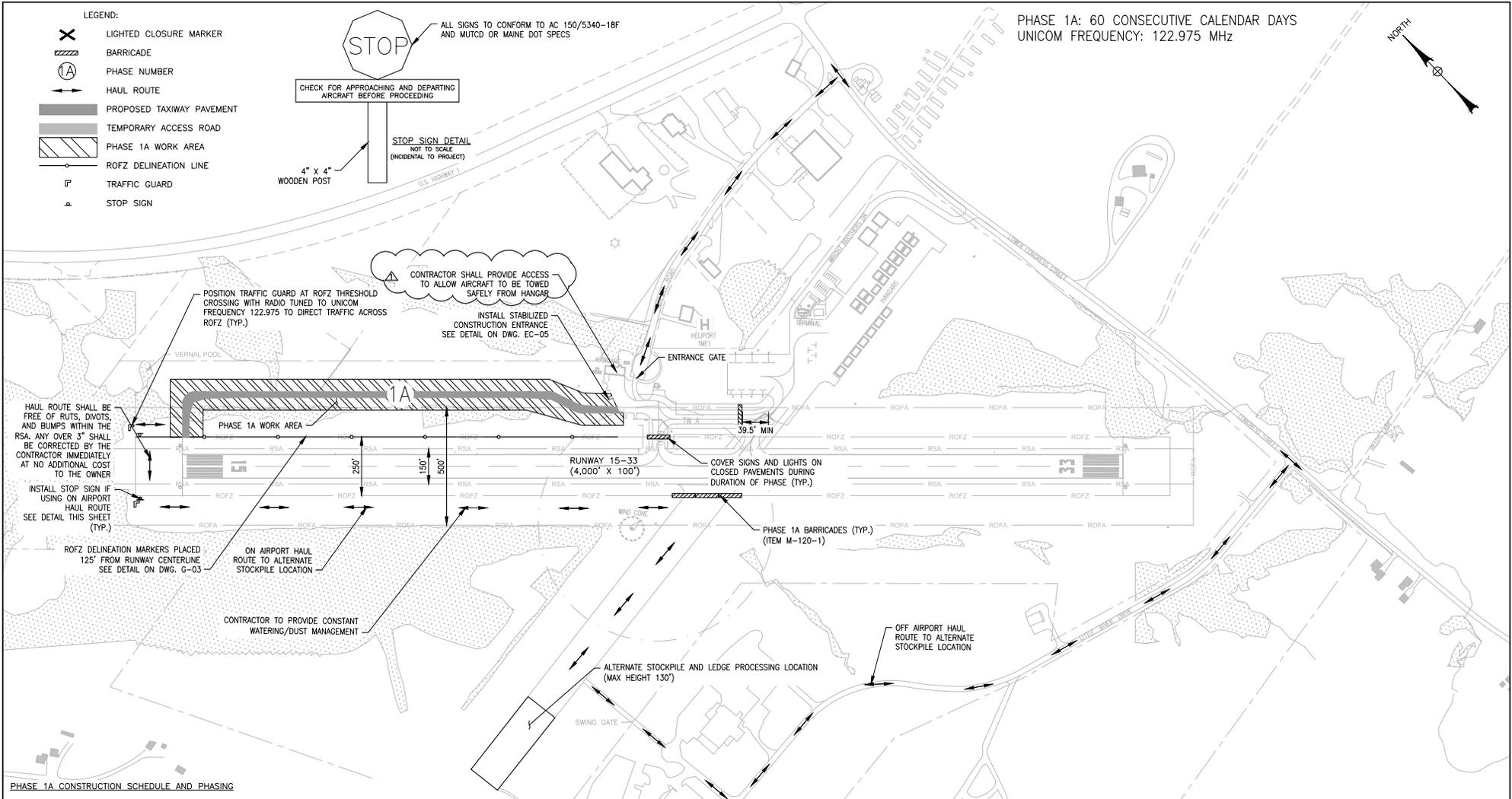
CONTRACT PHASE DURATION	
PHASE 1A	60 CALENDAR DAYS
PHASE 1B	40 HOURS WITHIN PHASE 1A
PHASE 2	60 CALENDAR DAYS
PHASE 3	30 CALENDAR DAYS WITHIN PHASE 2
PHASE 4	12 CALENDAR DAYS WITHIN PHASE 2



**BID DOCUMENTS**

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

	3/28/18	ADDENDUM NO. 1	SSS
	REV	DATE	DESCRIPTION
<b>McFarland Johnson</b> 53 REGIONAL DRIVE CONCORD, NEW HAMPSHIRE 03301			
<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE <b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b> <b>CONSTRUCTION SAFETY AND PHASING PLAN - OVERVIEW</b>			
SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-01</b> 5 of 66	
DRAWN: BRP	PROJECT: 18228.01		
CHECKED: SSS	DATE: MARCH 5, 2018		



PHASE 1A: 60 CONSECUTIVE CALENDAR DAYS  
 UNICOM FREQUENCY: 122.975 MHz

**PHASE 1A CONSTRUCTION SCHEDULE AND PHASING**

WORK AREA: INCLUDES THE SITE PREPARATION OUTSIDE THE LIMITS OF THE ROFZ TO THE EXISTING APRON.

DURATION: 60 CONSECUTIVE CALENDAR DAYS

CLOSURES: TAXIWAY B IS CLOSED ENTIRE DURATION OF PHASE

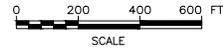
LIQUIDATED DAMAGES: \$2,100.00/DAY

**RESTRICTIONS:**

- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST REMAIN A MINIMUM OF 125' FROM THE RUNWAY CENTERLINE.
- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE SITUATED IN SUCH A WAY TO ALLOW SAFE PASSAGE FROM ALL HANGARS TO EXISTING RUNWAYS OR TAXIWAYS
- ALL TRAVEL MUST FOLLOW THE HAUL ROUTE USING THE TEMPORARY ACCESS ROADS.
- IT IS ANTICIPATED THAT PHASE 1 WILL OCCUR DURING THE FALL/WINTER OF 2018 THE CONTRACTOR SHALL FOLLOW OVERWINTER BMP'S ON DWG EC-05
- WORK SHALL NOT BEGIN PRIOR TO SEPTEMBER 15, 2018 DUE TO SCHEDULED FLY-IN EVENT
- NO TREE REMOVAL ACTIVITIES FROM MAY THROUGH AUGUST

**PRIMARY WORK TO BE PERFORMED IN PHASE 1A**

- MOBILIZATION
- EROSION AND SEDIMENT CONTROL
- CLEARING AND GRUBBING
- LEDGE BLASTING PREPARATION
- UNCLASSIFIED AND ROCK EXCAVATION
- LEDGE REMOVAL
- LEDGE BLASTING CLEANUP
- PROCESS LEDGE INTO P-154-1, P-209-1, AND 4" MINUS STONE



**BID DOCUMENTS**

IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

**BELFAST MUNICIPAL AIRPORT**  
 CITY OF BELFAST, STATE OF MAINE  
**CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY**  
**CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1A**

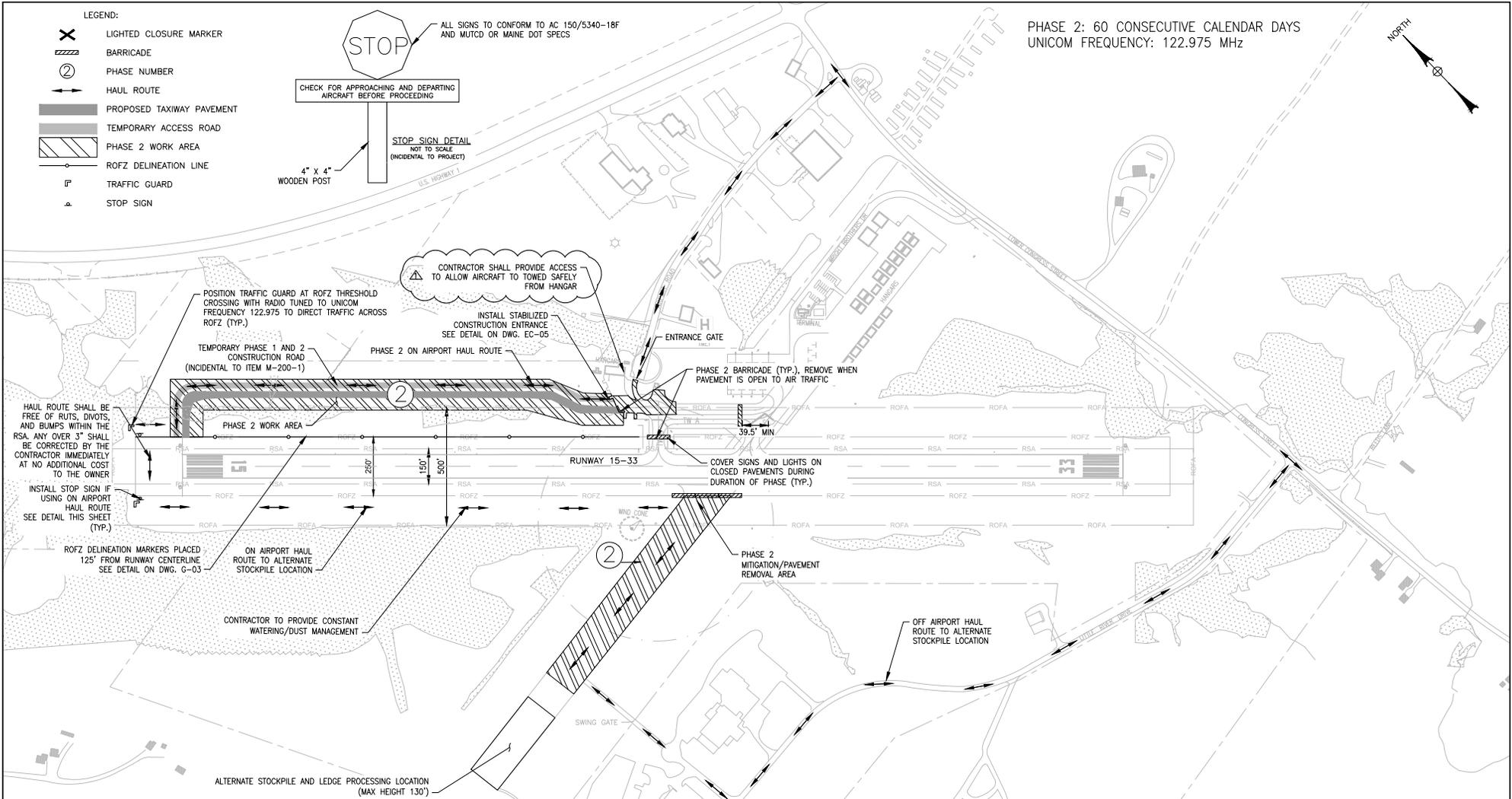
SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-02</b> 6 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	



REV	DATE	DESCRIPTION	BY
3/28/18		ADDENDUM NO. 1	SSS

**McFarland Johnson**  
 53 REGIONAL DRIVE  
 CONCORD, NEW HAMPSHIRE 03301





**PHASE 2 CONSTRUCTION SCHEDULE AND PHASING**

WORK AREA: INCLUDES THE CONSTRUCTION OF TAXIWAY A OUTSIDE THE LIMITS OF THE ROFZ TO THE EXISTING APRON.

DURATION: 60 CONSECUTIVE CALENDAR DAYS (SEASON 2)

CLOSURES: TAXIWAY A FOR THE ENTIRE DURATION OF THE PHASE  
TAXIWAY B FOR THE ENTIRE DURATION OF THE PHASE

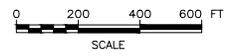
LIQUIDATED DAMAGES: \$2,100.00/DAY

**RESTRICTIONS:**

- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST REMAIN A MINIMUM OF 125' FROM THE RUNWAY CENTERLINE
- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE SITUATED IN SUCH A WAY TO ALLOW SAFE PASSAGE FROM ALL HANGARS TO EXISTING RUNWAYS OR TAXIWAYS
- ALL TRAVEL MUST FOLLOW THE HAUL ROUTE USING THE TEMPORARY ACCESS ROADS.

**PRIMARY WORK TO BE PERFORMED IN PHASE 2**

- INSTALLATION OF NEW LIGHTING AND SIGNAGE
- INSTALLATION OF NEW DRAINAGE STRUCTURES AND PIPES
- INSTALLATION OF NEW PAVEMENT BOX SECTIONS
- MARKING OF NEW PAVEMENT
- PAVEMENT REMOVAL/MITIGATION



**BID DOCUMENTS**

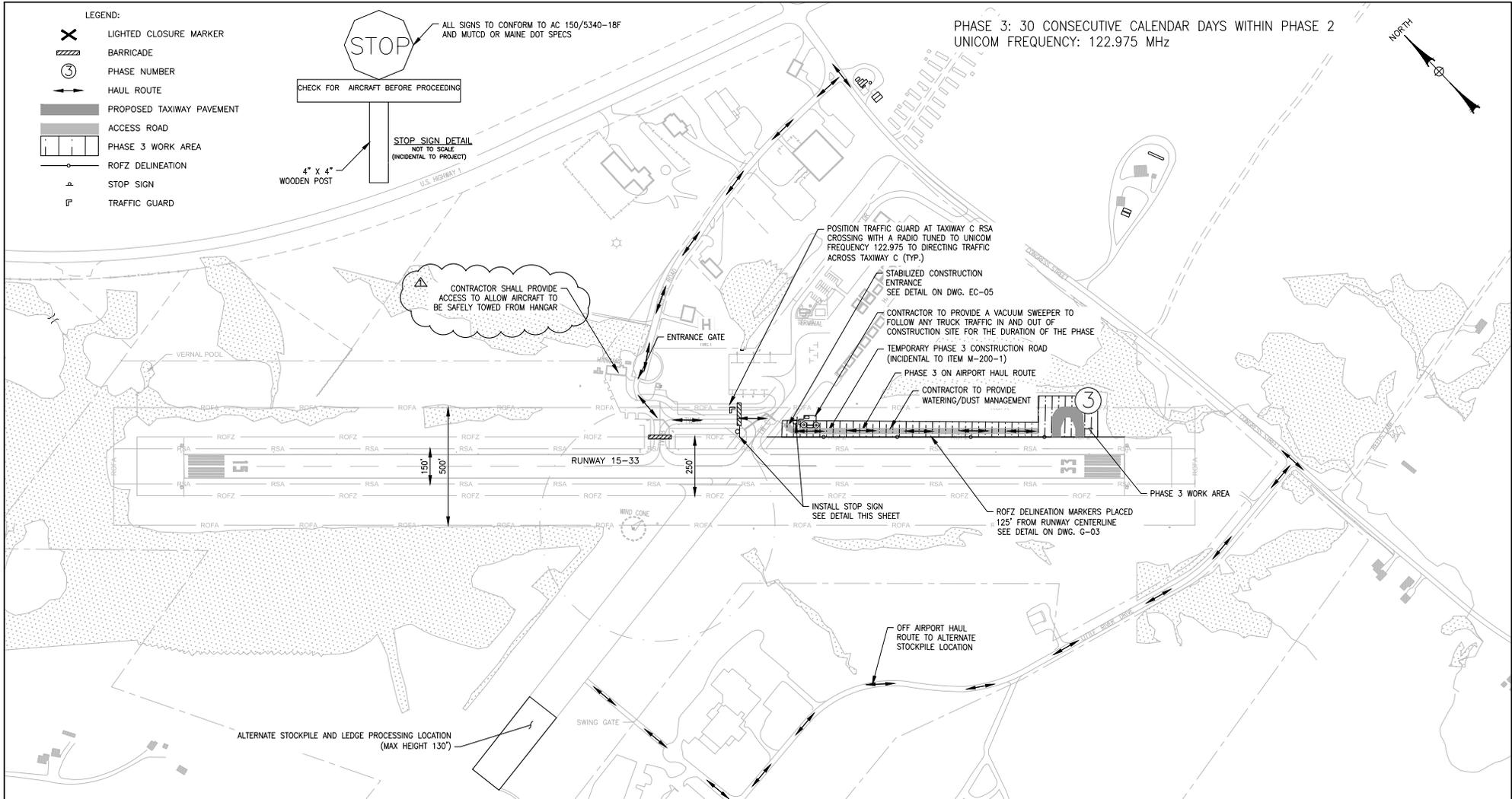
IT IS A VIOLATION OF LAW FOR ANY PERSON, UNLESS THEY ARE ACTING UNDER THE DIRECT DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

**BELFAST MUNICIPAL AIRPORT**  
CITY OF BELFAST, STATE OF MAINE  
**CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY**  
**CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2**

SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-04</b> 8 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	



3/28/18	ADDENDUM NO. 1	SSS
REV	DATE	DESCRIPTION
<b>McFarland Johnson</b>		
53 REGIONAL DRIVE CONCORD, NEW HAMPSHIRE 03301		



**PHASE 3 CONSTRUCTION SCHEDULE AND PHASING**

WORK AREA: INCLUDES THE CONSTRUCTION OF TAXIWAY D1&D2 OUTSIDE THE LIMITS OF THE ROFZ.

DURATION: 30 CONSECUTIVE CALENDAR DAYS WITHIN PHASE 2

CLOSURES: TAXIWAY B ENTIRE DURATION OF PHASE

LIQUIDATED DAMAGES: \$2,100.00/DAY

**RESTRICTIONS:**

- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST REMAIN A MINIMUM OF 125' FROM THE RUNWAY CENTERLINE
- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE SITUATED IN SUCH A WAY TO ALLOW SAFE PASSAGE FROM ALL HANGARS TO EXISTING RUNWAYS OR TAXIWAYS.
- ALL TRAVEL MUST FOLLOW THE HAUL ROUTE USING THE TEMPORARY ACCESS ROADS.

**PRIMARY WORK TO BE PERFORMED IN PHASE 3**

- UNCLASSIFIED EXCAVATION
- CLEARING AND GRUBBING
- REMOVAL OF EXISTING DRAINAGE STRUCTURE AND PIPE
- INSTALLATION OF NEW PAVEMENT BOX SECTION
- INSTALLATION OF NEW LIGHTING AND SIGNAGE
- INSTALLATION OF NEW DRAINAGE STRUCTURES AND PIPES
- MARKING OF NEW PAVEMENT
- INSTALL TEMPORARY CONSTRUCTION ROAD, REMOVE AT COMPLETION OF PHASE



**BID DOCUMENTS**

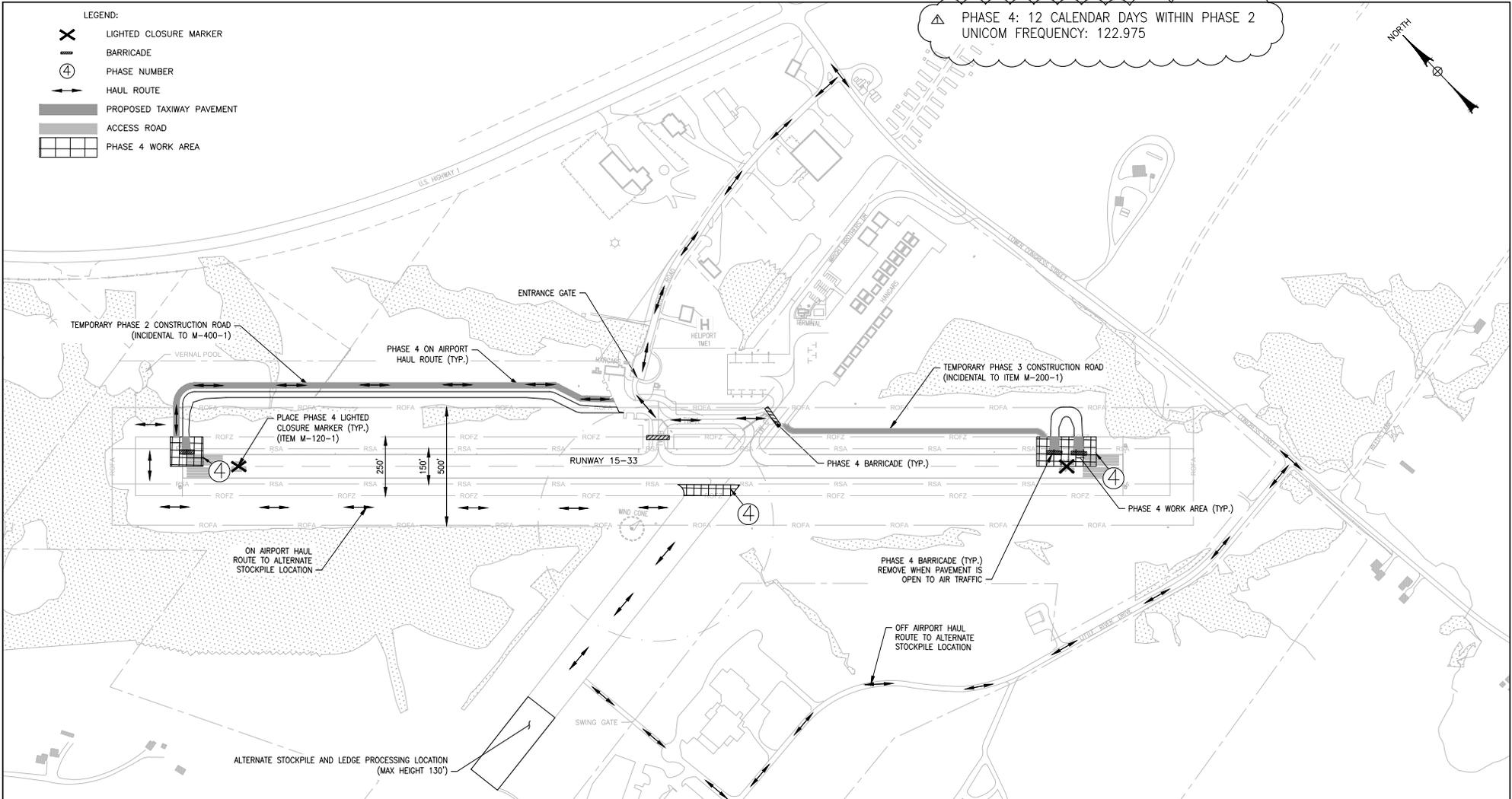
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**BELFAST MUNICIPAL AIRPORT**  
CITY OF BELFAST, STATE OF MAINE  
**CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY**  
**CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3**

SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-05</b> 9 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	



3/28/18	ADDENDUM NO. 1	SSS
REV	DATE	DESCRIPTION
<b>McFarland Johnson</b>		
53 REGIONAL DRIVE CONCORD, NEW HAMPSHIRE 03301		



**PHASE 4 CONSTRUCTION SCHEDULE AND PHASING**

WORK AREA: INCLUDES THE CONSTRUCTION OF TAXIWAY A AND TAXIWAY D1&D2 WITHIN THE LIMITS OF THE ROFZ AND PAVEMENT REMOVAL ON FORMER RUNWAY 10-28.

DURATION: 12 CALENDAR DAYS WITHIN PHASE 2

CLOSURES: RUNWAY 15-33 ENTIRE DURATION OF PHASE  
 TAXIWAY A ENTIRE DURATION OF PHASE  
 TAXIWAY B ENTIRE DURATION OF PHASE  
 TAXIWAY C ENTIRE DURATION OF PHASE

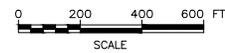
LIQUIDATED DAMAGES: \$2,100.00/DAY

**RESTRICTIONS:**

- RUNWAY 15-33 WILL BE CLOSED THROUGHOUT THE DURATION OF THE PHASE
- ALL TRAVEL MUST FOLLOW THE HAUL ROUTE USING THE TEMPORARY ACCESS ROADS.

