

Town of Unity

INVITATION TO BID

KANOKOLUS BOAT LAUNCH PARKING AREA IMPROVEMENT PROJECT

Released: October 8, 2025

Bid Process and Schedule:

Bids Due: Tuesday, December 2, either received at PO Box that morning or delivered to the Unity Town Office at 74 School Street by 6:00PM.

Sealed bid offers shall be clearly labeled "Kanokolus Boat Launch Parking Area Improvement Project" and submitted to:

Town of Unity

Attn: Board of Selectmen

74 School Street · PO Box 416

Unity, ME 04988

On-Site Pre-bid Meeting: Tuesday, October 28, 3:00 PM

Kanokolus Boat Launch, 295 Kanokolus Road, Unity

Requests for scope clarification and potential alternatives to specifications as published may be discussed at the pre-bid meeting but must be followed up in writing and answered as described below.

All questions must be directed by email to clerk@unityme.org and received by Friday, November 7th at 2:00 PM. Answers as well as any modifications to this package will be posted on the web site (www.unityme.org) by Friday, November 14th at 2:00 PM.

Bid Opening: Tuesday, December 2, 6:30 PM.

Contractors should note there is a simultaneous companion bid opportunity for related landscaping work at the site. Contractors may bid on either or both projects and may offer a discount if selected for both.

See Invitation to Bid for “Kanokolus Beach Access Stabilization Project”.

The Town reserves the right to accept or reject any and all bids.

KANOKOLUS BOAT LAUNCH PARKING AREA IMPROVEMENT PROJECT

October 8, 2025

SECTION I Background and Summary

The Town of Unity is partnering with Friends of Lake Winnecook in conducting watershed and shoreline improvements to reduce erosion and sedimentation into Unity Pond (Lake Winnecook). This parking area improvement project is joined with a related shore access landscaping project to address erosion and sedimentation at the Kanokolus Beach and Boat Launch site at 295 Kanokolus Road in Unity, Maine, while improving the recreational experience for site users. Bids are being sought for both projects and construction of each portion will need to be coordinated. The target completion date is June 18, 2026.

The Town is submitting a Permit by Rule Application to the Maine Department of Environmental Protection for this project during the time of the bidding process. The Town and contractor(s) hired must follow any permit conditions applied to the project. These will be known before any contract is developed. Contractors should plan on applying best management practices for preventing sedimentation during construction.

Funding for this project is provided by the Town of Unity and a grant to Friends of Lake Winnecook provided by the U.S. Environmental Protection Agency under Section 319 of the Clean Water Act. The funding is administered by the Maine Department of Environmental Protection in partnership with EPA.

SECTION II Scope of Work

The contractor will accomplish the following road and parking area improvements adjacent to the boat launch site as noted on the illustration on Attachment A.

1. Grade north parking lot towards woods at northwest at ¼"/1 foot or 2%.
2. Grade south parking lot toward grassed low-point to southeast near boat ramp signs at ¼"/1 foot or 2%.
3. Grade Kanokolus Road as two eleven foot wide travel lanes crowned at the center, the slope dropping toward each edge of the pavement at ¼"/1 foot or 2%.
4. The southbound travel lane will match into the parking lots.
5. The northbound travel lane will end 22 feet east of the western edge of the southbound travel lane.
6. The boat ramp will be extended to meet the northbound travel way at its elevation.
7. A joint 12 feet from the existing boat ramp apron will be created to join the travel way to boat ramp during paving.
8. A ditch not to exceed 60' long, and approximately 4-6' wide and 10-12" deep will be graded, loamed, seeded and blanketed in the northwest of the work area to accept parking area runoff to be field fitted by Town Representative.
9. Any excavated fill resulting from the grading operation shall be removed from the site by the contractor, unless it can meet specification to back up shoulders.
10. Pave 210' x 22' of road, 40' x 30' parking area and 40' x 100' parking area with 2" of 19 mm Hot Mixed Asphalt (HMA) base and 1" of 9.5 mm HMA surface. Include butt joint grinding of boat ramp to match boat ramp to road. Also include butt joint grinding where the north parking lot meets the curbed island.

SECTION III. Standards and Specifications

A. Equipment Requirements

1. All Hauling Equipment used on the project will meet the requirements of the most recent edition of MAINEDOT Standard Specifications, section 401.
2. All Pavers used on the project will meet the requirements of the most recent edition of the MAINEDOT Standard Specifications, section 401. A highway class paver meeting the specification with an 8 ft main screed may be used.
3. All Rollers used on the project will meet the requirements of the most recent edition of the MAINEDOT Standard, section 401. Compaction of the pavement will be obtained using a minimal roller train consisting of a 10 ton vibratory and 3-5 ton finish roller.

B. Contractor Requirements/References

1. Bidders must provide from two equivalent or greater paving jobs done within the last five years containing the owner, contact information for the owner's representative, description of job, location and year constructed. State and municipal owners are preferred.
2. The Contractor must be currently certified in Basic Erosion and Sedimentation Control by the Maine Department of Environmental Protection.

C. Plant Requirements

1. Batch and Drum Plants used to produce mix for this project shall meet the requirements of the most recent edition of the MAINEDOT Standard Specifications, section 401.
2. The automation of batching shall meet the requirements of the most recent edition of the MAINEDOT Standard Specifications, section 401.
3. At automatic mixing plants, automatic tickets shall be printed which meet MAINEDOT Standard Specifications, section 401.

D. Materials

1. The Hot Mix Asphalt shall be composed of a mixture of aggregate and bituminous material. The aggregate fractions shall be sized, uniformly graded, and meet the following specifications: The base course will be one layer of 2.5" of 19 mm gradation. The wearing course will be one layer of 1" 9.5 mm gradation.
2. The aggregate qualities shall meet the design traffic levels of <3 million ESALS for mix. The design, verification, quality control and acceptance tests will be performed at 65 gyrations.
3. The incentive/disincentive provisions for density shall not apply.
4. The Contractor shall submit, for the Municipal Representative's approval, a current job mix formula (JMF). If an alternate design similar to the former MAINEDOT designs for B,C, or D mixes is desired, the contractor shall submit a previously MAINEDOT-approved JMF's conforming to the MAINEDOT Standard Specifications, Revisions of March 2020. The JMF's shall be reviewed and approved by the Municipal Representative or an independent testing agency prior to submittal.
5. The job mix formula shall state the source, gradation, and percentage of each fraction of the aggregate and filler, if required. It shall state the name of the refiner and the supplier of the particular bituminous material to be used and the plant location.
6. Any gravel that is added needs to meet the following specification: Surface gravel shall be processed 2" minus with at least 7% but no more than 9% fines. All gravel shall be

compacted.

7. The Contractor shall provide daily slips of tonnage to the Municipal Representative to track quantities and costs.

E. Construction Standards

1. All permanent joints with existing pavement shall be ground joints for a smooth transmission.
2. The contractor shall mill a stepped butt joint into the existing pavement at both the beginning and end joints for each pavement layer excluding the bottom base layer. For each layer, the stepped joint shall be cut to the depth and width of the pavement layer being placed extend 5 feet beyond the immediate underlying layer. The butt joint for the overlying layer shall be completed prior the placing the adjacent layer. The Municipal Representative may extend this length as determined by the condition of the match point. No additional payment will be made for the milling of the butt joints but will instead be considered incidental to associated paving items.
3. Contractor shall back up shoulders with 2 inches minus gravel at 1 foot width within 1 week of paving in areas where shoulder drop is 2 inches or more from the pavement surface.
4. The construction of Hot Mix Asphalt shall be carried on only when the surface on which the material is to be placed is dry, and when the atmospheric temperature is above 45 degrees Fahrenheit and rising.
5. All roads will be ready for work to begin by May 1, 2026 or as agreed upon by the Unity Board of Selectmen, which may include allowing an exception during the spring posting season depending upon road and weather conditions.
6. All paving will be completed by June 18, 2026, or as otherwise agreed upon by the parties due to weather conditions or unforeseen circumstances.
7. All traffic control will be provided by the Contractor and all traffic control devices and setups shall conform to the latest edition of Part VI of the Manual on Uniform Traffic Control Devices (MUTCD). Contractor shall be responsible for dust control and all environmental laws and regulations.
8. The cross-slope of the final paved surface shall be as close as possible to a uniform cross-section utilizing materials estimated above in the bid documents, except in super-elevated areas. If noted in contract documents to place shim to desired grade and cross-slope, a desirable cross-slope would be $\frac{1}{4}$ " per foot of lane width (2%). All gravel or reclaim shall be graded to 2% prior to placement of HMA.
9. Surface tolerances shall be checked according to MAINEDOT Standard Specifications, sections 401 and 106.
10. All mixing, spreading, finishing, and compacting and constructing joints shall meet MAINEDOT Standard Specifications, section 401.
11. When pavement is laid on top of another layer of pavement, a tack coat of emulsified asphalt (RS-1, RS-1h, CRS-1 or CRS-1h, Item 409.15) must be used at a minimum of one quarter gallon per square yard, including between the base and surface layers.
12. Storage of soil on site during the duration of the job shall be prevented from entering the lake by providing a sedimentation barrier around it or an appropriate erosion control on top of it.