**PRIMARY WORK TO BE PERFORMED IN PHASE 4**

- UNCLASSIFIED EXCAVATION
- MODIFICATION OF EXISTING DRAINAGE STRUCTURES AND PIPES
- MODIFICATION OF EXISTING ELECTRICAL SYSTEMS
- INSTALLATION OF NEW PAVEMENT BOX SECTION
- INSTALLATION OF NEW LIGHTING AND SIGNAGE
- INSTALLATION OF NEW DRAINAGE STRUCTURES AND PIPES
- MARKING OF NEW PAVEMENT
- REMOVAL OF EXISTING REELS, INSTALLATION OF NEW REELS
- PAVEMENT REMOVAL/MITIGATION



**BID DOCUMENTS**

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**BELFAST MUNICIPAL AIRPORT  
 CITY OF BELFAST, STATE OF MAINE  
 CONSTRUCT RUNWAY 15 PARTIAL PARALLEL  
 TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY  
 CONSTRUCTION SAFETY AND PHASING  
 PLAN - PHASE 4**



REV	DATE	DESCRIPTION	SSS	BY
Δ	3/28/18	ADDENDUM NO. 1		
<b>McFarland Johnson</b>				
53 REGIONAL DRIVE CONCORD, NEW HAMPSHIRE 03301				

SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-06</b> 10 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	

**DIVISION 1 - SPECIFICATIONS**

**SPECIAL PROVISIONS**

**SP-8 Bid Policy of the City of Belfast**

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**Bid Policy**  
**POLICY OF THE CITY OF BELFAST**  
**For Purchasing, Sales, Bidding, Contractual Services**

The City of Belfast will purchase equipment, supplies and services in accordance with the procedures and requirements set forth below:

1. Whenever possible and whenever substantially similar responses to bid requests are received from both out-of-town businesses and in-town businesses, the City shall attempt to show some preferential consideration for the in-town business by allowing them to secure the contract if they are first with 5% of the lowest bidder and secondly are also willing to match the lowest bidders price.
2. The City at all times reserves the right to reject any and all bids.
3. Equipment, supplies and services may be purchased by department heads for up to \$500.00 without competitive bidding provided the purchase is covered by a line item in the current departmental budget. If the item(s) to be purchased is not so covered, the City Council must approve.
4. Purchases of equipment, supplies and services costing between \$500.00 and ~~\$2,000.00,~~ \$4,000.00 may be made without competitive bidding and must be approved by the City Manager, if such purchase(s) are covered by current departmental budget line item. If they are not so covered, they require the approval of the City Council.
5. Purchases of equipment, supplies and services, except professional services, exceeding ~~\$2,000.00, (\$4,000.00)~~ in total cost shall be made on the basis of competitive bidding obtained by written solicitation and/or advertisements in suitable publications. Proposals for such purchases must be available 7 days in advance to the City Council and provided for through Council authorized funding, either budgetary or special.
6. Whenever possible, requests for bids must be accompanied by specifications in sufficient detail to enable a bidder to make a fair and realistic proposal.
7. Department heads shall be involved in the bidding procedure at all stages, including the opening and acceptance of bids. No bid (s) shall be accepted without the advise of the department head (s) involved. No appointed committees shall secure products or services without the involvement of a City staff member and/or the City Manager, and then only for services or products which have been approved by the City Council either as a budgetary or special authorization. (amended October 19, 1999)
8. In evaluating bids, price level shall be a major but not the only consideration. Quality of supplies and labor, quality and serviceability of equipment, the record of past performance of the bidder, and/or the bidder's availability for repairs and maintenance shall also be factors of evaluation.

## Section SP-8

9. In all instances where formal bidding is not utilized and the cost is likely to exceed (\$200.00), a minimum of three written estimates received shall be maintained on file for 18 months from date of request.
10. Professional services shall be procured, in so far as is feasible, through requests for proposals. The City shall provide a general project description and funding range. The proposals must include a project description, price, schedule of services, examples of similar projects completed, and resumes of key project personnel prefaced by a description of the project team and any subcontractors or associates assisting.
11. Material, supplies and equipment which are declared surplus by department heads may be sold by the City Manager to the buyer with the highest offer. Sale of surplus items with an estimated value of (\$1,000.00) dollars and over require the approval of the City Council and shall be put out to bid.
12. In all instances where state or federal funding is involved, the above policies shall be suspended where necessary to permit full compliance with state or federal laws governing such actions.
13. In cases of emergency, duly declared by the City Manager and concurred with by the City Council, the provisions of this policy may be temporarily suspended to permit protection of the public health, safety or welfare, specifically including public or private property.
14. Requirements for service contractors:
  - a. The successful bidder for services may be required to execute and file with the City a surety bond covering the terms of the specifications in the full amount of the successful bid price from a surety company duly authorized to do business in the State of Maine and satisfactory to the City Manager, conditioned for the faithful performance this contract and the indemnification of the City against all loss by reason of any claims, deficits, objects, liens, encumbrances, damages, negligence or costs of suits arising from the non-fulfillment of any of the provisions herein contained.
  - b. The successful bidder may be required to have in effect, during the specified period of service, a liability insurance policy covering all equipment used in the performance of the work outlined in the specifications in an amount of not less than \$100,000/\$300,000. Otherwise liability insurance must be filed with the City.
  - c. The successful bidder will protect and save harmless the City from any damages to any person or property that may occur in the performance of the services and from any suit or judgment or other things whatsoever that shall occur in such performance or growing out of anything to be done or intended to be done hereunder.

## Section SP-8

3

d. The successful bidder will be required to file evidence with the City indicating he has provided Workers' Compensation Insurance for all of his employees doing work for the City under the contract, in accordance with Workers' Compensation Act of the State of Maine.

e: The bidder will at all times comply with the safety regulations as set forth in OSHA (Occupational and Safety Health Administration).

f. In the discretion of the City Council a clerk of the works may be appointed to supervise the execution of a contract according to specifications.

Passed by Belfast City Council on September 28, 1982.

Amended by the Belfast City Council on February 5, 1991,  
Item 4 & 5 amended \$2,000.00 to read \$4,000.00.

Amended by the Belfast City Council on October 5<sup>th</sup>, 2010  
Item 1 amended from: Whenever possible and whenever substantially similar responses to bid requests are received, offers who are residents of Belfast shall receive preferential consideration, not to exceed 5% or \$250.00 (whichever is less).

3

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## ITEM P-156 TEMPORARY AIR AND WATER POLLUTION, SOIL EROSION, AND SILTATION CONTROL

### DESCRIPTION

**156-1.1** This item shall consist of temporary control measures as shown on the plans or as ordered by the Engineer during the life of a contract to control water pollution, soil erosion, and siltation through the use of silt fences, berms, dikes, dams, sediment basins, fiber mats, gravel, mulches, grasses, slope drains, and other erosion control devices or methods.

The temporary erosion control measures contained herein shall be coordinated with the permanent erosion control measures specified as part of this contract to the extent practical to assure economical, effective, and continuous erosion control throughout the construction period. Temporary control may include work outside the construction limits such as borrow pit operations, equipment and material storage sites, waste areas, and temporary plant sites.

Temporary control measures shall be design, installed and maintained to minimize the creation of wildlife attractants that have the potential to attract hazardous wildlife on or near public-use airports.

This item may be supplemented by any requirements that may be imposed by local, state or federal regulations.

### MATERIALS

**156-2.1 Temporary Grass.** Grass that will not compete with the grasses sown later for permanent cover per Item T-901 shall be a quick-growing species (such as ryegrass, Italian ryegrass, or cereal grasses) suitable to the area providing a temporary cover. Selected grass species shall not create a wildlife attractant. ***Refer to the Erosion and Sedimentation Control Notes on the Plans. If temporary seeding is necessary for this project, it shall be considered incidental to the work and will not receive any additional compensation.***

**156-2.2 Mulches.** Mulches may be hay, straw, fiber mats, netting, bark, wood chips, or other suitable material reasonably clean and free of noxious weeds and deleterious materials per Item T-908. Mulches shall not create a wildlife attractant.

**156-2.3 Fertilizer.** Fertilizer shall be a standard commercial grade and shall conform to all Federal and state regulations and to the standards of the Association of Official Agricultural Chemists.

**156-2.4 Slope drains.** Slope drains may be constructed of pipe, fiber mats, rubble, Portland cement concrete, bituminous concrete, or other materials that will adequately control erosion.

**156-2.5 Silt fence.** The silt fence shall consist of polymeric filaments which are formed into a stable network such that filaments retain their relative positions. Synthetic filter fabric shall contain ultraviolet ray inhibitors and stabilizers to provide a minimum of six months of expected usable construction life. Silt fence shall meet the requirements of ASTM D6461.

**156-2.6 Catch Basin Filter Bag.** A filter bag (Silt Sack® or approved equivalent) shall be inserted into the catch basin just below the grating as shown on the plans or directed by the Engineer.

**156-2.7 Erosion Control Wattles.** The wattles are to be composed of hay, straw or other suitable material, reasonably clean and free of noxious weeds and deleterious materials. Wattles shall have a minimum 8" diameter; and anchored with wooden stakes embedded into the ground 3-5". Wattles shall be used as inlet protection and as check dams as shown on the plans or otherwise directed by the Engineer.

**156-2.8 Stabilized Construction Entrance.** Stabilized construction entrances shall be installed in locations shown on the plans or as directed by the Engineer. The stabilized construction entrance shall use clean graded crushed stone material ranging in diameter from 1" to 4" and placed on a separation type geotextile such as a Mirafi 1160N or equivalent. The stabilized construction entrance stone depth shall be a minimum 8" deep and constructed to the dimensions as noted in the details, noted in plans or as directed by the Engineer.

**156-2.9 Erosion Control Matting.** Erosion Control Matting shall be installed in locations shown on the plans or as directed by the Engineer. The erosion control matting shall be made up of a Natural fiber matting and installed on all slopes greater than 3H:1V where it will be necessary to aid in establishing vegetations, and as noted in the plans, or as directed by the engineer.

**156-2.10 Other.** All other materials shall meet commercial grade standards and shall be approved by the Engineer before being incorporated into the project.

## CONSTRUCTION REQUIREMENTS

**156-3.1 General.** In the event of conflict between these requirements and pollution control laws, rules, or regulations of other Federal, state, or local agencies, the more restrictive laws, rules, or regulations shall apply.

The Engineer shall be responsible for assuring compliance to the extent that construction practices, construction operations, and construction work are involved.

**156-3.2 Schedule.** Prior to the start of construction, the Contractor shall submit schedules for accomplishment of temporary and permanent erosion control work for clearing and grubbing; grading; construction; paving; and structures at watercourses. The Contractor shall also submit a proposed method of erosion and dust control on haul roads and borrow pits and a plan for disposal of waste materials. Work shall not be started until the erosion control schedules and methods of operation for the applicable construction have been accepted by the Engineer. The contractor shall install all temporary and permanent erosion control work prior to the start of construction.

**156-3.3 Construction details.** The Contractor will be required to incorporate all permanent erosion control features into the project at the earliest practicable time as outlined in the accepted schedule. Except where future construction operations will damage slopes, the Contractor shall perform the permanent seeding and mulching and other specified slope protection work in stages, as soon as substantial areas of exposed slopes can be made available. Temporary erosion and pollution control measures will be used to correct conditions that develop during construction that were not foreseen during the design stage; that are needed prior to installation of permanent control features; or that are needed temporarily to control erosion that develops during normal construction practices, but are not associated with permanent control features on the project. Where erosion may be a problem, clearing and grubbing operations should be scheduled and performed so that grading operations and permanent erosion control features can follow

immediately if project conditions permit; otherwise, temporary erosion control measures may be required.

The Engineer shall limit the area of clearing and grubbing, excavation, borrow, and embankment operations in progress, commensurate with the Contractor's capability and progress in keeping the finish grading, mulching, seeding, and other such permanent control measures current with the accepted schedule. If seasonal limitations make such coordination unrealistic, temporary erosion control measures shall be taken immediately to the extent feasible and justified as directed by the Engineer.

The Contractor shall provide immediate permanent or temporary pollution control measures to minimize contamination of adjacent streams or other watercourses, lakes, ponds, or other areas of water impoundment as directed by the Engineer. If temporary erosion and pollution control measures are required due to the Contractor's negligence, carelessness, or failure to install permanent controls as a part of the work as scheduled or directed by the Engineer, the work shall be performed by the Contractor and the cost shall be incidental to this item.

The Engineer may increase or decrease the area of erodible earth material that can be exposed at any time based on an analysis of project conditions.

The erosion control features installed by the Contractor shall be acceptably maintained by the Contractor during the construction period.

Whenever construction equipment must cross watercourses at frequent intervals, temporary structures should be provided.

Pollutants such as fuels, lubricants, bitumen, raw sewage, wash water from concrete mixing operations, and other harmful materials shall not be discharged into any waterways, impoundments or into natural or manmade channels.

#### **156-3.4 Installation, maintenance and removal of silt fences and other sedimentation controls.**

Silt fences, if specified to be used, shall extend a minimum of 16 inches (41 cm) and a maximum of 34 inches (86 cm) above the ground surface. Posts shall be set no more than 10 feet (3 m) on center. Filter fabric shall be cut from a continuous roll to the length required minimizing joints where possible. When joints are necessary, the fabric shall be spliced at a support post with a minimum 12-inch (300-mm) overlap and securely sealed. A trench shall be excavated approximately 4 inches (100 mm) deep by 4 inches (100 mm) wide on the upslope side of the silt fence. The trench shall be backfilled and the soil compacted over the silt fence fabric.

Other sedimentation controls specified to be used shall be installed in accordance with the details shown in the Contract Drawings and the manufacturer's recommendations.

The Contractor shall remove and dispose of silt that accumulates in any sedimentation control during construction and prior to establishment of permanent erosion control. The sedimentation control shall be maintained in good working condition until permanent erosion control is established. Sedimentation controls shall be removed upon approval of the Engineer.

**156-3.5 Storm Water Prevention Pollution Plan.** In addition to the erosion and sedimentation controls shown on the Contract Drawings, the Contractor shall be responsible for and develop a

Storm Water Pollution Prevention Plan (SWPP). The Contractor shall prepare the SWPP in conjunction with the Contract Documents. The Engineer and Authority shall review and approve the SWPP, in writing, Prior to commencing work.

The Contractor shall identify his Best Management Practices (BMP's) to be implemented during construction. The BMPs are designed to minimize potential contamination of storm water as a result of contact with soil stockpiles, materials, equipment and vehicles.

The disturbance from the project is greater than one (1) acre and registration will be required for coverage under the Construction General Permit for Discharge of Storm Water from Construction Sites of the State of Connecticut DEEP NPDES program.

### METHOD OF MEASUREMENT

**156-4.1** Temporary erosion and pollution control work required will be performed as scheduled or directed by the Engineer. Completed and accepted work will be measured as follows:

**Inlet Protection / Catch Basin Filter Bags** will be measured per each.

**Erosion Control Wattles** will be measured per linear foot.

**Stabilized Construction Entrance** will be measured per each

**Erosion Control Matting** Will be measured per square yard in its final location, not including any overlap

**Check Dam** will be measured per linear foot.

***156-4.1.1 Temporary seeding, if required, will not be measured separately and shall be considered subsidiary to the stabilization of the site on a temporary basis. Other best management practices as noted on the Plans and approved by the Engineer, such as Maine Over-Winter Erosion Control Mix, may be used in lieu of temporary seeding to stabilize the site. These optional best management practices will also be considered to be subsidiary to the overall project and not be measured for payment.***

**156-4.2** Control work performed for protection of construction areas outside the construction limits, such as borrow and waste areas, haul roads, equipment and material storage sites, and temporary plant sites, will not be measured and paid for directly but shall be considered as a subsidiary obligation of the Contractor.

**156-4.3** The development and preparation of a Storm Water Pollution Prevention Plan (SWPPP) will not be measured separately or paid for directly, but considered to be inclusive to all contract bid prices.

### BASIS OF PAYMENT

**156-5.1** Accepted quantities of temporary water pollution, soil erosion, and siltation control work ordered by the Engineer and measured as provided in paragraph 156-4.1 will be paid for under:

Item P-156-1      Inlet Protection / Catch Basin Filter Bags – per each

- Item P-156-2 Erosion Control Sedimentation Barrier – per linear foot
- Item P-156-3 Stabilized Construction Entrance – per each
- Item P-156-4 Erosion Control Matting – per square yard
- Item P-156-5 Check Dam – per linear foot

Where other directed work falls within the specifications for a work item that has a contract price, the units of work shall be measured and paid for at the contract unit price bid for the various items. Temporary control features not covered by contract items that are ordered by the Engineer will be paid for in accordance with Section 90-05 Payment for Extra work.

***156-5.1.1 No separate payment shall be made for temporary seeding, or other approved best management practice approved by the Engineer, used to temporarily stabilize the site.***

**156-5.2** No separate payment shall be made for maintenance or repair of temporary water pollution, soil erosion, and siltation control structures and shall be considered incidental to the pay item.

**156-5.3** No separate payment shall be made for the preparation of the SWPP or any other construction permit filing and it shall be considered incidental to the overall project.

#### **MATERIAL REQUIREMENTS**

AC 150/5200-33 Hazardous Wildlife Attractants

**END OF SECTION P-156**

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around and over them with hand tampers. The remaining trench shall then be backfilled and compacted per Item P-152 "Excavation and Embankment" except that material used for back fill shall be select material not larger than 4 inches (100 mm) in diameter.

Flowable backfill may alternatively be used.

Trenches shall not contain pools of water during back filling operations.

The trench shall be completely backfilled and tamped level with the adjacent surface; except that, where sod is to be placed over the trench, the backfilling shall be stopped at a depth equal to the thickness of the sod to be used, with proper allowance for settlement.

Any excess excavated material shall be removed and disposed of per instructions issued by the Engineer.

**110-3.6 Backfilling for duct banks.** After the concrete has cured, the remaining trench shall be backfilled and compacted per Item P-152 "Excavation and Embankment" except that the material used for backfill shall be select material not larger than 4 inches (100 mm) in diameter. In addition to the requirements of P-152, where duct banks are installed under pavement, one moisture/density test per lift shall be made for each 250 linear feet (76 m) of duct bank or one work period's construction, whichever is less.

Flowable backfill may alternatively be used.

Trenches shall not contain pools of water during backfilling operations.

The trench shall be completely backfilled and tamped level with the adjacent surface; except that, where sod is to be placed over the trench, the backfilling shall be stopped at a depth equal to the thickness of the sod to be used, with proper allowance for settlement.

Any excess excavated material shall be removed and disposed of per instructions issued by the Engineer.

**110-3.7 Restoration.** Where sod has been removed, it shall be replaced as soon as possible after the backfilling is completed. All areas disturbed by the work shall be restored to its original condition. The restoration shall include topsoiling, fertilizing, liming, seeding, and mulching shown on the plans. The Contractor shall be held responsible for maintaining all disturbed surfaces and replacements until final acceptance. All restoration shall be considered incidental to the respective L-110 pay item. Following restoration of all trenching near airport movement surfaces, the Contractor shall thoroughly visually inspect the area for foreign object debris (FOD), and remove any such FOD that is found. This FOD inspection and removal shall be considered incidental to the pay item of which it is a component part.

## METHOD OF MEASUREMENT

**110-4.1** Underground conduits and duct banks shall be measured by the linear feet (meter) of conduits and duct banks installed, including encasement, locator tape, trenching and backfill with designated material, and for drain lines, the termination at the drainage structure, all measured in place, completed, and accepted. Separate measurement shall be made for the various types and sizes.

**110-4.2** Underground conduits and duct banks removed shall be measured by the linear feet of conduits and duct banks, removed including encasement, locator tape, trenching and backfill with designated material, all measured in place, completed, and accepted. No separate measurement shall be made for the various types and sizes.

### **BASIS OF PAYMENT**

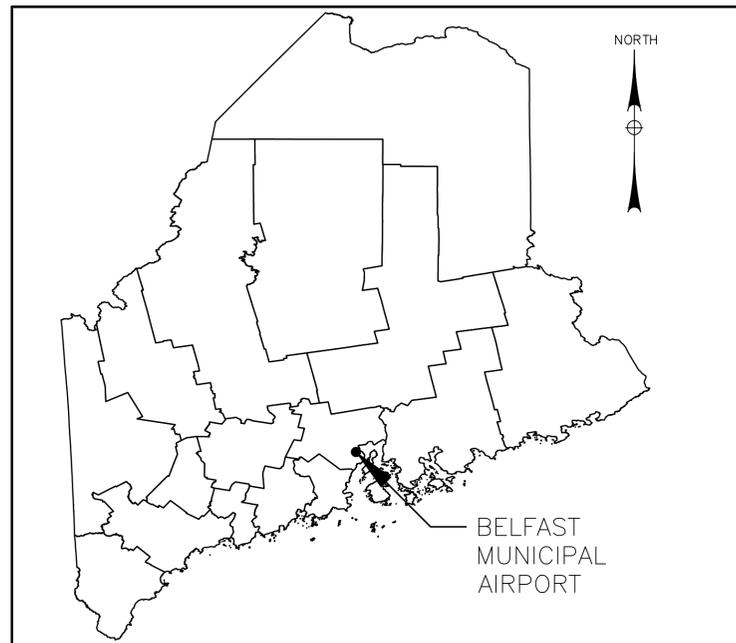
**110-5.1** Payment will be made at the contract unit price per linear foot for each type and size of conduit and duct bank completed and accepted, including trench and backfill with the designated material, and, for drain lines, the termination at the drainage structure. This price shall be full compensation for furnishing all materials and for all preparation, assembly, and installation of these materials, and for all labor, equipment, tools, and incidentals necessary to complete this item per the provisions and intent of the plans and specifications.