F. Testing and Acceptance

All materials and every detail of work will be subject to inspection by the Municipal Representative who may require the Contractor's quality control person to be on site to monitor material placement and compaction. The Municipal Representative shall be allowed access to all parts of the work. The Municipal Representative shall also have the right to inspect and test, at The Municipality's expense, by the following methods:

1. Core samples for density testing may be taken in accordance with AASHTO procedures every 1000 tons to achieve a minimum 92.0% density on uniform lifts designed to be greater than 1".
2. Samples of the Hot Mix Asphalt may be taken in accordance with AASHTO procedures every 1000 tons to check for Asphalt Content, Gradation, and Theoretical Maximum Density.
3. All test results will be required to be within the allowable tolerances given in Section 400 of the most recent edition of the MaineDOT Standard Specifications. Method D shall be used.
4. If the Municipal Representative requests it, the Contractor shall remove portions of the finished work as may be directed. After examination, the Contractor shall restore the removed areas of the work to the standards of the specifications. Should the exposed work prove to be acceptable, in the judgment of the Municipal Representative, the removal and replacement of the sections will be paid for as extra work. Should the work exposed prove to be unacceptable in the judgment of the Municipal Representative, the removal and replacement of the material will be at the Contractor's expense.

ANY WORK DONE WITHOUT SUPERVISION OR INSPECTION BY AN AUTHORIZED MUNICIPAL REPRESENTATIVE MAY BE ORDERED REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE UNLESS THE MUNICIPAL REPRESENTATIVE FAILED TO INSPECT AFTER HAVING BEEN GIVEN REASONABLE NOTICE THAT WORK WAS TO BE PERFORMED.

Section IV. Instructions to Bidders

- A. Bid Process and Schedule – see Cover Sheet.
- B. Contents of Bid. Each contractor shall submit the following:
 1. Completed Bid Form (Attachment B)
 2. Statement of Qualifications to perform the work
 3. References from two equivalent or greater paving jobs done within the last five years containing the owner, contact information for the owner's representative, description of job, location and year constructed. State and municipal owners are preferred.
- C. Pre-inspection. Each Contractor, before submitting an offer, shall become completely familiar with the required work and shall rely on their own investigation. No consideration will be granted for any alleged misunderstanding of the material to be furnished, the work to be done, or for any defects in the final product that are the result of the absence of pre-inspection of a site.
- D. Site and Document Examination. At the time of the opening of the Bids, each Bidder will be presumed to have inspected the sites and to have read and be thoroughly familiar with the Bid documents. The failure or omission of any Bidder to receive or examine any form, instrument, or document shall in no way relieve any Bidder from all obligations in respect to that Proposal. The Unity Board of Selectmen reserves the right to accept or reject any or all Proposals or

make a decision as may best serve the interests of the Town of Unity.

- E. Basis of the Bid. The Bid shall be based on the materials, methods, equipment, and products specified, as well as Maine Bureau of Labor Standards Fair Minimum Wage Rates – Highway.
- F. Asphalt Escalator. The Municipality will use the latest edition of MaineDOT Special Provision Section 108 to protect the Municipality and the Contractor against price fluctuations that may occur due to paving schedule delays, bad weather, other priorities, market pricing, etc.
- G. State Sales and Use Taxes. Maine State Sales and Use Taxes should not be included in any quotation for the permanent installation of material as the Town of Unity is exempt from payment of such taxes.
- H. Contract Assignment, Subletting and Transfer. No Contract may be assigned, sublet, or transferred without the written consent of the Board of Selectmen.
- I. Project Personnel and Business Background. Contractors may be required to furnish a statement of their business experience, record of accomplishments, financial responsibility, and the names of supervisory personnel to be assigned to this project, at the discretion of the Board of Selectmen.
- J. Right to change or add work. The Board of Selectmen reserves the right to add, delete or adjust items in the scope of work in order to remain within or expend budgeted funds for these projects. Completion of the work is subject to the availability of funds. Such negotiations would take place after the award and reflect modifications in the work. Field change orders may also be prepared by the Unity Board of Selectmen or designee with associated adjustments in the contract price.
- K. Clean up. At the completion of paving, each site shall be left in a neat and clean condition, subject to approval of the Municipal Representative.
- L. Performance bond. The selected Contractor may, at the discretion of the Town, be required to furnish a One Hundred Percent (100%) Contract Performance Bond to cover work associated with the Contract in according to Title 14 MRSA § 871. Should this option be chosen, the Town will allow the quote to be adjusted to reflect the cost of the Performance Bond.
- M. Insurance. The Contractor shall furnish proof, within two weeks of notice to the Contractor of the acceptance of its offer, to the Town that the Company is covered by adequate Workers' Compensation Insurance and by the minimum Public Liability (PL) and Property Damage (PD) insurance required (\$400,000 - \$800,000 PL and \$100,000 PD). The Contractor shall assume all responsibility for damage done to private property and for personal injury, all related to the project during the performance of the Contract. The failure to provide this certificate will constitute a breach of the Contract and may, in the discretion of the Municipality, result in termination of the Contract.
- N. OSHA Safety Regulations. These projects are subject to compliance with all requirements of the Occupational Safety and Health Administration.
- O. Warranties. The Contractor guarantees that the work to be done under this contract and the materials to be furnished by the supplier for use in the construction of the same will be free from defects or flaws. This warranty shall be for a period of one year from the date of completion.
- P. Indemnification. To the fullest extent permitted by law, the Contractor shall indemnify and hold harmless the Municipality, and their agents, and employees against all claims, damages, losses and expenses, including, but not limited to, attorneys' fees arising out of or resulting from the performance of the work regardless of standard of care. This indemnification extends to all costs and all attorneys' fees incurred by the Municipality.