Payment will be made under:

- |                            |   |
|----------------------------|---|
| Item L-110-1               | Concrete Encased Electrical Duct Bank – 2” Type III Sch. 80 PVC - per linear foot |
| <b><i>Item L-110-2</i></b> | <b><i>2”-2 Way Concrete Encased Electrical Duct Bank – per linear foot</i></b>    |

# BELFAST MUNICIPAL AIRPORT

CONSTRUCT NEW RUNWAY 15 PARTIAL PARALLEL TAXIWAY (2,200' X 25') (BASE BID) AND RUNWAY 33 BYPASS TAXIWAY (464' X 25') (ADD ALT)

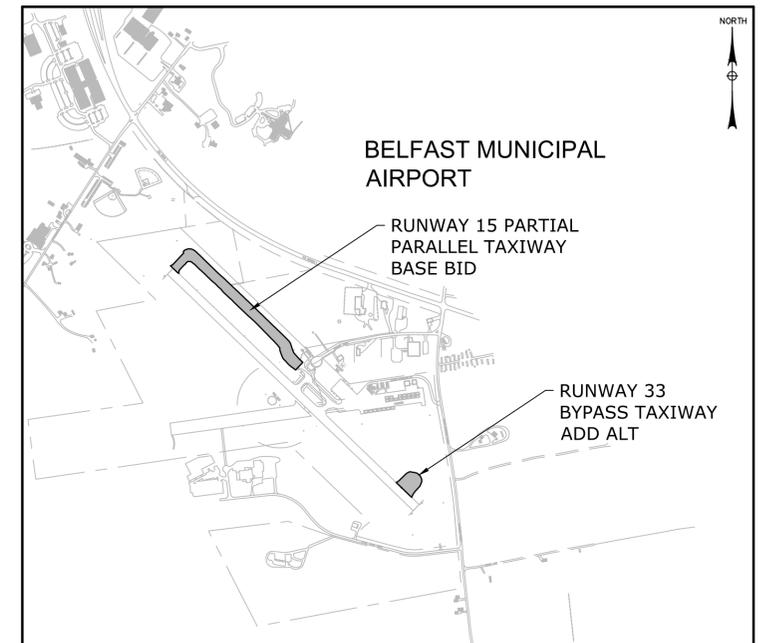


LOCATION MAP

BID DOCUMENTS  
MARCH 5, 2018

CITY OF BELFAST  
COUNTY OF WALDO  
STATE OF MAINE

FAA A.I.P. 3-23-0007-XXX-2018



VICINITY MAP

PREPARED FOR:



BELFAST CITY HALL  
131 CHURCH STREET  
BELFAST, ME  
04915

PREPARED BY:



53 REGIONAL DRIVE  
CONCORD, NH 03301  
(585) 905-0970  
WWW.MJINC.COM

CEO SIGNATURE: \_\_\_\_\_

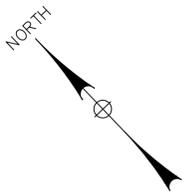
SEALED	MATTHEW T. O'BRIEN
PE_NO	12842
PE_DATE	MARCH 5, 2018



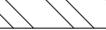
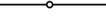
MCFARLAND JOHNSON PROJECT NUMBER: 18228.01

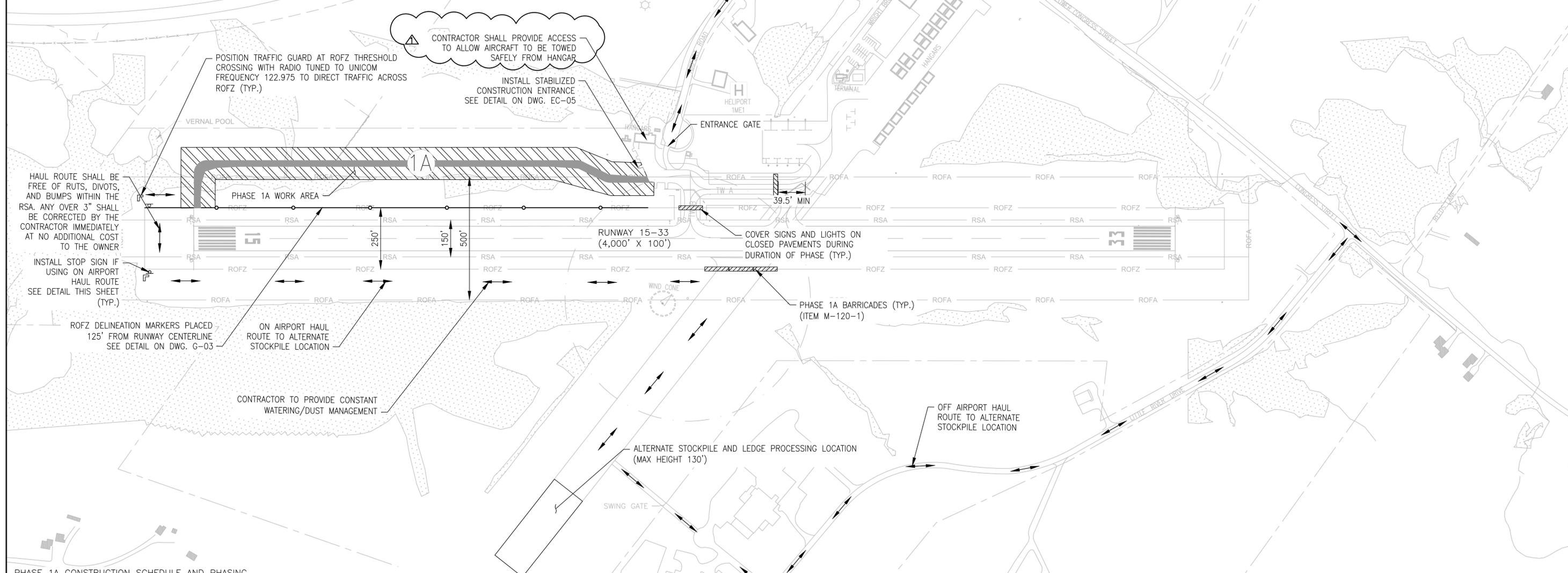
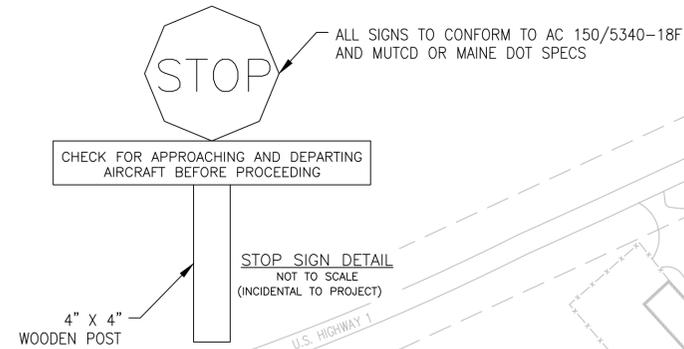
IT IS A VIOLATION OF THE LAW FOR ANY PERSON, UNLESS ACTING UNDER THE DIRECTION OF A LICENSED PROFESSIONAL ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR, TO ALTER AN ITEM IN ANY WAY. IF AN ITEM BEARING THE STAMP OF A LICENSED PROFESSIONAL IS ALTERED, THE ALTERING ENGINEER, ARCHITECT, LANDSCAPE ARCHITECT, OR LAND SURVEYOR SHALL STAMP THE DOCUMENT AND INCLUDE THE NOTATION "ALTERED BY" FOLLOWED BY THEIR SIGNATURE, THE DATE OF SUCH ALTERATION, AND A SPECIFIC DESCRIPTION OF THE ALTERATION.

PHASE 1A: 60 CONSECUTIVE CALENDAR DAYS  
 UNICOM FREQUENCY: 122.975 MHz



LEGEND:

-  LIGHTED CLOSURE MARKER
-  BARRICADE
-  PHASE NUMBER
-  HAUL ROUTE
-  PROPOSED TAXIWAY PAVEMENT
-  TEMPORARY ACCESS ROAD
-  PHASE 1A WORK AREA
-  ROFZ DELINEATION LINE
-  TRAFFIC GUARD
-  STOP SIGN



**PHASE 1A CONSTRUCTION SCHEDULE AND PHASING**

WORK AREA: INCLUDES THE SITE PREPARATION OUTSIDE THE LIMITS OF THE ROFZ TO THE EXISTING APRON.

DURATION: 60 CONSECUTIVE CALENDAR DAYS

CLOSURES: TAXIWAY B IS CLOSED ENTIRE DURATION OF PHASE

LIQUIDATED DAMAGES: \$2,100.00/DAY

RESTRICTIONS:

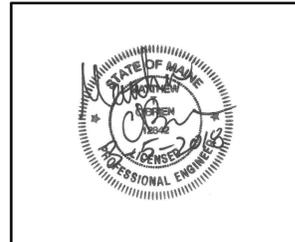
- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST REMAIN A MINIMUM OF 125' FROM THE RUNWAY CENTERLINE.
- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE SITUATED IN SUCH A WAY TO ALLOW SAFE PASSAGE FROM ALL HANGARS TO EXISTING RUNWAYS OR TAXIWAYS
- ALL TRAVEL MUST FOLLOW THE HAUL ROUTE USING THE TEMPORARY ACCESS ROADS.
- IT IS ANTICIPATED THAT PHASE 1 WILL OCCUR DURING THE FALL/WINTER OF 2018 THE CONTRACTOR SHALL FOLLOW OVERWINTER BMP'S ON DWG EC-05
- WORK SHALL NOT BEGIN PRIOR TO SEPTEMBER 15, 2018 DUE TO SCHEDULED FLY-IN EVENT
- NO TREE REMOVAL ACTIVITIES FROM MAY THROUGH AUGUST

- PRIMARY WORK TO BE PERFORMED IN PHASE 1A**
- MOBILIZATION
  - EROSION AND SEDIMENT CONTROL
  - CLEARING AND GRUBBING
  - LEDGE BLASTING PREPARATION
  - UNCLASSIFIED AND ROCK EXCAVATION
  - LEDGE REMOVAL
  - LEDGE BLASTING CLEANUP
  - PROCESS LEDGE INTO P-154-1, P-209-1, AND 4" MINUS STONE



**BID DOCUMENTS**

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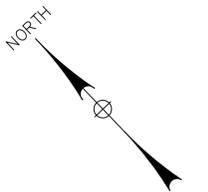


**McFarland Johnson**  
 53 REGIONAL DRIVE  
 CONCORD, NEW HAMPSHIRE 03301

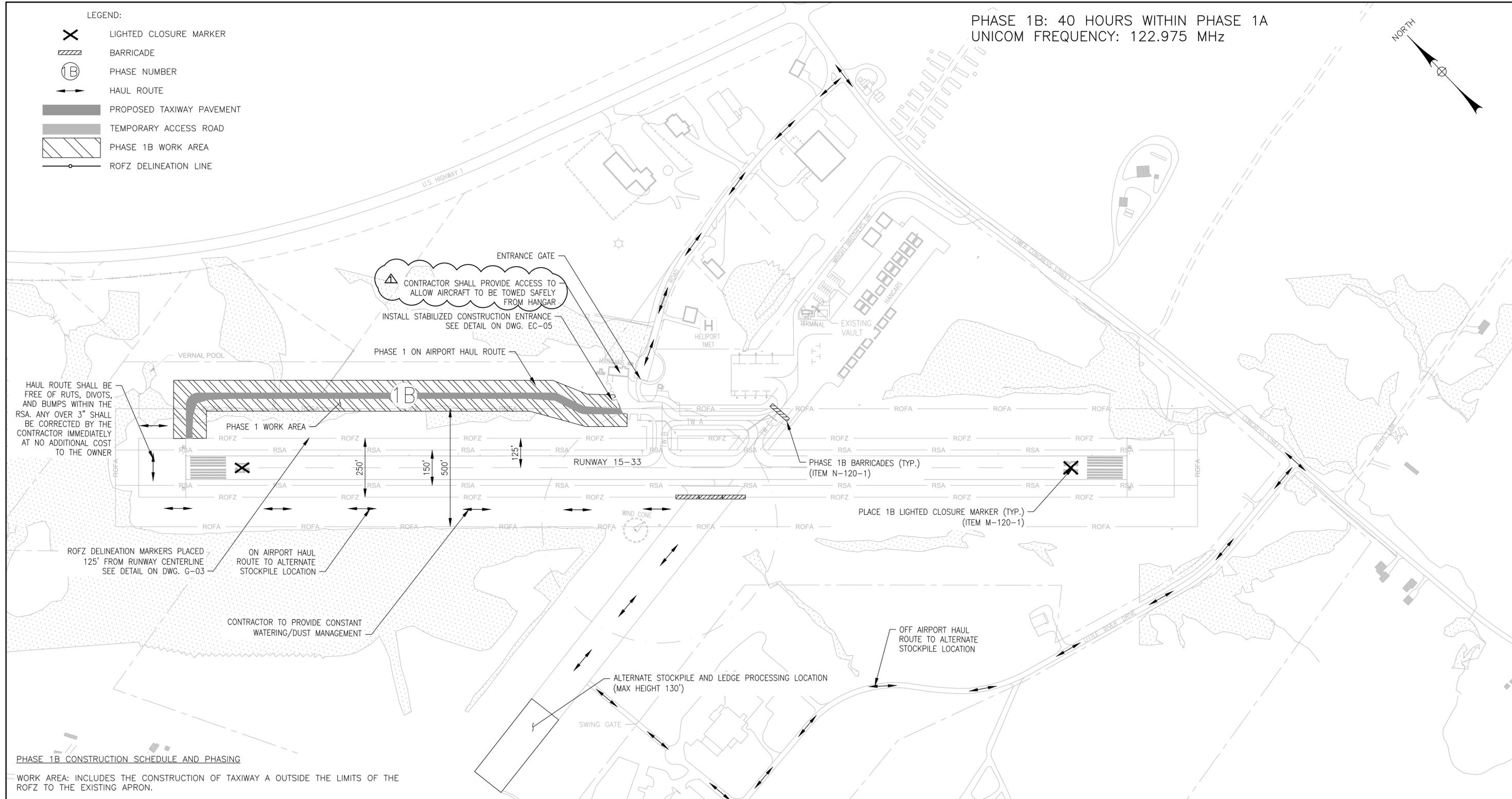
<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE			
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1A</b>			
SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-02</b> 6 OF 66	
DRAWN: BRF	PROJECT: 18228.01		
CHECKED: SSS	DATE: MARCH 5, 2018		

REV	DATE	DESCRIPTION	BY
Δ	3/28/18	ADDENDUM NO. 1	SSS

PHASE 1B: 40 HOURS WITHIN PHASE 1A  
 UNICOM FREQUENCY: 122.975 MHz



- LEGEND:
- LIGHTED CLOSURE MARKER
  - BARRICADE
  - PHASE NUMBER
  - HAUL ROUTE
  - PROPOSED TAXIWAY PAVEMENT
  - TEMPORARY ACCESS ROAD
  - PHASE 1B WORK AREA
  - ROFZ DELINEATION LINE



HAUL ROUTE SHALL BE FREE OF RUTS, DIVOTS, AND BUMPS WITHIN THE RSA. ANY OVER 3" SHALL BE CORRECTED BY THE CONTRACTOR IMMEDIATELY AT NO ADDITIONAL COST TO THE OWNER

ENTRANCE GATE  
 CONTRACTOR SHALL PROVIDE ACCESS TO ALLOW AIRCRAFT TO BE TOWED SAFELY FROM HANGAR  
 INSTALL STABILIZED CONSTRUCTION ENTRANCE SEE DETAIL ON DWG. EC-05

PHASE 1B BARRICADES (TYP.) (ITEM N-120-1)  
 PLACE 1B LIGHTED CLOSURE MARKER (TYP.) (ITEM M-120-1)

ROFZ DELINEATION MARKERS PLACED 125' FROM RUNWAY CENTERLINE SEE DETAIL ON DWG. G-03

ON AIRPORT HAUL ROUTE TO ALTERNATE STOCKPILE LOCATION

CONTRACTOR TO PROVIDE CONSTANT WATERING/DUST MANAGEMENT

ALTERNATE STOCKPILE AND LEDGE PROCESSING LOCATION (MAX HEIGHT 130')

PHASE 1B CONSTRUCTION SCHEDULE AND PHASING  
 WORK AREA: INCLUDES THE CONSTRUCTION OF TAXIWAY A OUTSIDE THE LIMITS OF THE ROFZ TO THE EXISTING APRON.

DURATION: 40 HOURS WITHIN PHASE 1A  
 CLOSURES: RUNWAY 15-33 ENTIRE DURATION OF PHASE  
 TAXIWAY A ENTIRE DURATION OF PHASE  
 TAXIWAY B ENTIRE DURATION OF PHASE  
 TAXIWAY C ENTIRE DURATION OF PHASE

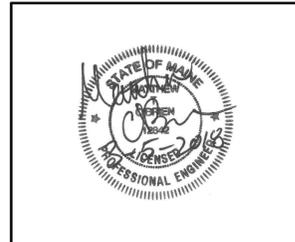
- LIQUIDATED DAMAGES: SEE PHASE 1A  
 RESTRICTIONS:
- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST REMAIN A MINIMUM OF 125' FROM THE RUNWAY CENTERLINE.
  - ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE SITUATED IN SUCH A WAY TO ALLOW SAFE PASSAGE FROM ALL HANGARS TO EXISTING RUNWAYS OR TAXIWAYS
  - ALL TRAVEL MUST FOLLOW THE HAUL ROUTE USING THE TEMPORARY ACCESS ROADS.
  - DURING LEDGE BLASTING THE RUNWAY SHALL BE CLOSED AND NOTAM CLOSED
  - CTA/UNICOM 122.975 MUST BE MONITORED DURING BLASTING FOR AIRPLANE TRAFFIC
  - HOURLY CLOSURES SHALL BE COORDINATED AT LEAST 72 HOURS IN ADVANCE WITH THE ENGINEER AND AIRPORT MANAGER.
  - ELECTRICAL BLASTING CAPS PROHIBITED ON AIRPORT PROPERTY

PRIMARY WORK TO BE PERFORMED IN PHASE 1B  
 - LEDGE BLASTING



**BID DOCUMENTS**

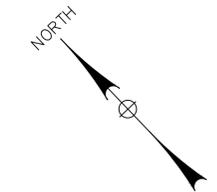
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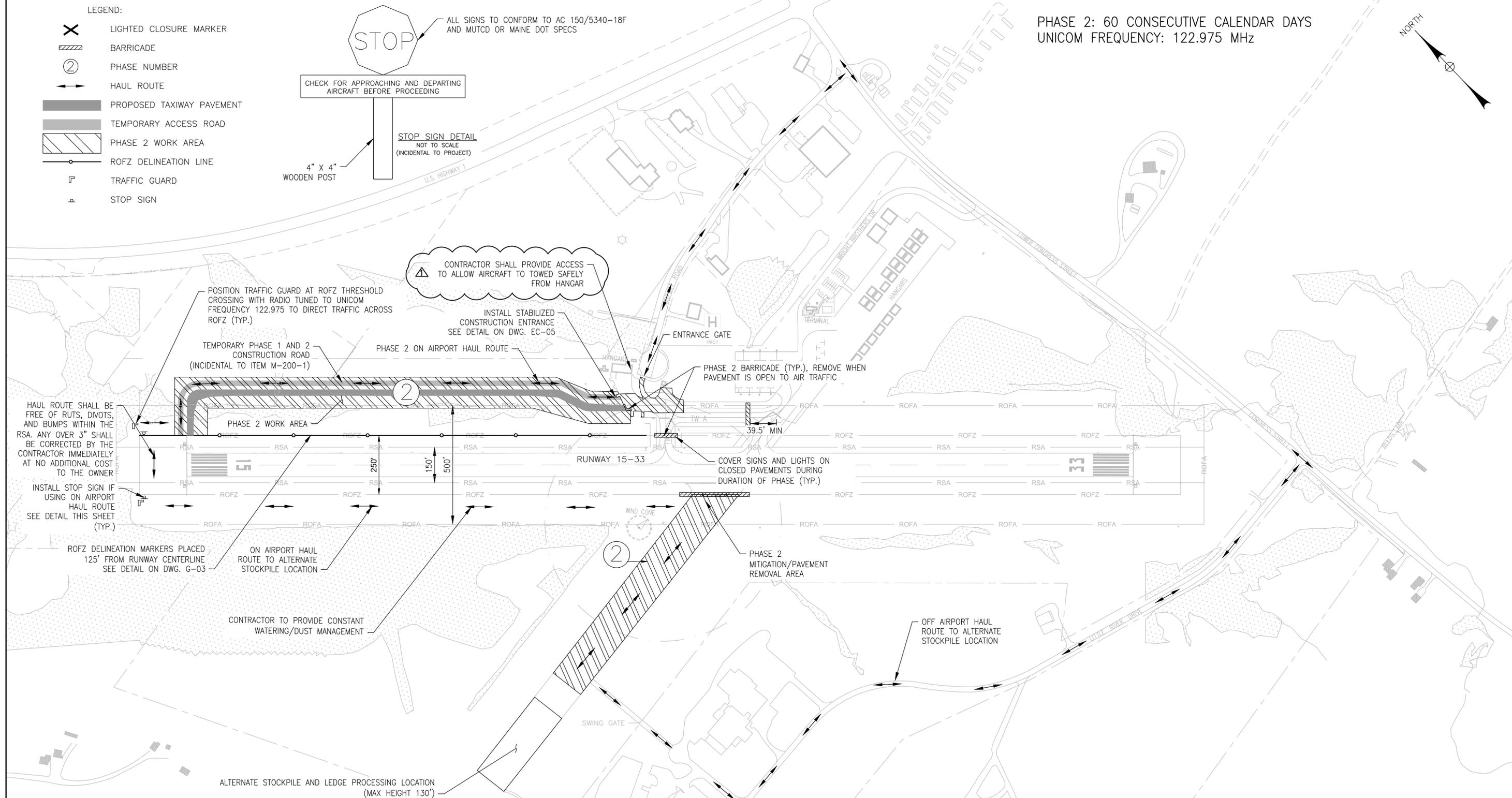
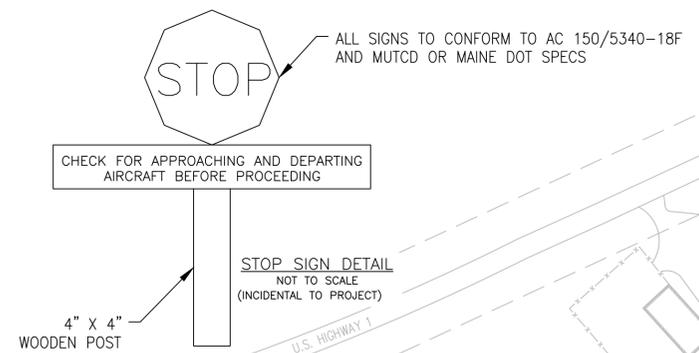
**McFarland Johnson**  
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<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE			
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 1B</b>			
SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-03</b>	
DRAWN: BRF	PROJECT: 18228.01		
CHECKED: SSS	DATE: MARCH 5, 2018		

PHASE 2: 60 CONSECUTIVE CALENDAR DAYS  
UNICOM FREQUENCY: 122.975 MHz



- LEGEND:**
- LIGHTED CLOSURE MARKER
  - BARRICADE
  - PHASE NUMBER
  - HAUL ROUTE
  - PROPOSED TAXIWAY PAVEMENT
  - TEMPORARY ACCESS ROAD
  - PHASE 2 WORK AREA
  - ROFZ DELINEATION LINE
  - TRAFFIC GUARD
  - STOP SIGN



**BID DOCUMENTS**

**PHASE 2 CONSTRUCTION SCHEDULE AND PHASING**

WORK AREA: INCLUDES THE CONSTRUCTION OF TAXIWAY A OUTSIDE THE LIMITS OF THE ROFZ TO THE EXISTING APRON.

DURATION: 60 CONSECUTIVE CALENDAR DAYS (SEASON 2)

CLOSURES: TAXIWAY A FOR THE ENTIRE DURATION OF THE PHASE  
TAXIWAY B FOR THE ENTIRE DURATION OF THE PHASE

LIQUIDATED DAMAGES: \$2,100.00/DAY

**RESTRICTIONS:**

- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST REMAIN A MINIMUM OF 125' FROM THE RUNWAY CENTERLINE
- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE SITUATED IN SUCH A WAY TO ALLOW SAFE PASSAGE FROM ALL HANGARS TO EXISTING RUNWAYS OR TAXIWAYS
- ALL TRAVEL MUST FOLLOW THE HAUL ROUTE USING THE TEMPORARY ACCESS ROADS.

**PRIMARY WORK TO BE PERFORMED IN PHASE 2**

- INSTALLATION OF NEW LIGHTING AND SIGNAGE
- INSTALLATION OF NEW DRAINAGE STRUCTURES AND PIPES
- INSTALLATION OF NEW PAVEMENT BOX SECTIONS
- MARKING OF NEW PAVEMENT
- PAVEMENT REMOVAL/MITIGATION

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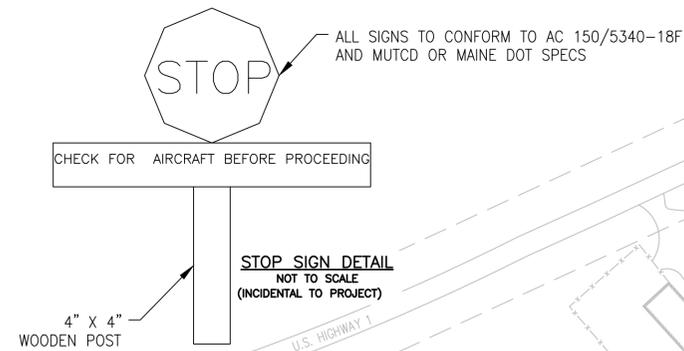


**McFarland Johnson**  
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CONCORD, NEW HAMPSHIRE 03301

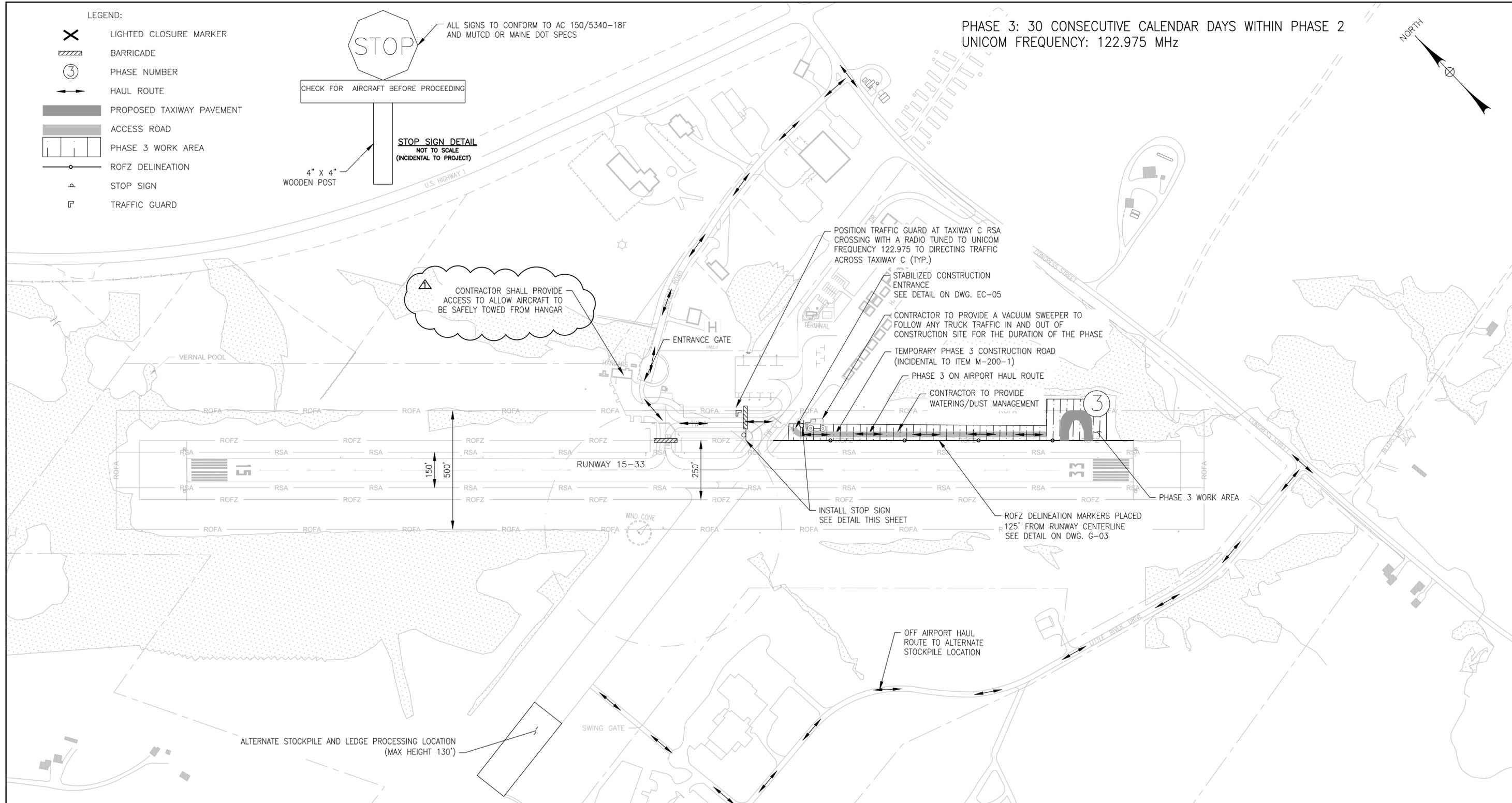
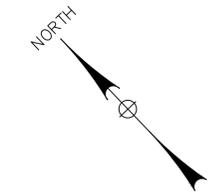
<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE			
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 2</b>			
SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-04</b> 8 OF 66	
DRAWN: BRF	PROJECT: 18228.01		
CHECKED: SSS	DATE: MARCH 5, 2018		

REV	DATE	DESCRIPTION	BY
Δ	3/28/18	ADDENDUM NO. 1	SSS

- LEGEND:
- LIGHTED CLOSURE MARKER
  - BARRICADE
  - PHASE NUMBER
  - HAUL ROUTE
  - PROPOSED TAXIWAY PAVEMENT
  - ACCESS ROAD
  - PHASE 3 WORK AREA
  - ROFZ DELINEATION
  - STOP SIGN
  - TRAFFIC GUARD



PHASE 3: 30 CONSECUTIVE CALENDAR DAYS WITHIN PHASE 2  
UNICOM FREQUENCY: 122.975 MHz



**PHASE 3 CONSTRUCTION SCHEDULE AND PHASING**

WORK AREA: INCLUDES THE CONSTRUCTION OF TAXIWAY D1&D2 OUTSIDE THE LIMITS OF THE ROFZ.

DURATION: 30 CONSECUTIVE CALENDAR DAYS WITHIN PHASE 2

CLOSURES: TAXIWAY B ENTIRE DURATION OF PHASE

LIQUIDATED DAMAGES: \$2,100.00/DAY

**RESTRICTIONS:**

- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST REMAIN A MINIMUM OF 125' FROM THE RUNWAY CENTERLINE
- ALL CONSTRUCTION PERSONNEL AND EQUIPMENT MUST BE SITUATED IN SUCH A WAY TO ALLOW SAFE PASSAGE FROM ALL HANGARS TO EXISTING RUNWAYS OR TAXIWAYS.
- ALL TRAVEL MUST FOLLOW THE HAUL ROUTE USING THE TEMPORARY ACCESS ROADS.

**PRIMARY WORK TO BE PERFORMED IN PHASE 3**

- UNCLASSIFIED EXCAVATION
- CLEARING AND GRUBBING
- REMOVAL OF EXISTING DRAINAGE STRUCTURE AND PIPE
- INSTALLATION OF NEW PAVEMENT BOX SECTION
- INSTALLATION OF NEW LIGHTING AND SIGNAGE
- INSTALLATION OF NEW DRAINAGE STRUCTURES AND PIPES
- MARKING OF NEW PAVEMENT
- INSTALL TEMPORARY CONSTRUCTION ROAD, REMOVE AT COMPLETION OF PHASE



**BID DOCUMENTS**

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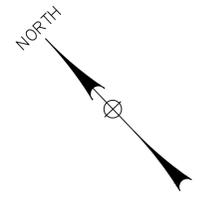


**McFarland Johnson**  
53 REGIONAL DRIVE  
CONCORD, NEW HAMPSHIRE 03301

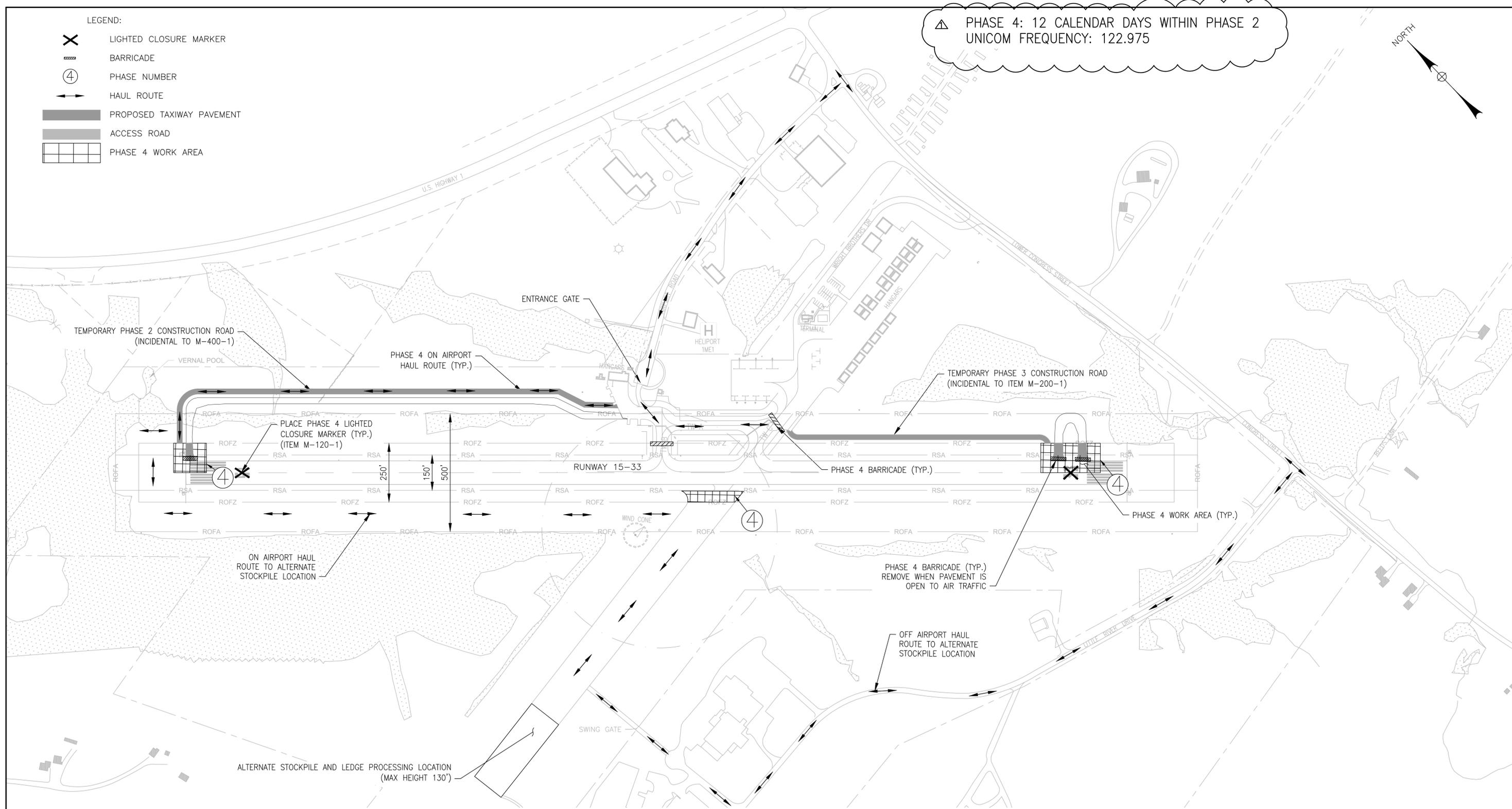
REV	DATE	DESCRIPTION	BY
Δ	3/28/18	ADDENDUM NO. 1	SSS

<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE		
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>		
<b>CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 3</b>		
SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-05</b> 9 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	

▲ PHASE 4: 12 CALENDAR DAYS WITHIN PHASE 2  
UNICOM FREQUENCY: 122.975



- LEGEND:**
- LIGHTED CLOSURE MARKER
  - BARRICADE
  - PHASE NUMBER
  - HAUL ROUTE
  - PROPOSED TAXIWAY PAVEMENT
  - ACCESS ROAD
  - PHASE 4 WORK AREA



**PHASE 4 CONSTRUCTION SCHEDULE AND PHASING**

WORK AREA: INCLUDES THE CONSTRUCTION OF TAXIWAY A AND TAXIWAY D1&D2 WITHIN THE LIMITS OF THE ROFZ AND PAVEMENT REMOVAL ON FORMER RUNWAY 10-28.

DURATION: 12 CALENDAR DAYS WITHIN PHASE 2

CLOSURES: RUNWAY 15-33 ENTIRE DURATION OF PHASE  
TAXIWAY A ENTIRE DURATION OF PHASE  
TAXIWAY B ENTIRE DURATION OF PHASE  
TAXIWAY C ENTIRE DURATION OF PHASE

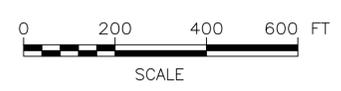
LIQUIDATED DAMAGES: \$2,100.00/DAY

RESTRICTIONS:

- RUNWAY 15-33 WILL BE CLOSED THROUGHOUT THE DURATION OF THE PHASE
- ALL TRAVEL MUST FOLLOW THE HAUL ROUTE USING THE TEMPORARY ACCESS ROADS.

**PRIMARY WORK TO BE PERFORMED IN PHASE 4**

- UNCLASSIFIED EXCAVATION
- MODIFICATION OF EXISTING DRAINAGE STRUCTURES AND PIPES
- MODIFICATION OF EXISTING ELECTRICAL SYSTEMS
- INSTALLATION OF NEW PAVEMENT BOX SECTION
- INSTALLATION OF NEW LIGHTING AND SIGNAGE
- INSTALLATION OF NEW DRAINAGE STRUCTURES AND PIPES
- MARKING OF NEW PAVEMENT
- REMOVAL OF EXISTING REILS, INSTALLATION OF NEW REILS
- PAVEMENT REMOVAL/MITIGATION



**BID DOCUMENTS**

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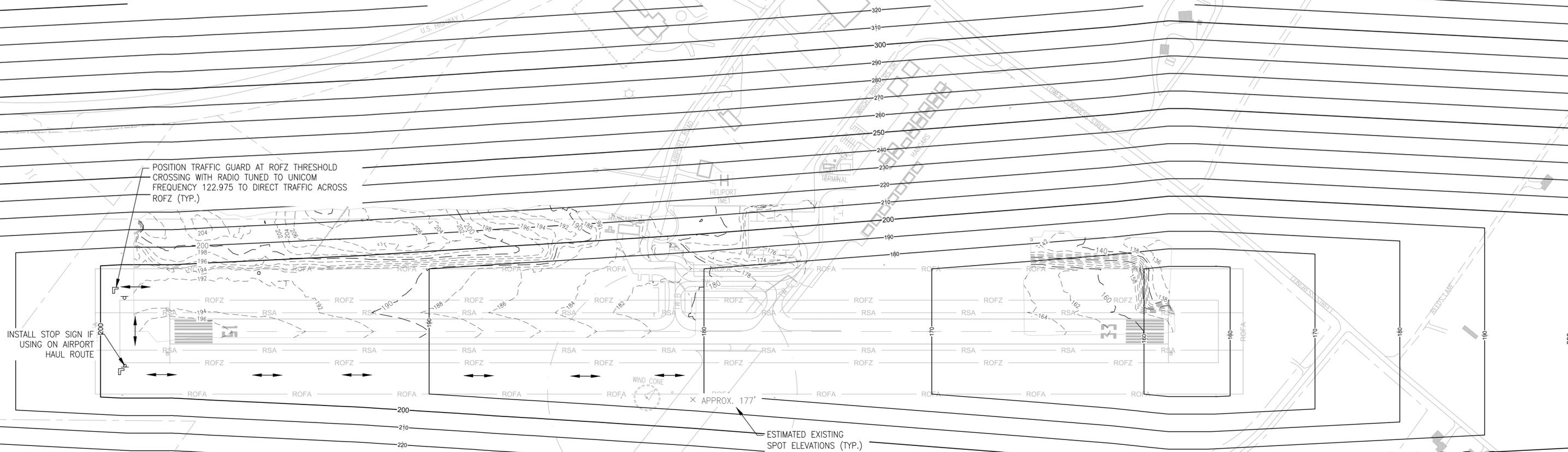
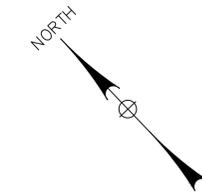
<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE			
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>CONSTRUCTION SAFETY AND PHASING PLAN - PHASE 4</b>			
SCALE: 1" = 200'	DESIGN: MTO	<b>CSP-06</b>	
DRAWN: BRF	PROJECT: 18228.01		
CHECKED: SSS	DATE: MARCH 5, 2018		

REV	DATE	DESCRIPTION	BY
▲	3/28/18	ADDENDUM NO. 1	SSS

LEGEND:

- 196 — EXISTING CONTOUR MAJOR
- - - - - EXISTING CONTOUR MINOR
- 200 — PART 77 CONTOUR MAJOR
- 190 — PART 77 CONTOUR MINOR

UNICOM FREQUENCY: 122.975



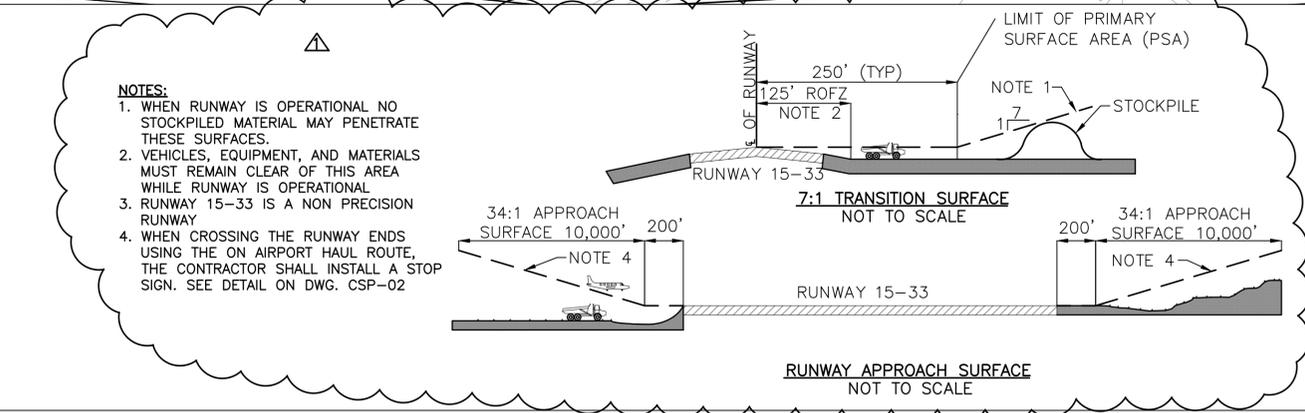
POSITION TRAFFIC GUARD AT ROFZ THRESHOLD CROSSING WITH RADIO TUNED TO UNICOM FREQUENCY 122.975 TO DIRECT TRAFFIC ACROSS ROFZ (TYP.)

INSTALL STOP SIGN IF USING ON AIRPORT HAUL ROUTE

ESTIMATED EXISTING SPOT ELEVATIONS (TYP.)

APPROX. 175' X ALTERNATE STOCKPILE AND LEDGE PROCESSING LOCATION (MAX HEIGHT 130')

SWING GATE X APPROX. 173'



- NOTES:**
1. WHEN RUNWAY IS OPERATIONAL NO STOCKPILED MATERIAL MAY PENETRATE THESE SURFACES.
  2. VEHICLES, EQUIPMENT, AND MATERIALS MUST REMAIN CLEAR OF THIS AREA WHILE RUNWAY IS OPERATIONAL
  3. RUNWAY 15-33 IS A NON PRECISION RUNWAY
  4. WHEN CROSSING THE RUNWAY ENDS USING THE ON AIRPORT HAUL ROUTE, THE CONTRACTOR SHALL INSTALL A STOP SIGN. SEE DETAIL ON DWG. CSP-02

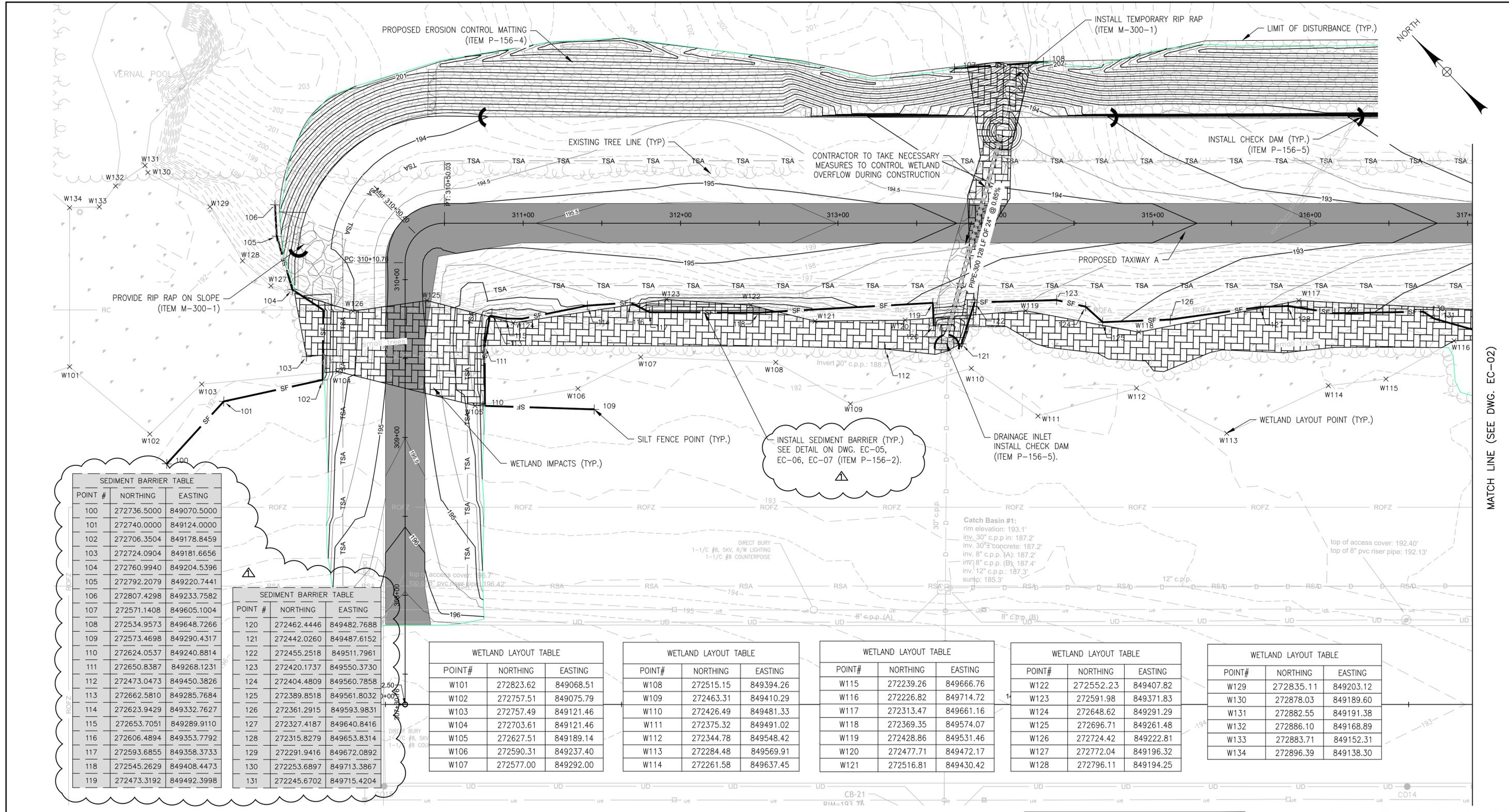


**BID DOCUMENTS**

- NOTES:**
1. SURFACES SHOWN ARE PART 77 SURFACES WHICH IS AN "IMAGINARY" SURFACE THAT SURROUNDS THE AIRSPACE OF AN AIRPORT.
  2. ENGINEER SHALL APPROVE ALL STOCKPILE, STAGING AND PROCESSING LOCATIONS AND HEIGHTS LOCATED IN WORK AREA.
  3. CONTRACTOR TO STATION A FLAGGER OUTSIDE THE ROFZ ON BOTH SIDES OF RUNWAY WITH RADIO TUNED TO FREQUENCY 122.975 MHZ AND DIRECT TRUCK TRAFFIC THROUGH ROFZ DURING HAULING OPERATIONS TO ALTERNATE STOCKPILE LOCATIONS.
  4. CONTRACTOR SHALL INSTALL STOP SIGNS OUTSIDE OF ROFZ AND AS DIRECTED BY ENGINEER PRIOR TO USING HAUL ROUTE.

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	3/28/18 REV DATE	ADDENDUM NO. 1 DESCRIPTION	SSS BY
	<p align="center"><b>McFarland Johnson</b> 53 REGIONAL DRIVE CONCORD, NEW HAMPSHIRE 03301</p>		
<p align="center"><b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE <b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b></p>			
<p align="center"><b>FAA PART 77 IMAGINARY SURFACES</b></p>			
SCALE: AS SHOWN DRAWN: BRF CHECKED: SSS	DESIGN: MTO PROJECT: 18228.01 DATE: MARCH 5, 2018	<p align="right"><b>CSP-07</b> 11 OF 66</p>	



POINT #	NORTHING	EASTING
100	272736.5000	849070.5000
101	272740.0000	849124.0000
102	272706.3504	849178.8459
103	272724.0904	849181.6656
104	272760.9940	849204.5396
105	272792.2079	849220.7441
106	272807.4298	849233.7582
107	272571.1408	849605.1004
108	272534.9573	849648.7266
109	272573.4698	849290.4317
110	272624.0537	849240.8814
111	272650.8387	849268.1231
112	272473.0473	849450.3826
113	272662.5810	849285.7684
114	272623.9429	849332.7627
115	272653.7051	849289.9110
116	272606.4894	849353.7792
117	272593.6855	849358.3733
118	272545.2629	849408.4473
119	272473.3192	849492.3998

POINT #	NORTHING	EASTING
120	272462.4446	849482.7688
121	272442.0260	849487.6152
122	272455.2518	849511.7961
123	272420.1737	849550.3730
124	272404.4809	849560.7858
125	272389.8518	849561.8032
126	272361.2915	849593.9831
127	272327.4187	849640.8416
128	272315.8279	849653.8314
129	272291.9416	849672.0892
130	272253.6897	849713.3867
131	272245.6702	849715.4204

POINT#	NORTHING	EASTING
W101	272823.62	849068.51
W102	272757.51	849075.79
W103	272757.49	849121.46
W104	272703.61	849121.46
W105	272627.51	849189.14
W106	272590.31	849237.40
W107	272577.00	849292.00

POINT#	NORTHING	EASTING
W108	272515.15	849394.26
W109	272463.31	849410.29
W110	272426.49	849481.33
W111	272375.32	849491.02
W112	272344.78	849548.42
W113	272284.48	849569.91
W114	272261.58	849637.45

POINT#	NORTHING	EASTING
W115	272239.26	849666.76
W116	272226.82	849714.72
W117	272313.47	849661.16
W118	272369.35	849574.07
W119	272428.86	849531.46
W120	272477.71	849472.17
W121	272516.81	849430.42

POINT#	NORTHING	EASTING
W122	272552.23	849407.82
W123	272591.98	849371.83
W124	272648.62	849291.29
W125	272696.71	849261.48
W126	272724.42	849222.81
W127	272772.04	849196.32
W128	272796.11	849194.25

POINT#	NORTHING	EASTING
W129	272835.11	849203.12
W130	272878.03	849189.60
W131	272882.55	849191.38
W132	272886.10	849168.89
W133	272883.71	849152.31
W134	272896.39	849138.30

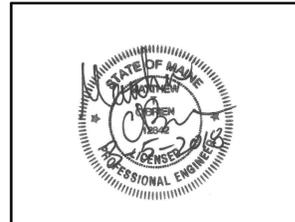
**LEGEND:**

- SEDIMENT BARRIER
- INLET PROTECTION
- FINISHED GRADE CONTOUR MAJOR
- FINISHED GRADE CONTOUR MINOR
- CHECK DAM
- EROSION CONTROL MATTING
- WETLAND IMPACTS

- NOTES:**
- FOR CONSTRUCTION SAFETY AND PHASING PLANS SEE DWGS. CSP-01-CSP-06.
  - FOR GEOMETRY AND MARKING PLANS SEE DWGS. C-01-C-04.
  - FOR EROSION CONTROL DETAILS SEE DWG. EC-05-EC-07.
  - FOR GRADING & DRAINAGE PLANS SEE DWG. GR-01-GR-04.
  - INSTALL ALL EROSION CONTROL MEASURES PRIOR TO ANY DISTURBANCE.
  - DELINEATE WETLANDS USING FLAG MARKERS PRIOR TO STARTING CONSTRUCTION.
  - CONTRACTOR RESPONSIBLE FOR ALL MITIGATION AND TO PAY ALL FINES IF ADDITIONAL WETLANDS ARE DISTURBED THAT ARE NOT SHOWN ON PLANS.
  - IT IS ANTICIPATED THAT PHASE 1 WILL TAKE PLACE DURING "OVERWINTER CONDITIONS". OVERWINTER STABILIZATION METHODS SHALL BE FOLLOWED DURING PHASE 1 OF THE WORK. THE CONTRACTOR SHALL USE OVERWINTER EROSION CONTROL MIX DURING OVERWINTER CONSTRUCTION. THE OVERWINTER EROSION CONTROL MIX SHALL BE INCIDENTAL TO THE P-151-1 CLEAR AND GRUB ITEM.
  - FOR PAVEMENT MITIGATION EROSION CONTROL MEASURES SEE DWG. MG-01.



**BID DOCUMENTS**



**McFarland Johnson**  
 53 REGIONAL DRIVE  
 CONCORD, NEW HAMPSHIRE 03301

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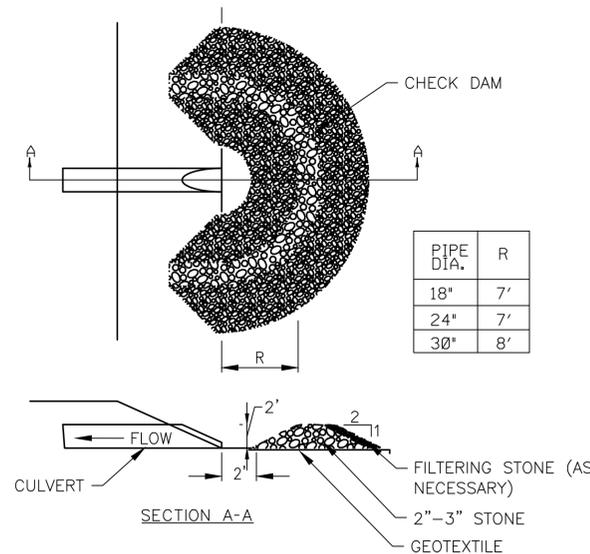
**BELFAST MUNICIPAL AIRPORT**  
 CITY OF BELFAST, STATE OF MAINE  
**CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY**

**EROSION CONTROL PLAN (1 OF 4)**

SCALE: 1" = 30'	DESIGN: MTO	<b>EC-01</b> 17 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	

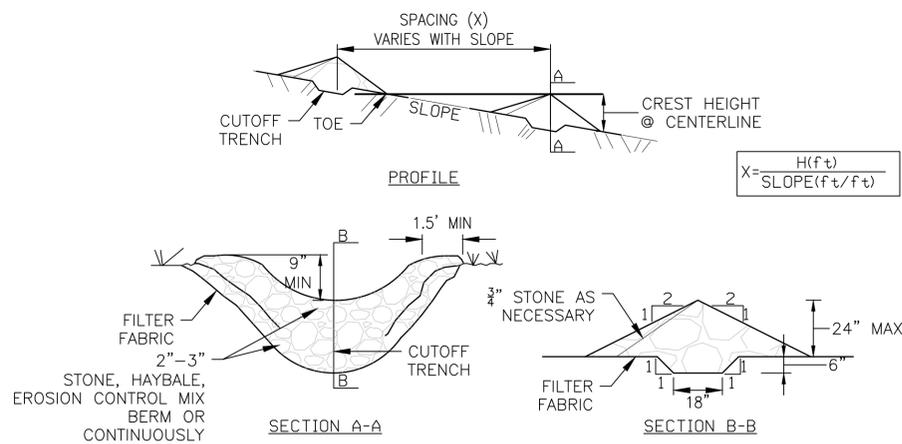
MATCH LINE (SEE DWG. EC-02)





NOTE  
1. SEE STONE CHECK DAM

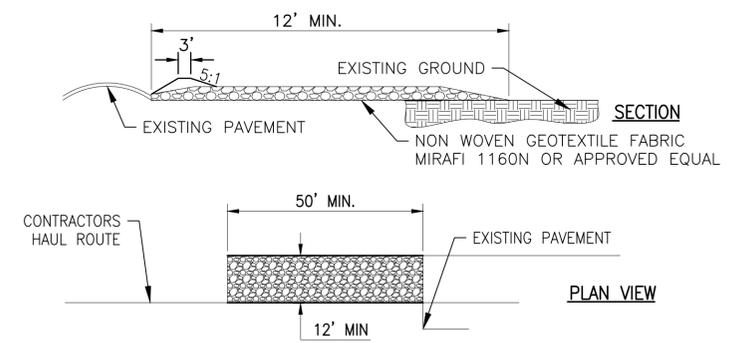
**PIPE INLET PROTECTION**  
N.T.S.  
(ITEM P-156-5)



**NOTES:**

- CHECK DAM WILL BE MADE FROM 2"-3" STONE, HAYBALE, EROSION CONTROL MIX BERM, OR CONTINUOUSLY CONTAINED BERM MATERIAL.
- STONE WILL BE PLACED ON A FILTER FABRIC FOUNDATION
- CHECK DAMS SHALL BE SPACED SO THAT THE ELEVATION OF THE CREST OF THE DOWNSTREAM DAM IS AT THE SAME ELEVATION AS THE TOE OF THE UPSTREAM DAM.
- 3/4" FILTERING STONE MAY BE ADDED TO THE FACE OF THE CHECK DAM AS NECESSARY.
- EXTEND THE CHECK DAM A MINIMUM OF 1.5; BEYOND THE DITCH BANKS TO PREVENT CUTTING AROUND THE DAM.
- PROTECT CHANNEL DOWNSTREAM OF THE LOWEST CHECK DAM FROM SCOUR AND EROSION WITH STONE OR LINER AS APPROPRIATE.
- ENSURE THAT CHANNEL APPURTENANCES SUCH AS CULVERT ENTRANCES BELOW CHECK DAMS ARE NOT SUBJECT TO DAMAGE OF BLOCKAGE FROM DISPLACED STONE.
- MAXIMUM DRAINAGE AREA 2 ACRES
- CONTRACTOR TO DETERMINE SPACING BASED ON GIVEN EQUATIONS.

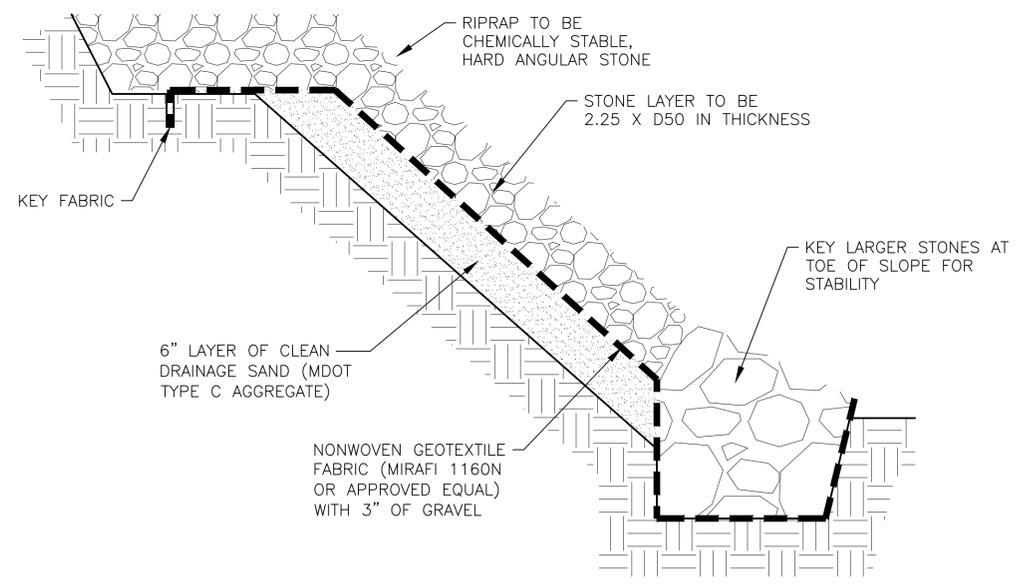
**CHECK DAM**  
N.T.S.  
(ITEM P-156-5)



**STABILIZED CONSTRUCTION ENTRANCE NOTES:**

- STONE SIZE-USE 1"-3" STONE, RECLAIMED OF RECYCLED CONCRETE EQUIVALENT
- LENGTH - NOT LESS THAN 50 FEET (EXCEPT ON A SINGLE RESIDENCE LOT WHERE A 30' MINIMUM LENGTH APPLIES).
- THICKNESS - NOT LESS THAN 8".
- WIDTH - 12' MINIMUM, BUT NOT LESS THAN THE FULL WIDTH AT POINTS WHERE INGRESS OR EGRESS OCCURS. 24' IF SINGLE ENTRANCE TO SITE.
- GEOTEXTILE MUST BE PLACED OVER THE ENTIRE AREA PRIOR TO PLACING STONE.
- SURFACE WATER - ALL SURFACE WATER FLOWING OR DIVERTED TOWARD CONSTRUCTION ENTRANCES SHALL BE PIPED BENEATH THE ENTRANCE. IF PIPING IS IMPRACTICAL, A MOUNTABLE BERM WITH 5:1 SLOPES WILL BE PERMITTED.
- MAINTENANCE - THE ENTRANCE SHALL BE MAINTAINED IN A CONDITION WHICH WILL PREVENT TRACKING OR FLOWING OF SEDIMENT ONTO PUBLIC RIGHTS OF WAY, ALL SEDIMENT SPILLED, DROPPED, WASHED OR TRACKED ONTO PUBLIC RIGHTS OF WAY MUST BE REMOVED IMMEDIATELY.
- WHEN WASHING IS REQUIRED, IT SHALL BE DONE ON A AREA STABILIZED WITH STONE AND WHICH DRAINS INTO AN APPROVED SEDIMENT TRAPPING DEVICE.
- PERIODIC INSPECTION AND NEEDED MAINTENANCE SHALL BE PROVIDED ACCORDING TO PERMIT REQUIREMENTS.

**STABILIZED CONSTRUCTION ENTRANCE DETAIL**  
N.T.S.  
(ITEM P-156-3)



**NOTES:**

- THE NONWOVEN GEOTEXTILE FABRIC SHALL BE COVERED WITH 3" OF GRAVEL TO PREVENT SLIPPAGE OF OVERLAYING ROCKS AND TO PROTECT THE FABRIC.
- TO BE A PERMANENT, EROSION-RESISTANT COVER, RIPRAP SHOULD CONTAIN LARGE, ANGULAR STONES WITH A VARIETY OF SIZES THAT WILL PROVIDE A COHESIVE, STRONG AND WELL BLENDED COVER WITH MINIMUM VOIDS. THE DESIRED DISTRIBUTION OF STONES MAY BE OBTAINED BY SELECTIVE HAND PLACING.
- 9" D50 STONE

**PLAIN RIPRAP**  
N.T.S.  
(ITEM M-300-1)

**EROSION CONTROL MIX:** ⚠

EROSION CONTROL MIX CAN BE MANUFACTURED ON OR OFF THE PROJECT SITE. IT MUST CONSIST PRIMARILY OF ORGANIC MATERIAL, SEPARATED AT THE POINT OF GENERATION, AND MAY INCLUDE: SHREDDED BARK, STUMP GRINDINGS, COMPOSTED BARK, OR ACCEPTABLE MANUFACTURED PRODUCTS. WOOD AND BARK CHIPS, GROUND CONSTRUCTION DEBRIS OR REPROCESSED WOOD PRODUCTS WILL NOT BE ACCEPTABLE AS THE ORGANIC COMPONENT OF THE MIX.

**COMPOSITION**

EROSION CONTROL MIX SHALL CONTAIN A WELL-GRADED MIXTURE OF PARTICLE SIZES AND MAY CONTAIN ROCKS LESS THAN 4" IN DIAMETER. EROSION CONTROL MIX MUST BE FREE OF REFUSE, PHYSICAL CONTAMINANTS, AND MATERIAL TOXIC TO PLANT GROWTH. THE MIX COMPOSITION SHALL MEET THE FOLLOWING STANDARDS:

- \* THE ORGANIC MATTER CONTENT SHALL BE BETWEEN 80 AND 100% DRY WEIGHT BASIS.
- \* PARTICLE SIZE BY WEIGHT SHALL BE 100% PASSING A 6" SCREEN AND A MINIMUM OF 70% MAXIMUM OF 85% PASSING A 0.75" SCREEN.
- \* THE ORGANIC PORTION NEEDS TO BE FIBROUS AND ELONGATED.
- \* LARGE PORTIONS OF SILTS, CLAYS OR FINE SANDS ARE NOT ACCEPTABLE IN THE MIX.
- \* SOLUBLE SALTS CONTENT SHALL BE < 4.0 MMHOS/CM.
- \* THE PH SHOULD FALL BETWEEN 5.0 AND 8.0.

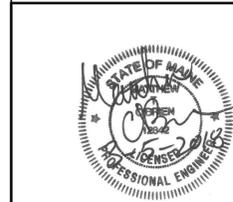
**EROSION CONTROL MIX BERMS SEDIMENT BARRIER INSTALLATION (ITEM P-156-2):**

THE BARRIER MUST BE PLACED ALONG A RELATIVELY LEVEL CONTOUR. IT MAY BE NECESSARY TO CUT TALL GRASSES OR WOODY VEGETATION TO AVOID CREATING VOIDS AND BRIDGES THAT WOULD ENABLE FINES TO WASH UNDER THE BARRIER THROUGH THE GRASS BLADES OR PLANT STEMS. ON SLOPES LESS THAN 5% OR AT THE BOTTOM OF STEEPER SLOPES (2:1) UP TO 20' LONG, THE BARRIER MUST BE A MINIMUM OF 12" HIGH, AS MEASURED ON THE UPHILL SIDE OF THE BARRIER, AND A MINIMUM OF TWO FEET WIDE. ON LONGER OR STEEPER SLOPES, THE BARRIER SHOULD BE WIDER TO ACCOMMODATE THE ADDITIONAL RUNOFF. FROZEN GROUND, OUTCROPS OF BEDROCK AND VERY ROOTED FORESTED AREAS ARE LOCATIONS WHERE BERMS OF EROSION CONTROL MIX ARE MOST PRACTICAL AND EFFECTIVE. OTHER BMP'S WHERE BERMS OF EROSION CONTROL MIX ARE MOST PRACTICAL AND EFFECTIVE. OTHER BMP'S SHOULD BE USED AT LOW POINTS OF CONCENTRATED RUNOFF, BELOW CULVERT OUTLET APRONS, AROUND CATCH BASINS AND CLOSED STORM SYSTEMS, AND AT THE BOTTOM OF STEEP PERIMETER SLOPES THAT AREA MORE THAN 50' FROM TOP TO BOTTOM (I.E. A LARGE UP GRADIENT CONTRIBUTING WATERSHED).

**OVERWINTER EROSION CONTROL MIX INSTALLATION**

- CAN BE INSTALLED ON FROZEN GROUND, FORESTED AREAS, AND ON CUT AND FILL SLOPES.
- A THICKNESS OF 2 INCHES ON 3:1 SLOPES OR LESS SHALL BE APPLIED. AN ADDITIONAL 1/2 INCH PER 20 FEET OF SLOPE OR UP TO 4 INCHES FOR A 100 FOOT SLOPE.
- ON SLOPES GREATER THAN 3:1, 4 INCHES OR MORE OF MATERIAL IS RECOMMENDED; AND IF SLOPES ARE GREATER THAN 60 FEET LONG, 5 INCHES ARE NEEDED.
- EROSION CONTROL MIX IS NOT RECOMMENDED ON SLOPES GREATER THAN 1:1.
- THE MIX MUST BE DISTRIBUTED EVENLY WITH A HYDRAULIC BUCKET, PNEUMATIC BLOWER, OR BY HAND.
- OTHER REINFORCEMENT BMP'S (I.E. RIPRAP) SHOULD BE USED ON SLOPES WITH GROUNDWATER SEEPAGE, WITHIN DRAINAGE CHANNELS AND THEIR OUTLETS, OR IN GULLIES.

**BID DOCUMENTS**



**McFarland Johnson**  
53 REGIONAL DRIVE  
CONCORD, NEW HAMPSHIRE 03301

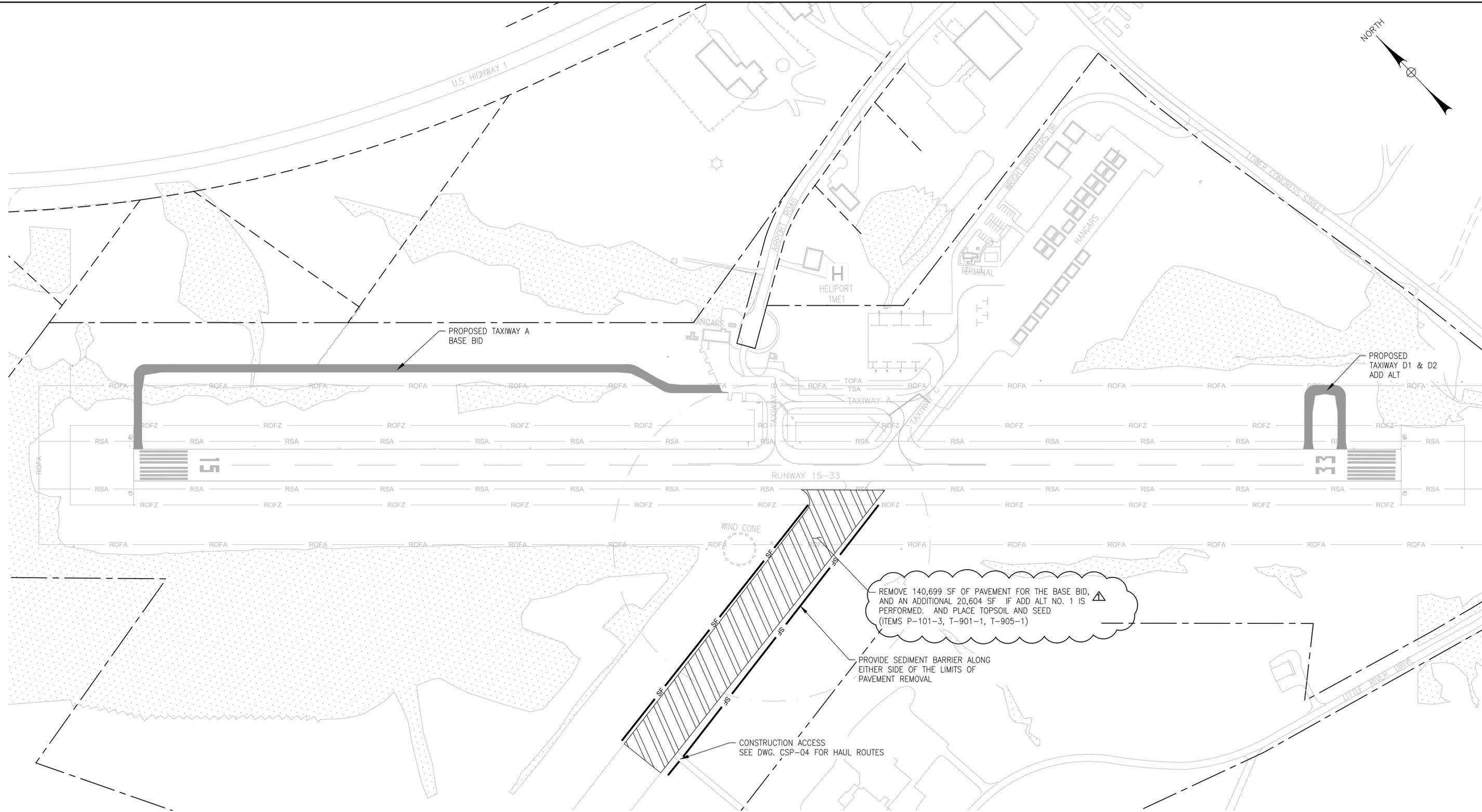
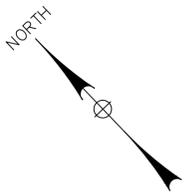
REV	DATE	DESCRIPTION	BY
3/28/18		ADDENDUM NO. 1	SSS

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**BELFAST MUNICIPAL AIRPORT**  
CITY OF BELFAST, STATE OF MAINE  
**CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY**

**EROSION CONTROL DETAILS (2 OF 3)**

SCALE: NTS	DESIGN: MTO	<b>EC-06</b> 22 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	

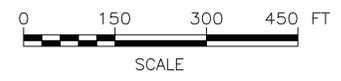


REMOVE 140,699 SF OF PAVEMENT FOR THE BASE BID, AND AN ADDITIONAL 20,604 SF IF ADD ALT NO. 1 IS PERFORMED. AND PLACE TOPSOIL AND SEED (ITEMS P-101-3, T-901-1, T-905-1)

PROVIDE SEDIMENT BARRIER ALONG EITHER SIDE OF THE LIMITS OF PAVEMENT REMOVAL

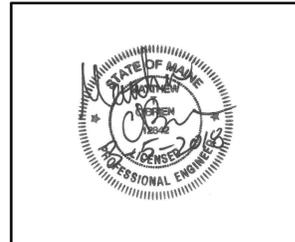
CONSTRUCTION ACCESS  
SEE DWG. CSP-04 FOR HAUL ROUTES

- NOTES:
1. FOR SAFETY AND PHASING PLANS SEE DWG. CSP-01-CSP-06
  2. FOR EROSION CONTROL PLANS AND NOTES SEE DWG. EC-01-EC-05
  3. FOR DEMOLITION PLANS SEE DWG. D-01-D-04
  4. CONTRACTOR TO MATCH EXISTING PAVEMENT THICKNESS WITH NEW TOPSOIL
  5. CONTRACTOR AND ENGINEER TO LAYOUT EXACT REMOVAL LIMITS PRIOR TO STARTING PAVEMENT REMOVAL



**BID DOCUMENTS**

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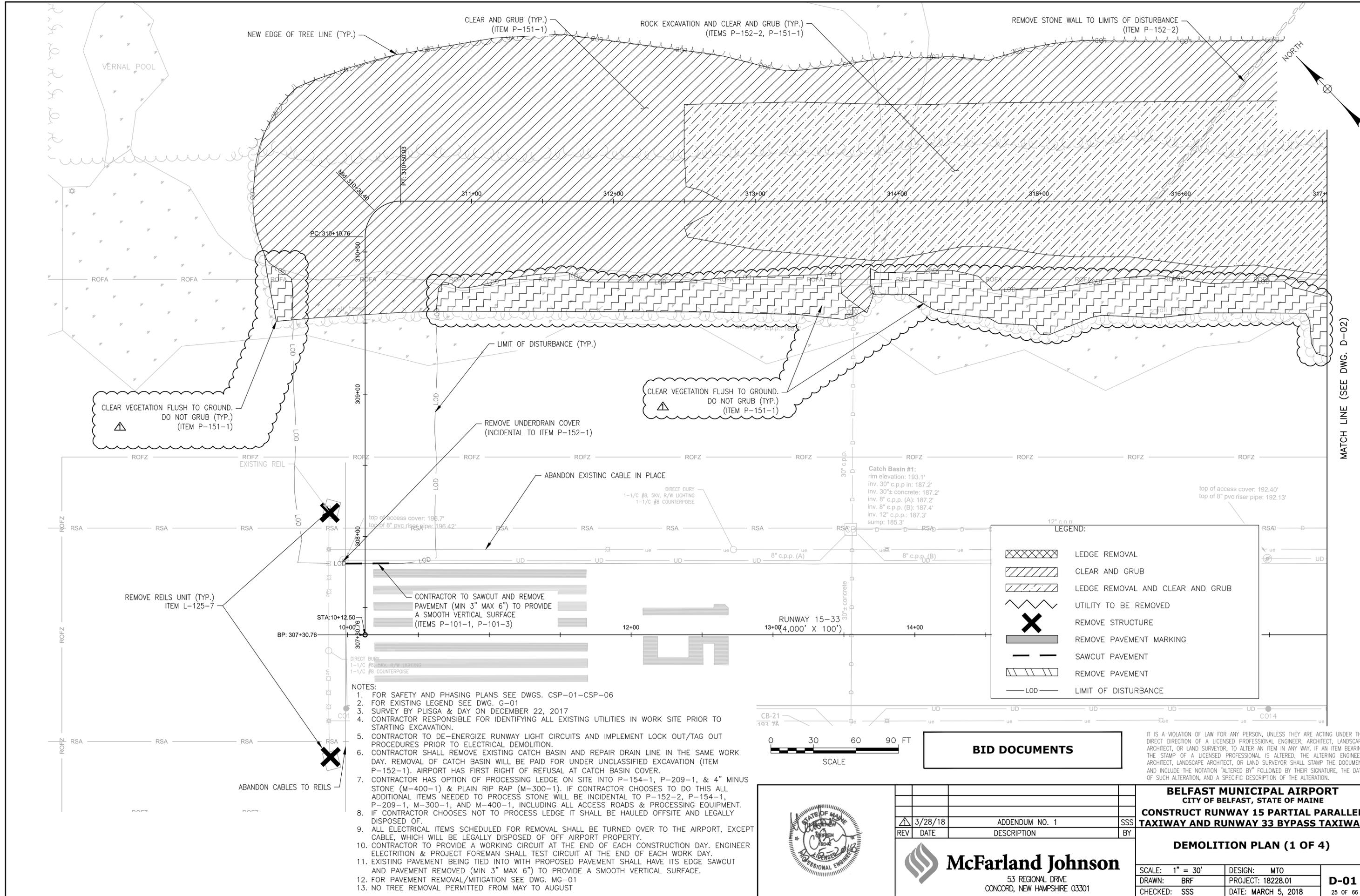
REV	DATE	DESCRIPTION	BY
△	3/28/18	ADDENDUM NO. 1	SSS

**BELFAST MUNICIPAL AIRPORT**  
CITY OF BELFAST, STATE OF MAINE

**CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY**

**MITIGATION PLAN (1 OF 1)**

SCALE: 1" = 150'	DESIGN: MTO	<b>MG-01</b> 24 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	



CLEAR VEGETATION FLUSH TO GROUND.  
DO NOT GRUB (TYP.)  
(ITEM P-151-1)

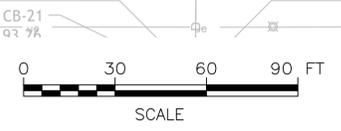
CLEAR VEGETATION FLUSH TO GROUND.  
DO NOT GRUB (TYP.)  
(ITEM P-151-1)

REMOVE REILS UNIT (TYP.)  
ITEM L-125-7

- NOTES:
- FOR SAFETY AND PHASING PLANS SEE DWGS. CSP-01-CSP-06
  - FOR EXISTING LEGEND SEE DWG. C-01
  - SURVEY BY PLISGA & DAY ON DECEMBER 22, 2017
  - CONTRACTOR RESPONSIBLE FOR IDENTIFYING ALL EXISTING UTILITIES IN WORK SITE PRIOR TO STARTING EXCAVATION.
  - CONTRACTOR TO DE-ENERGIZE RUNWAY LIGHT CIRCUITS AND IMPLEMENT LOCK OUT/TAG OUT PROCEDURES PRIOR TO ELECTRICAL DEMOLITION.
  - CONTRACTOR SHALL REMOVE EXISTING CATCH BASIN AND REPAIR DRAIN LINE IN THE SAME WORK DAY. REMOVAL OF CATCH BASIN WILL BE PAID FOR UNDER UNCLASSIFIED EXCAVATION (ITEM P-152-1). AIRPORT HAS FIRST RIGHT OF REFUSAL AT CATCH BASIN COVER.
  - CONTRACTOR HAS OPTION OF PROCESSING LEDGE ON SITE INTO P-154-1, P-209-1, & 4" MINUS STONE (M-400-1) & PLAIN RIP RAP (M-300-1). IF CONTRACTOR CHOOSES TO DO THIS ALL ADDITIONAL ITEMS NEEDED TO PROCESS STONE WILL BE INCIDENTAL TO P-152-2, P-154-1, P-209-1, M-300-1, AND M-400-1, INCLUDING ALL ACCESS ROADS & PROCESSING EQUIPMENT.
  - IF CONTRACTOR CHOOSES NOT TO PROCESS LEDGE IT SHALL BE HAULED OFFSITE AND LEGALLY DISPOSED OF.
  - ALL ELECTRICAL ITEMS SCHEDULED FOR REMOVAL SHALL BE TURNED OVER TO THE AIRPORT, EXCEPT CABLE, WHICH WILL BE LEGALLY DISPOSED OF OFF AIRPORT PROPERTY.
  - CONTRACTOR TO PROVIDE A WORKING CIRCUIT AT THE END OF EACH CONSTRUCTION DAY. ENGINEER ELECTRICIAN & PROJECT FOREMAN SHALL TEST CIRCUIT AT THE END OF EACH WORK DAY.
  - EXISTING PAVEMENT BEING TIED INTO WITH PROPOSED PAVEMENT SHALL HAVE ITS EDGE SAWCUT AND PAVEMENT REMOVED (MIN 3" MAX 6") TO PROVIDE A SMOOTH VERTICAL SURFACE.
  - FOR PAVEMENT REMOVAL/MITIGATION SEE DWG. MG-01
  - NO TREE REMOVAL PERMITTED FROM MAY TO AUGUST

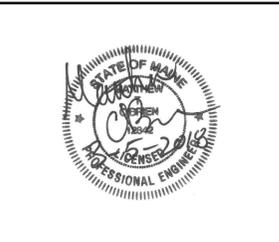
LEGEND:

	LEDGE REMOVAL
	CLEAR AND GRUB
	LEDGE REMOVAL AND CLEAR AND GRUB
	UTILITY TO BE REMOVED
	REMOVE STRUCTURE
	REMOVE PAVEMENT MARKING
	SAWCUT PAVEMENT
	REMOVE PAVEMENT
	LIMIT OF DISTURBANCE



**BID DOCUMENTS**

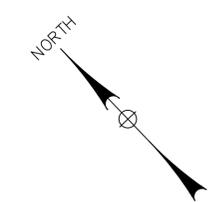
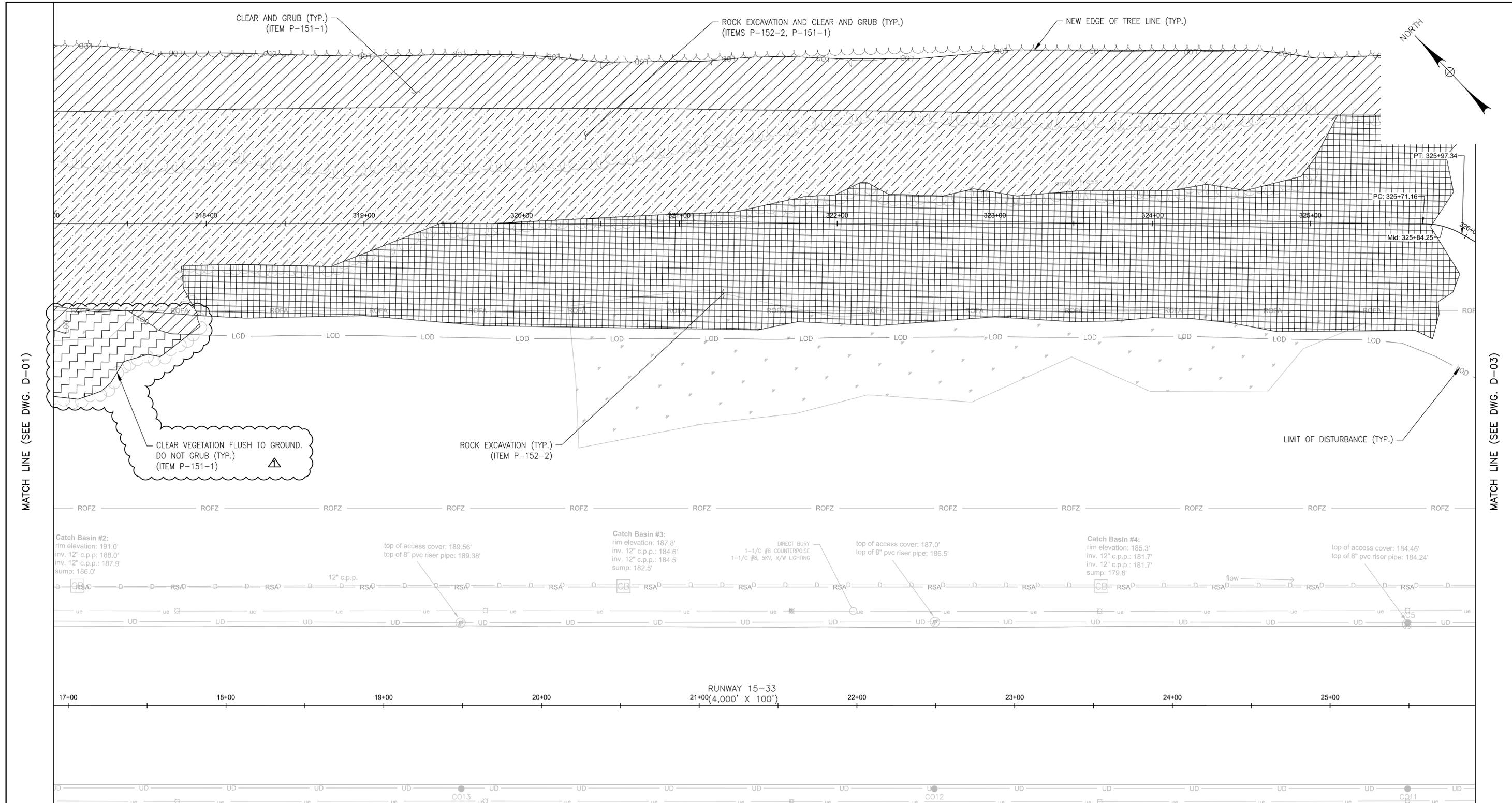
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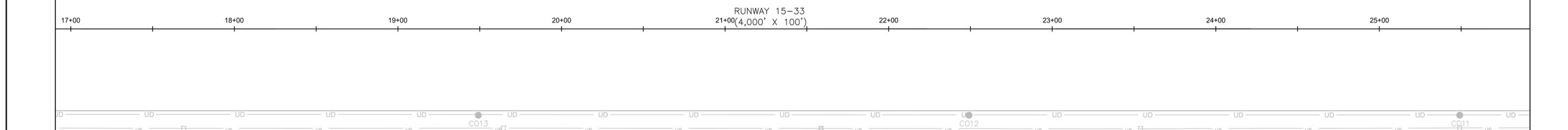
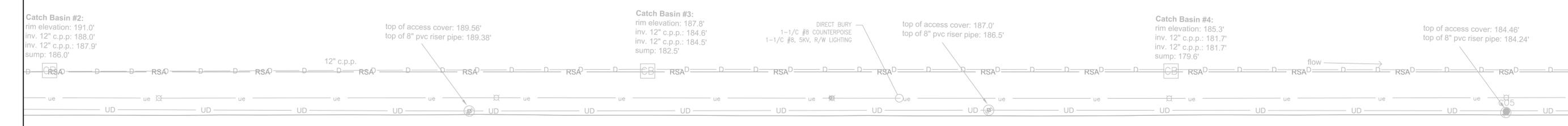
<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE			
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>DEMOLITION PLAN (1 OF 4)</b>			
SCALE: 1" = 30'	DESIGN: MTO		
DRAWN: BRF	PROJECT: 18228.01	<b>D-01</b>	
CHECKED: SSS	DATE: MARCH 5, 2018	25 OF 66	

MATCH LINE (SEE DWG. D-02)



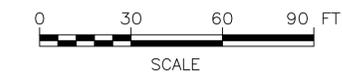
MATCH LINE (SEE DWG. D-01)

MATCH LINE (SEE DWG. D-03)



- LEGEND:**
- LEDGE REMOVAL
  - CLEAR AND GRUB
  - LEDGE REMOVAL AND CLEAR AND GRUB
  - UTILITY TO BE REMOVED
  - REMOVE STRUCTURE
  - REMOVE PAVEMENT MARKING
  - SAWCUT PAVEMENT
  - REMOVE PAVEMENT
  - LIMIT OF DISTURBANCE

**NOTES:**  
1. SEE DWG. D-01



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<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE			
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>DEMOLITION PLAN (2 OF 4)</b>			
SCALE: 1" = 30'	DESIGN: MTO	<b>D-02</b> 26 OF 66	
DRAWN: BRF	PROJECT: 18228.01		
CHECKED: SSS	DATE: MARCH 5, 2018		

REV	DATE	DESCRIPTION	BY

CONTRACTOR TO SAWCUT AND REMOVE PAVEMENT (MIN 3" MAX 6") TO PROVIDE A SMOOTH VERTICAL SURFACE (TYP.) (ITEMS P-101-1, P-101-3)

SEE NEW PAVEMENT OVER PAVEMENT REMOVAL DETAIL ON DWG. TYP-01

BITUMINOUS PAVEMENT REMOVAL (ITEM P-101-3)

OUTLET STRUCTURE  
RIM OVERFLOW=176.09  
18" INV=172.30  
8" INV=174.11

REMOVE EXISTING 6" CENTER LINE (ITEM P-620-3)

PE 2517 (SEE SHEET G-02) (DO NOT DISTURB)

Catch Basin #5:  
rim elevation: 183.0'  
inv. 12" c.p.p. in: 178.8'  
inv. 12" c.p.p. out: 178.8'  
sump: 176.8'

Catch Basin #6:  
rim elevation: 180.6'  
inv. 12" c.p.p. in (A): 176.0'  
inv. 12" c.p.p. in (B): 176.0'  
inv. 12" c.p.p. out: 176.1'  
inv. 8" c.p.p.: 175.9'  
sump: 174.1'

CB-9  
RIM=176.90  
INV A=172.30  
INV B=172.20  
INV C=172.42

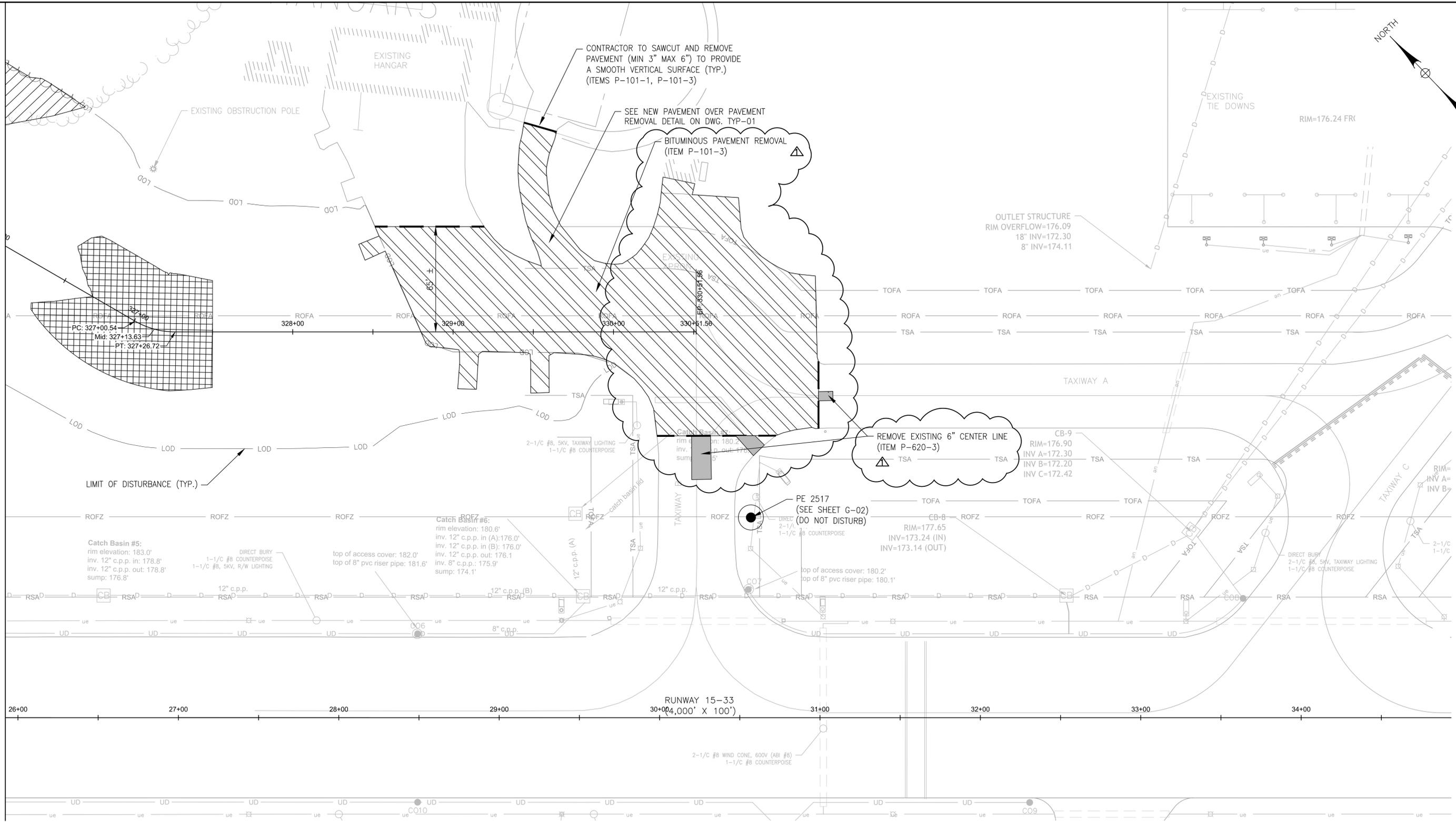
CB-8  
RIM=177.65  
INV=173.24 (IN)  
INV=173.14 (OUT)

RIM=176.24 FR

RUNWAY 15-33  
30+00(4,000' X 100')

NORTH

MATCH LINE (SEE DWG. D-02)



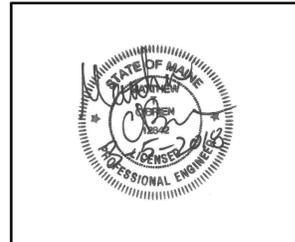
- LEGEND:**
- LEDGE REMOVAL
  - CLEAR AND GRUB
  - LEDGE REMOVAL AND CLEAR AND GRUB
  - UTILITY TO BE REMOVED
  - REMOVE STRUCTURE
  - REMOVE PAVEMENT MARKING
  - SAWCUT PAVEMENT
  - REMOVE PAVEMENT
  - LIMIT OF DISTURBANCE

**NOTES:**  
1. SEE DWG. D-01



**BID DOCUMENTS**

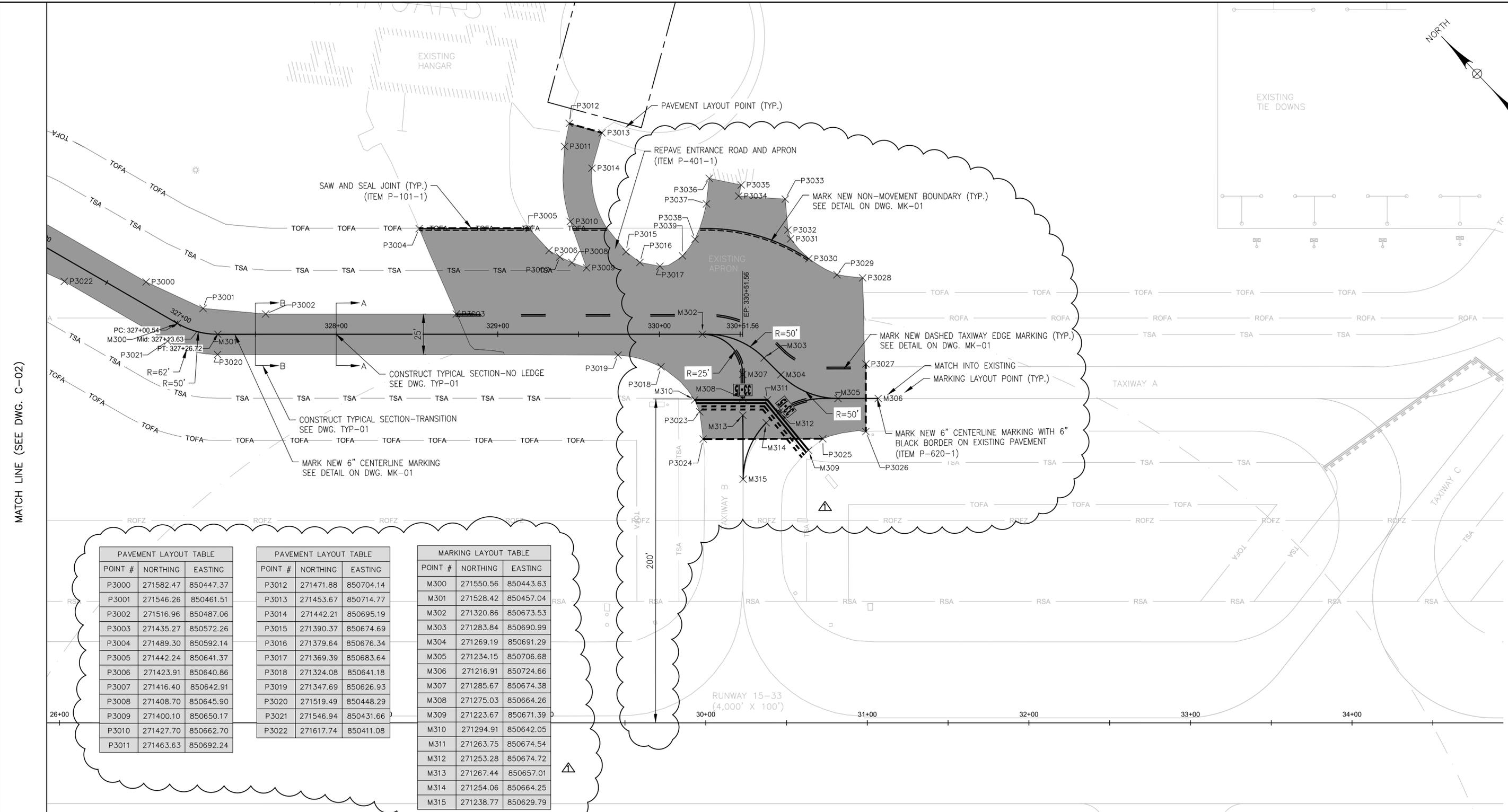
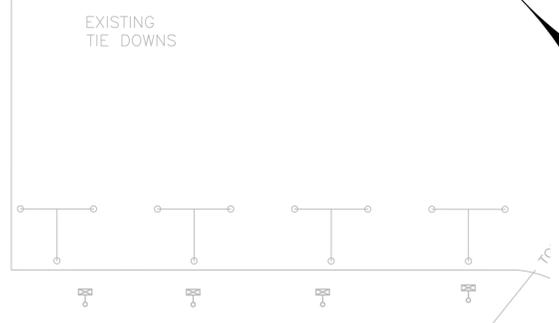
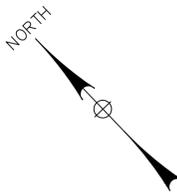
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<b>BELFAST MUNICIPAL AIRPORT CITY OF BELFAST, STATE OF MAINE</b>			
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>DEMOLITION PLAN (3 OF 4)</b>			
SCALE: 1" = 30'	DESIGN: MTO	<b>D-03</b> 27 OF 66	
DRAWN: BRF	PROJECT: 18228.01		
CHECKED: SSS	DATE: MARCH 5, 2018		

REV	DATE	DESCRIPTION	BY
Δ	3/28/18	ADDENDUM NO. 1	SSS



MATCH LINE (SEE DWG. C-02)

PAVEMENT LAYOUT TABLE		
POINT #	NORTHING	EASTING
P3000	271582.47	850447.37
P3001	271546.26	850461.51
P3002	271516.96	850487.06
P3003	271435.27	850572.26
P3004	271489.30	850592.14
P3005	271442.24	850641.37
P3006	271423.91	850640.86
P3007	271416.40	850642.91
P3008	271408.70	850645.90
P3009	271400.10	850650.17
P3010	271427.70	850662.70
P3011	271463.63	850692.24

PAVEMENT LAYOUT TABLE		
POINT #	NORTHING	EASTING
P3012	271471.88	850704.14
P3013	271453.67	850714.77
P3014	271442.21	850695.19
P3015	271390.37	850674.69
P3016	271379.64	850676.34
P3017	271369.39	850683.64
P3018	271324.08	850641.18
P3019	271347.69	850626.93
P3020	271519.49	850448.29
P3021	271546.94	850431.66
P3022	271617.74	850411.08

MARKING LAYOUT TABLE		
POINT #	NORTHING	EASTING
M300	271550.56	850443.63
M301	271528.42	850457.04
M302	271320.86	850673.53
M303	271283.84	850690.99
M304	271269.19	850691.29
M305	271234.15	850706.68
M306	271216.91	850724.66
M307	271285.67	850674.38
M308	271275.03	850664.26
M309	271223.67	850671.39
M310	271294.91	850642.05
M311	271263.75	850674.54
M312	271253.28	850674.72
M313	271267.44	850657.01
M314	271254.06	850664.25
M315	271238.77	850629.79

NOTES:  
1. SEE DWG. C-01

- LEGEND**
- TOFA TAXIWAY OBJECT FREE AREA
  - TSA TAXIWAY SAFETY AREA
  - PROPOSED TAXIWAY PAVEMENT
  - SAW AND SEAL JOINT



**BID DOCUMENTS**

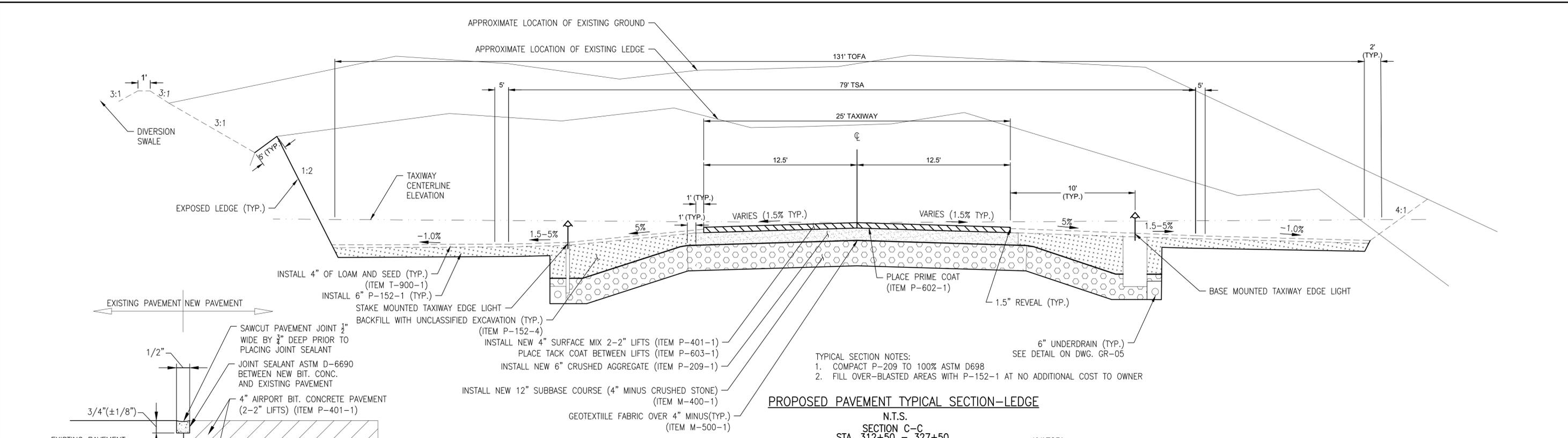
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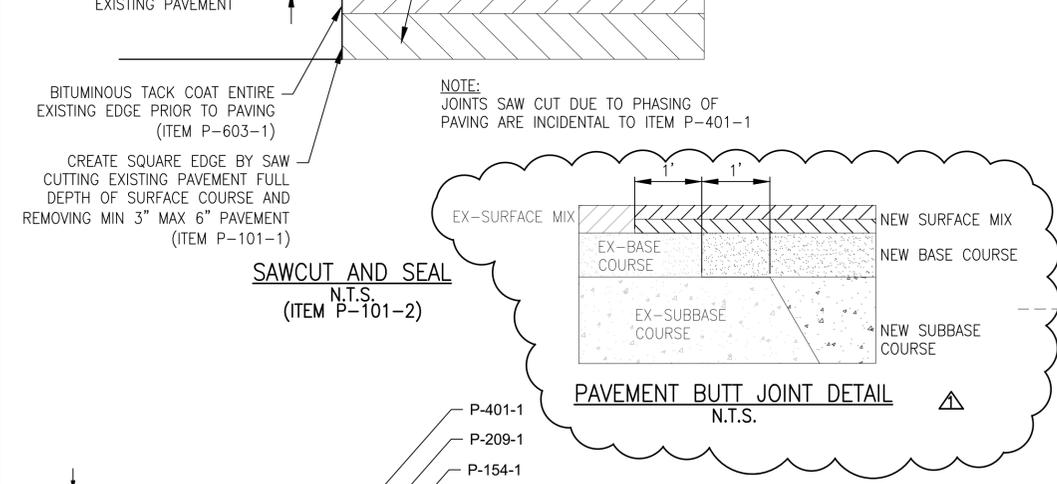
<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE			
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>GEOMETRY AND MARKING PLAN (3 OF 4)</b>			
SCALE: 1" = 30'	DESIGN: MTO	<b>C-03</b>	
DRAWN: BRF	PROJECT: 18228.01	31 OF 66	
CHECKED: SSS	DATE: MARCH 5, 2018		

REV	DATE	DESCRIPTION	BY
Δ	3/28/18	ADDENDUM NO. 1	SSS

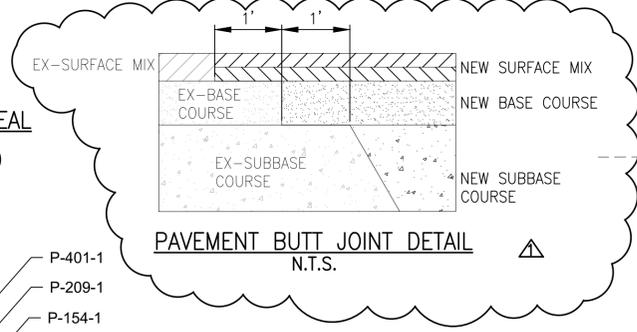


**PROPOSED PAVEMENT TYPICAL SECTION-LEDGE**

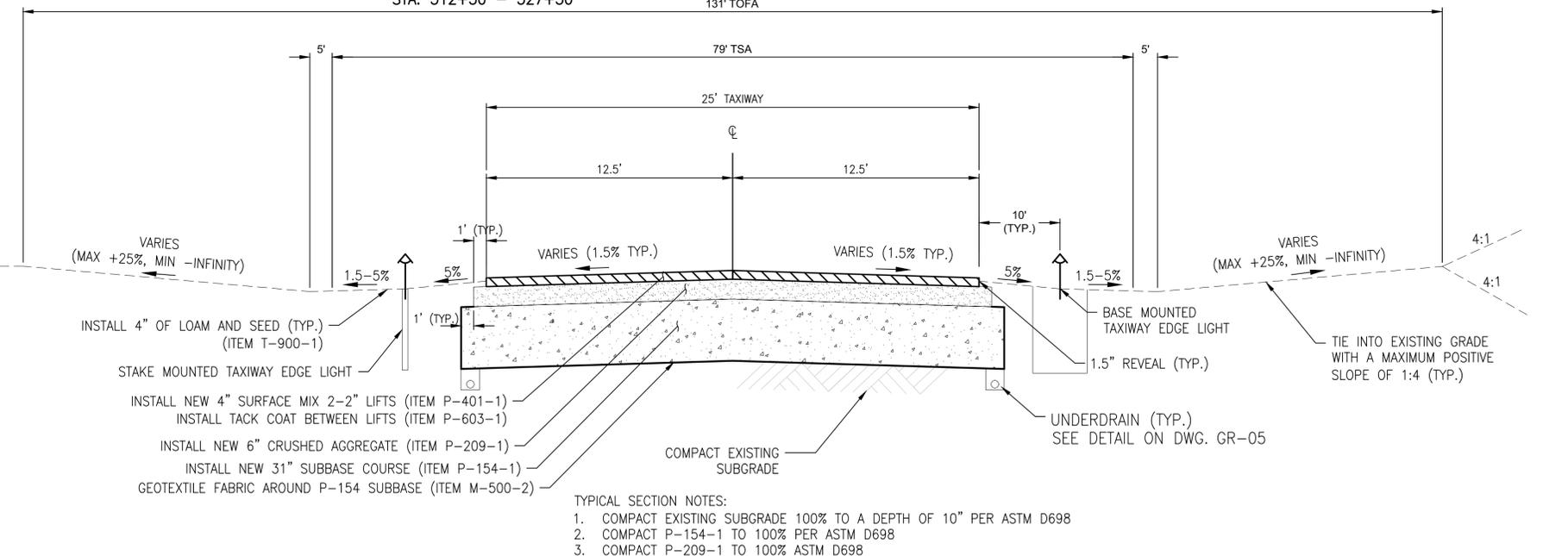
N.T.S.  
SECTION C-C  
STA. 312+50 - 327+50



**SAWCUT AND SEAL**  
N.T.S.  
(ITEM P-101-2)

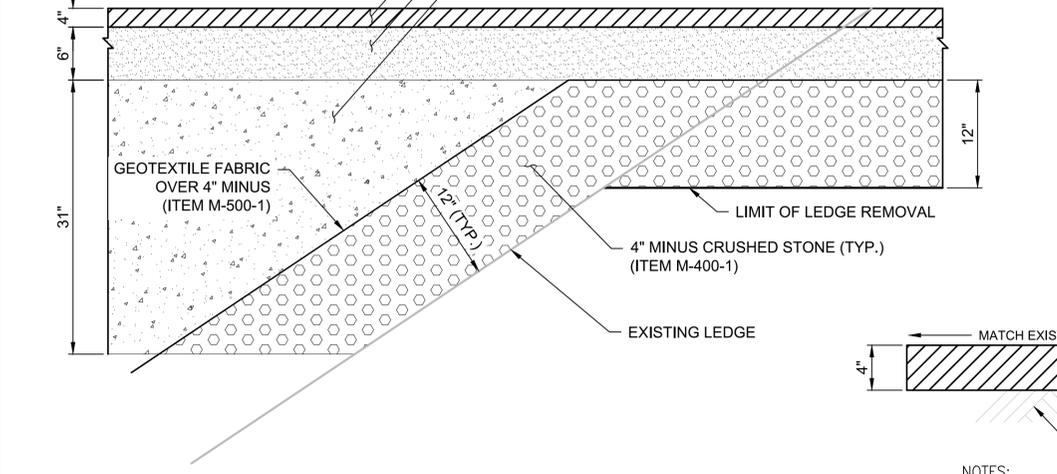


**PAVEMENT BUTT JOINT DETAIL**  
N.T.S.



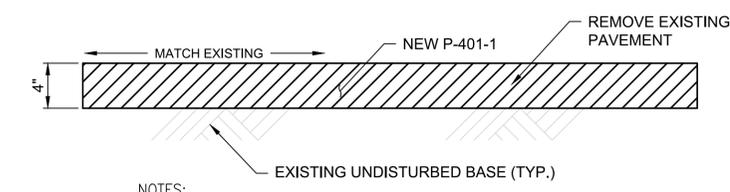
**PROPOSED PAVEMENT TYPICAL SECTION-NO LEDGE**

N.T.S.  
SECTION A-A  
STA. 307+80 - 312+00 & STA. 328+00 - 328+80



**PROPOSED PAVEMENT TYPICAL SECTION-TRANSITION**

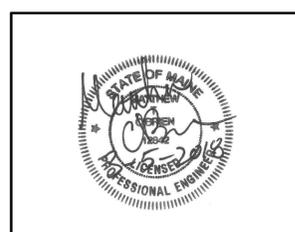
N.T.S.  
SECTION B-B  
STA. 312+50 - 313+00 & STA. 327+50 - 328+00



**NEW PAVEMENT OVER PAVEMENT REMOVAL**  
N.T.S.

- NOTES:  
1. BASE MATERIAL TO REMAIN UNDISTURBED DURING PAVEMENT REMOVAL  
2. NEW PAVEMENT TO MATCH EXISTING GRADES  
3. PROOF ROLL BASE PRIOR TO PAVING. INCIDENTAL TO ITEM P-401-1

**BID DOCUMENTS**



**McFarland Johnson**  
53 REGIONAL DRIVE  
CONCORD, NEW HAMPSHIRE 03301

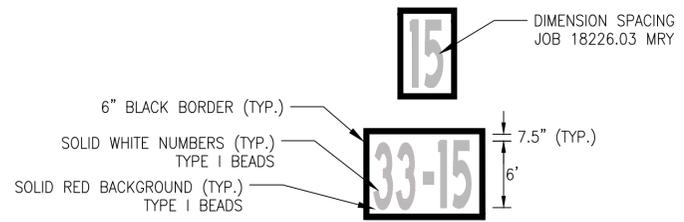
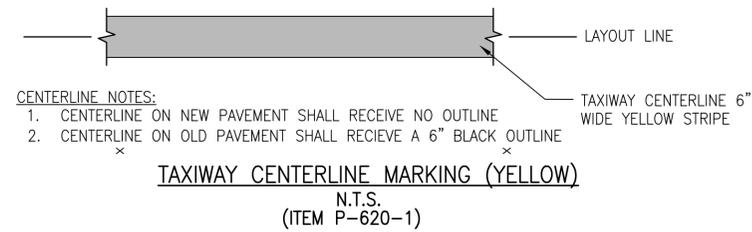
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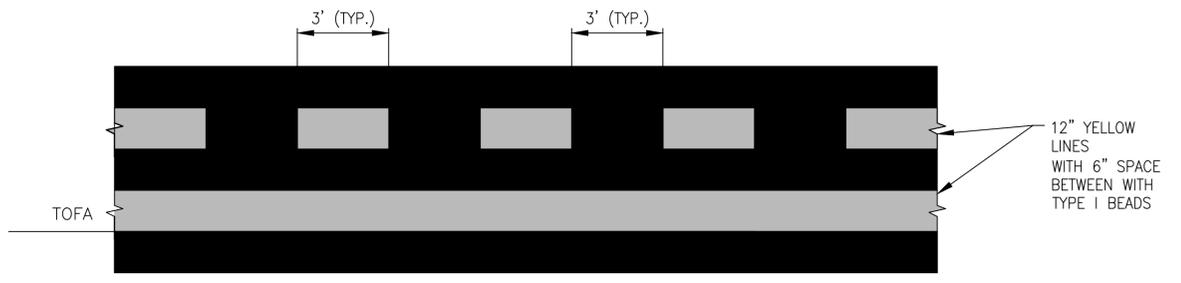
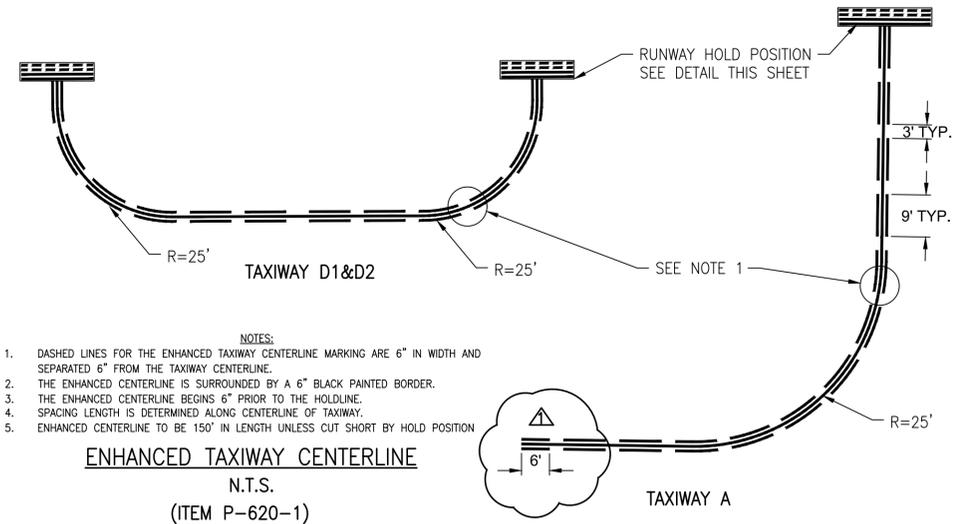
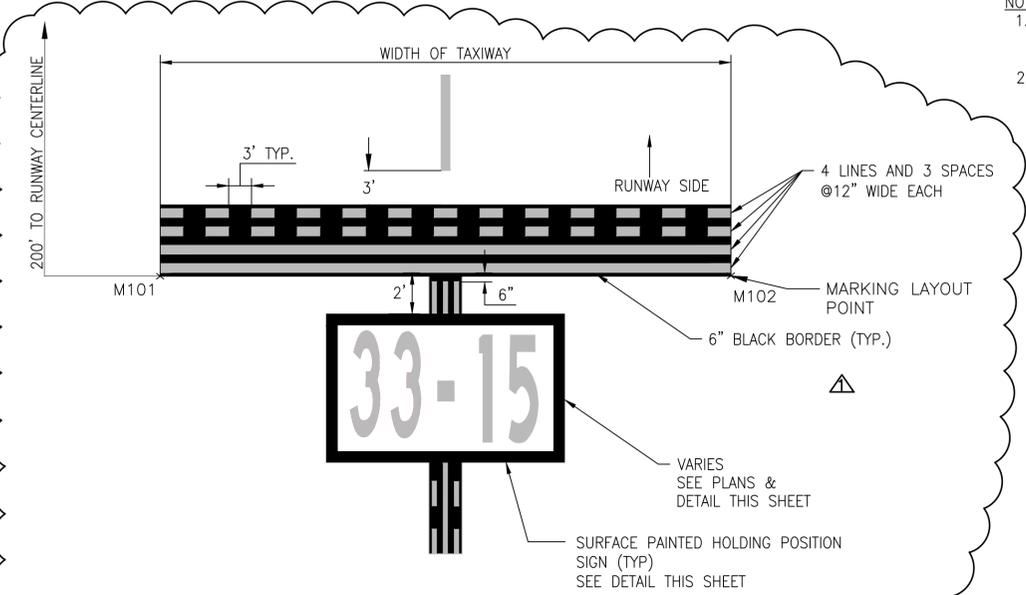
**BELFAST MUNICIPAL AIRPORT**  
CITY OF BELFAST, STATE OF MAINE  
**CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY**

**TYPICAL SECTION AND PAVEMENT DETAILS**

SCALE: NTS	DESIGN: MTO	<b>TYP-01</b> 33 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	

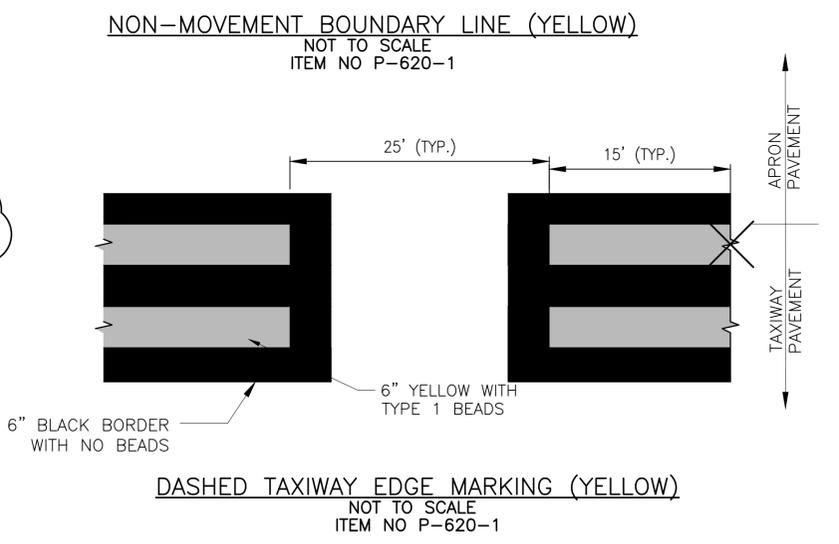
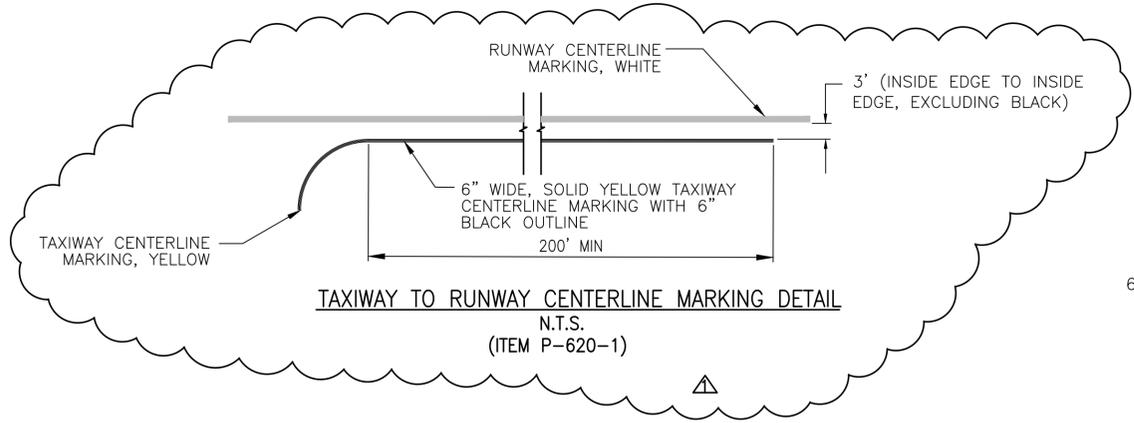


**NOTES:**  
 1. NUMBER STENCILS TO BE PROVIDED BY CONTRACTOR AND TO MEET THE REQUIREMENTS IN FAA AC 150/5340-1L AND TO BE TURNED OVER TO THE AIRPORT AT THE COMPLETION OF THE PROJECT  
 2. SEE NUMBER AND DASH DIMENSION CHART BELOW



**NUMBER AND DASH DIMENSION CHART**

1	2	3	4
5	6		



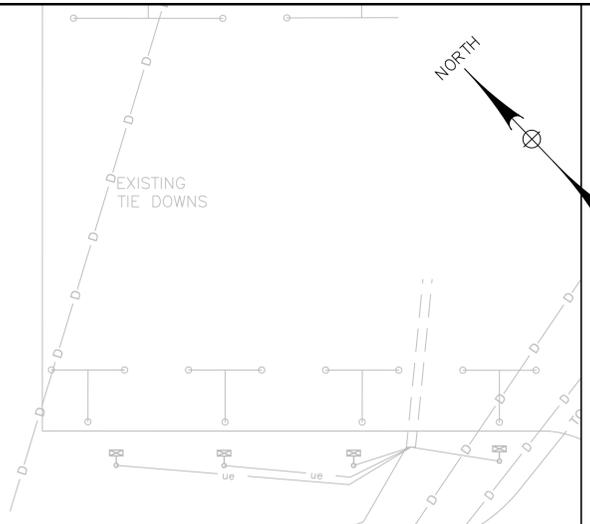
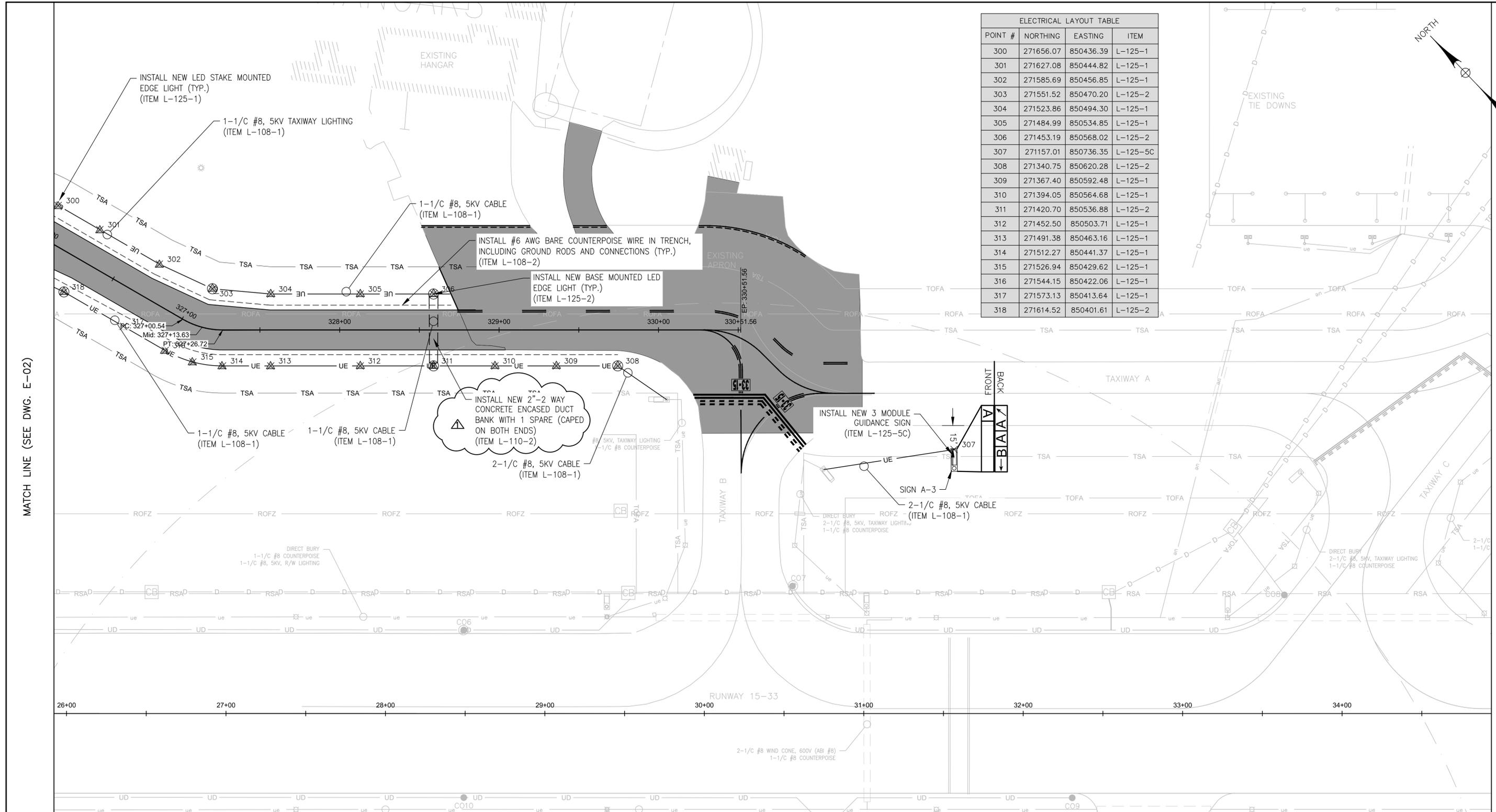
**MARKING NOTES:**  
 1. BLACK PAINT SHALL RECEIVE NO BEADS  
 2. YELLOW MARKINGS SHALL RECEIVE TYPE I BEADS  
 3. RED MARKINGS SHALL RECEIVE TYPE I BEADS

**BID DOCUMENTS**

	3/28/18	ADDENDUM NO. 1	SSS
	REV	DATE	DESCRIPTION
<b>McFarland Johnson</b> 53 REGIONAL DRIVE CONCORD, NEW HAMPSHIRE 03301			
<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE <b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>MARKING DETAILS</b>			
SCALE: NTS	DESIGN: MTO	<b>MK-01</b> <small>34 OF 66</small>	
DRAWN: BRF	PROJECT: 18228.01		
CHECKED: DAN	DATE: MARCH 5, 2018		

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ELECTRICAL LAYOUT TABLE			
POINT #	NORTHING	EASTING	ITEM
300	271656.07	850436.39	L-125-1
301	271627.08	850444.82	L-125-1
302	271585.69	850456.85	L-125-1
303	271551.52	850470.20	L-125-2
304	271523.86	850494.30	L-125-1
305	271484.99	850534.85	L-125-1
306	271453.19	850568.02	L-125-2
307	271157.01	850736.35	L-125-5C
308	271340.75	850620.28	L-125-2
309	271367.40	850592.48	L-125-1
310	271394.05	850564.68	L-125-1
311	271420.70	850536.88	L-125-2
312	271452.50	850503.71	L-125-1
313	271491.38	850463.16	L-125-1
314	271512.27	850441.37	L-125-1
315	271526.94	850429.62	L-125-1
316	271544.15	850422.06	L-125-1
317	271573.13	850413.64	L-125-1
318	271614.52	850401.61	L-125-2



MATCH LINE (SEE DWG. E-02)

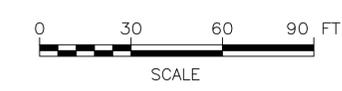
MATCH LINE (SEE DWG. E-04)

**LEGEND:**

- ▲ STAKE MOUNTED EDGE LIGHT
- ⊙ BASE MOUNTED LED EDGE LIGHT
- ELECTRIC JUNCTION CAN
- COUNTERPOISE CABLE
- ue UNDERGROUND ELECTRIC CABLE
- ▭ CONCRETE ENCASED DUCT BANK
- ★ BASE MOUNTED INCANDESCENT EDGE LIGHT
- ⊕ RUNWAY END IDENTIFIER LIGHT
- GUIDANCE SIGN

**NOTES:**

1. SEE DWG. E-01



**BID DOCUMENTS**

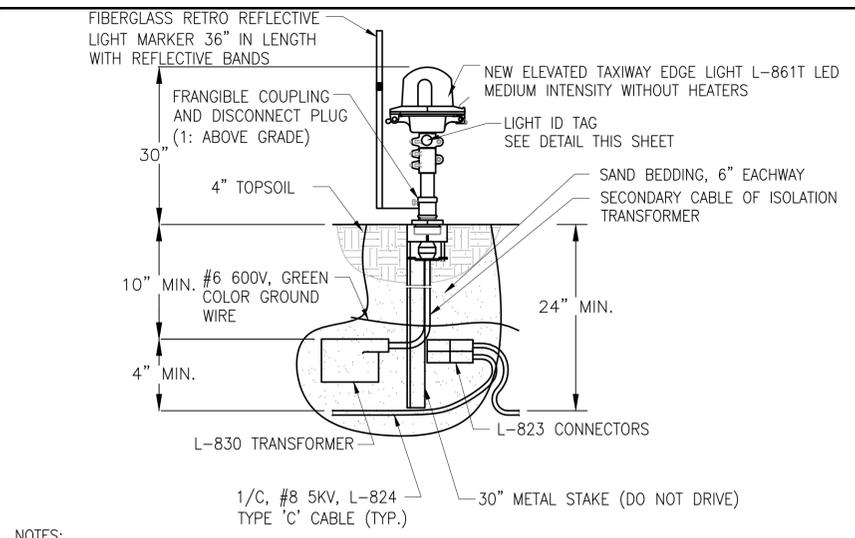
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**McFarland Johnson**  
53 REGIONAL DRIVE  
CONCORD, NEW HAMPSHIRE 03301

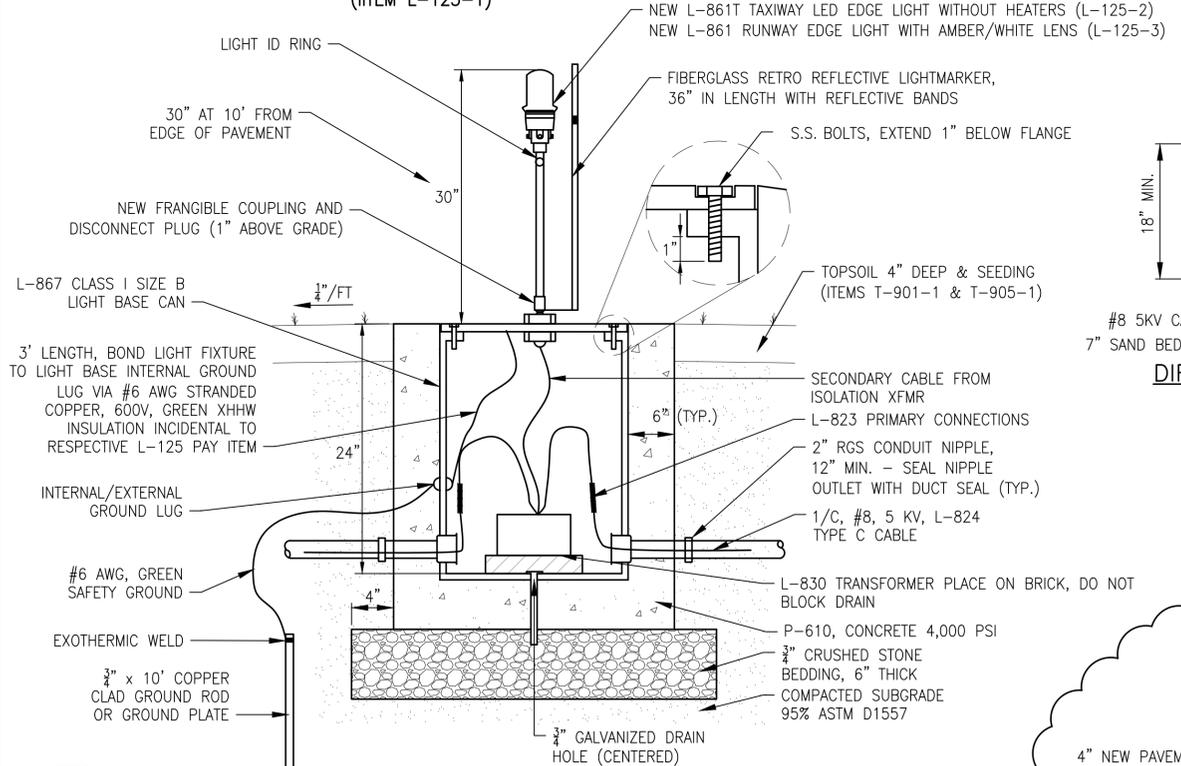
<b>BELFAST MUNICIPAL AIRPORT</b> CITY OF BELFAST, STATE OF MAINE			
<b>CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY</b>			
<b>ELECTRICAL PLAN (3 OF 4)</b>			
SCALE: 1" = 30'	DESIGN: MTO	<b>E-03</b> 45 OF 66	
DRAWN: BRF	PROJECT: 18228.01		
CHECKED: SSS	DATE: MARCH 5, 2018		

REV	DATE	DESCRIPTION	BY
▲	3/28/18	ADDENDUM NO. 1	SSS



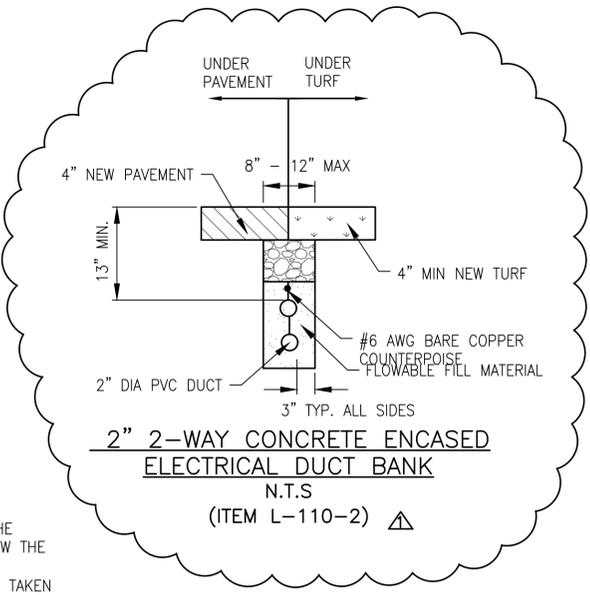
- NOTES:**
- TAXIWAY EDGE LIGHTS ARE TO BE SET 10' FROM THE EDGE OF PAVEMENT TO THE CENTERLINE OF THE LIGHT FIXTURE.
  - THE CONTRACTOR SHALL ADJUST THE HORIZONTAL DISTANCE FROM THE EDGE OF THE PAVEMENT SUCH THAT THE LIGHT FIXTURES FORM A STAIGHT-LINE HORIZONTALLY ALONG THE ENTIRE TAXIWAY EDGE AND VERTICALLY FOLLOW THE TAXIWAY GRADE.
  - SUFFICIENT CABLE SLACK (MIN. OF 3 FEET) SHALL BE LEFT AT EACH LIGHT TO ALLOW TRANSFORMER(S) TO BE TAKEN OUT OF THE GROUND.
  - ID NUMBER SHALL BE ASSIGNED USING A LOGICAL ORDER DEPENDENT ON EXISTING LIGHT ID NUMBERS AND APPROVED BY THE ENGINEER.

**STAKE MOUNTED TAXIWAY EDGE LIGHT**  
N.T.S.  
(ITEM L-125-1)

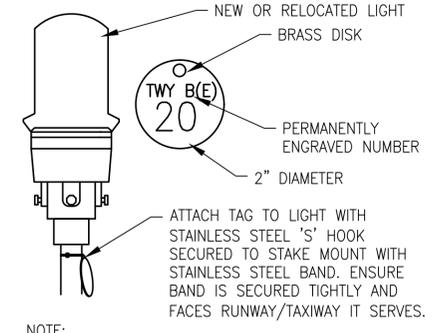


- NOTES:**
- RUNWAY OR TAXIWAY EDGE LIGHTS ARE TO BE SET 10' FROM THE EDGE OF PAVEMENT TO THE CENTERLINE OF THE LIGHT FIXTURE.
  - THE CONTRACTOR SHALL ADJUST THE HORIZONTAL DISTANCE FROM THE EDGE OF THE PAVEMENT SUCH THAT THE LIGHT FIXTURES FORM A STAIGHT-LINE HORIZONTALLY ALONG THE ENTIRE RUNWAY EDGE AND VERTICALLY FOLLOW THE RUNWAY OR TAXIWAY GRADE.
  - SUFFICIENT CABLE SLACK (MIN. OF 3 FEET) SHALL BE LEFT IN EACH BASE TO ALLOW TRANSFORMER(S) TO BE TAKEN OUT OF THE BASE.
  - ID NUMBER SHALL BE ASSIGNED USING A LOGICAL ORDER DEPENDENT ON EXISTING LIGHT ID NUMBERS AND APPROVED BY THE ENGINEER AND AIRPORT MANAGER.
  - THE CONTRACTOR SHALL IDENTIFY WHICH LIGHT BASES REQUIRE MORE THAN TWO DUCTS OPENINGS TO ACCEPT A CONDUIT RUNNING PERPENDICULAR TO THE TAXIWAY CENTERLINE. NO ADDITIONAL PAYMENT WILL BE MADE FOR THE ADDITIONAL DUCT OPENING.
  - FIBERGLASS RETROREFLECTIVE LIGHT MARKER SHALL BE INSTALLED ON NEW LED EDGE LIGHTS ONLY

**BASE MOUNTED TAXIWAY/RUNWAY EDGE LIGHT**  
N.T.S.  
(ITEM L-125-2A-2B)

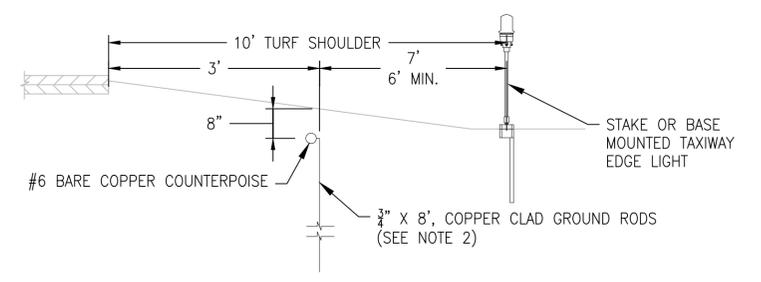


**2" 2-WAY CONCRETE ENCASED ELECTRICAL DUCT BANK**  
N.T.S.  
(ITEM L-110-2) Δ



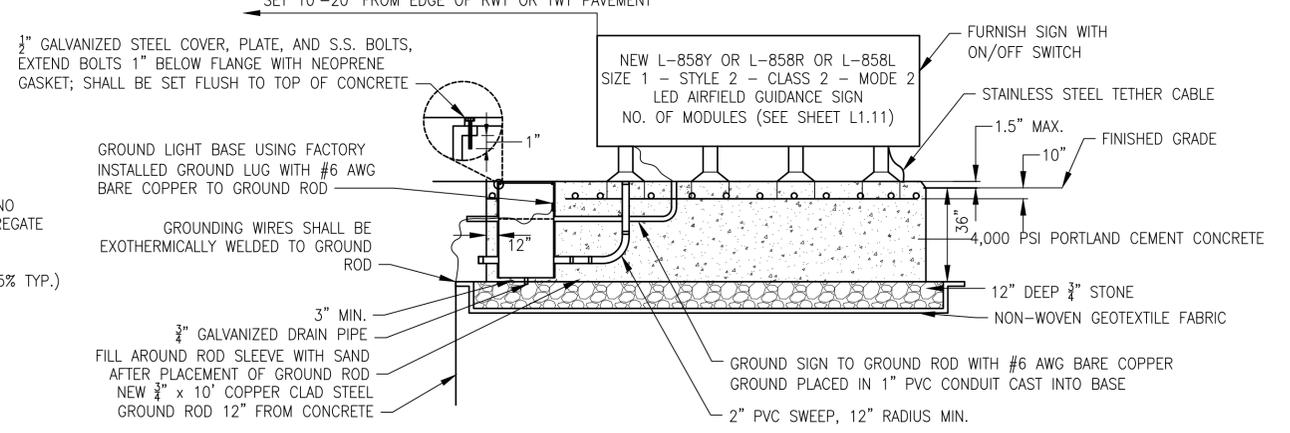
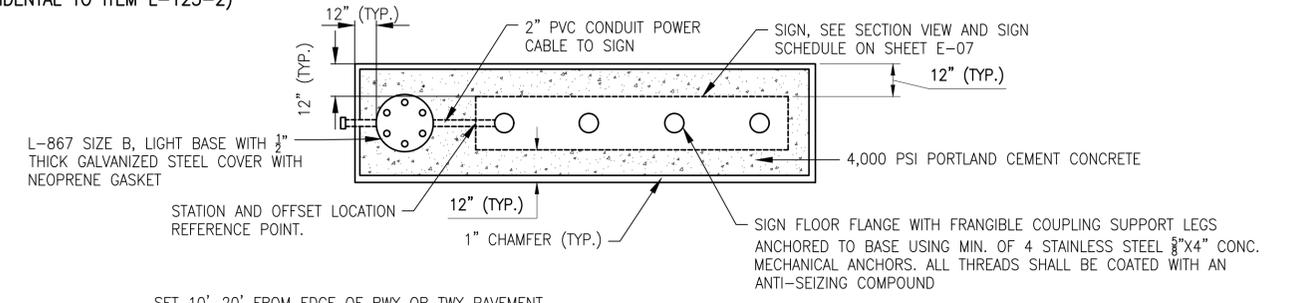
**NOTE:**  
ID NUMBER SHALL BE ASSIGNED USING A LOGICAL ORDER DEPENDENT ON EXISTING LIGHT ID NUMBERS AND APPROVED BY THE ENGINEER

**LIGHT IDENTIFICATION TAG DETAIL**  
N.T.S.  
(INCIDENTAL TO ITEM L-125-2)



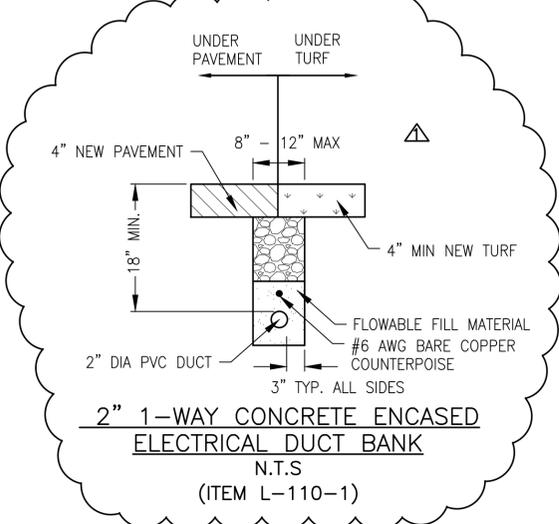
- NOTES:**
- FOR CABLE OR DUCT/CONDUIT RUNS ARE PARALLEL TO EDGE OF PAVEMENT INSTALL COUNTERPOISE HALF THE DISTANCE BETWEEN EDGE OF PAVEMENT AND THE DUCT/CONDUIT RUN
  - GROUND RODS AT 500 FOOT INTERVALS, COUNTERPOISE TERMINATIONS, AND CHANGES IN DIRECTION. COUNTERPOISE TO GROUND ROD CONNECTION TO BE EXOTHERMIC WELD.
  - GROUND RODS AND CONNECTIONS SHALL BE INCIDENTAL TO THE INSTALLATION OF THE COUNTERPOISE CABLE
  - COUNTERPOISE INSTALLATION OVER DUCT BANK WILL NOT BE MEASURED SEPARATELY FOR PAYMENT BUT RATHER SHALL BE CONSIDERED INCIDENTAL TO THE DUCT BANK INSTALLATION.

**COUNTERPOISE PARALLEL TO PAVEMENT INSTALLATION DETAIL**  
N.T.S.  
(ITEM L-108-2)



- NOTES:**
- GROUNDWIRE FROM LIGHT BASE TO GROUND ROD AND FROM SIGN TO GROUND ROD SHALL BE #6 AWG, BARE COPPER. CONNECT GROUND WIRES TO GROUND ROD WITH EXOTHERMIC WELD.
  - SIGNS AND SIGN BASES SHALL BE SET LEVEL AND TRUE, ADJUST EXISTING GRADE SURROUNDING SIGN BASE AS REQUIRED 3% MAXIMUM GRADE.
  - FURNISH SIGN WITH L-830 ISOLATION TRANSFORMER, SIZE AS REQUIRED BY SIGN MANUFACTURER.
  - THE NUMBER OF MODULES SHOWN ON THE SIGN SCHEDULE (SHEET E-07) WILL BE THE NUMBER OF MODULES PAID FOR REGARDLESS OF THE NUMBER OF MODULES REQUIRED BY THE MANUFACTURER.

**L-858 AIRFIELD GUIDANCE SIGN DETAIL**  
N.T.S.  
(ITEM L-125-5A,-5B,-5C)



**2" 1-WAY CONCRETE ENCASED ELECTRICAL DUCT BANK**  
N.T.S.  
(ITEM L-110-1)

**BID DOCUMENTS**



**McFarland Johnson**  
53 REGIONAL DRIVE  
CONCORD, NEW HAMPSHIRE 03301

REV	DATE	DESCRIPTION	BY
Δ	3/28/18	ADDENDUM NO. 1	SSS

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**BELFAST MUNICIPAL AIRPORT**  
CITY OF BELFAST, STATE OF MAINE

**CONSTRUCT RUNWAY 15 PARTIAL PARALLEL TAXIWAY AND RUNWAY 33 BYPASS TAXIWAY**

**ELECTRICAL DETAILS (1 OF 2)**

SCALE: NTS	DESIGN: MTO	<b>E-06</b> 47 OF 66
DRAWN: BRF	PROJECT: 18228.01	
CHECKED: SSS	DATE: MARCH 5, 2018	