- Q. Bid Due Date and Time and Other Conditions. Sealed bids arriving as directed on the cover sheet will be opened and reviewed at the Board of Selectmen meeting that evening. Next steps in the process will be determined at that time. All bids become the property of the Town of Unity. A bidder may withdraw at any time prior to the bid opening.
- R. Basis of Acceptance. In making its award determination, the Board of Selectmen will consider the bid price as well as the bidder's responsiveness, background, skill, references, and availability.
- S. Acceptance period. The Municipality shall have up to a maximum of 30 days from the date of bid opening to accept an offer.
- T. Notice of Acceptance. The Contractor will be notified in writing by the Municipality of the acceptance of its offer in whole, or in part, within five (5) business days of when it has been accepted.
- U. Rejection of Offers. The Municipality reserves the right to reject any or all proposals whenever such rejection is in its best interest. The Municipality reserves the right to reject the proposal of a Contractor who has previously failed to perform properly or to complete on time Contracts of a similar nature. The Municipality also reserves the right to reject a proposal from a Contractor if an investigation shows that the Contractor is not in a position to perform the Contract. All bidders will be notified of the results of the bid award in writing.
- V. Contract. Within sixty days of the Notice of Acceptance, the Municipality will prepare a contract for execution with the selected bidder to contain at a minimum the contents of the bid package, along with negotiated terms of changes in scope, communications protocols, designated project contacts, and any other necessary details.
- W. Payment. Contract payment will be lump sum after the project is completed to the satisfaction of the Board of Selectmen. A proper invoice shall be submitted to the Town of Unity including work completed and pricing. Approved invoices will be paid within fourteen (14) days after approval.

NPS SITE PLAN

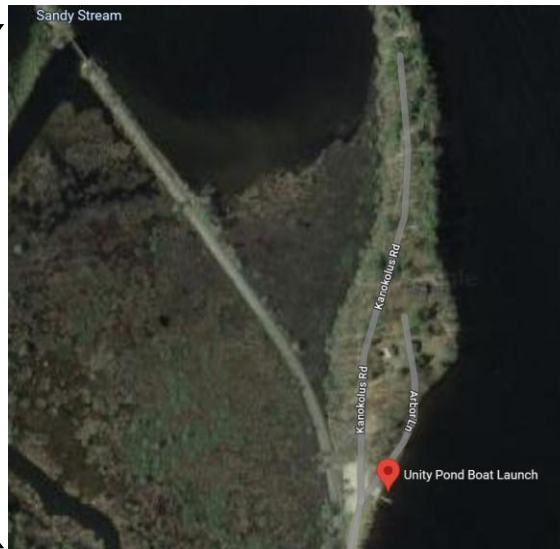
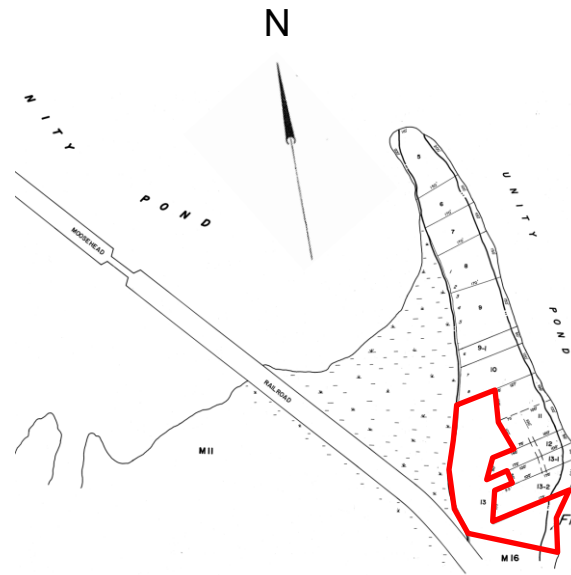
#20250008 – Unity Pond Watershed Restoration Project, Phase III

Kanokolus Road & Boat Launch Parking
Unity, ME 04988
Map/Lot: Unknown
NPS Site #: 1-05



Prepared by Jennifer Jespersen, Ecological Instincts – Revised October 3, 2025 (v3)
For Friends of Lake Winnecook

Location Map (Unity Pond Boat Launch, Unity, ME)



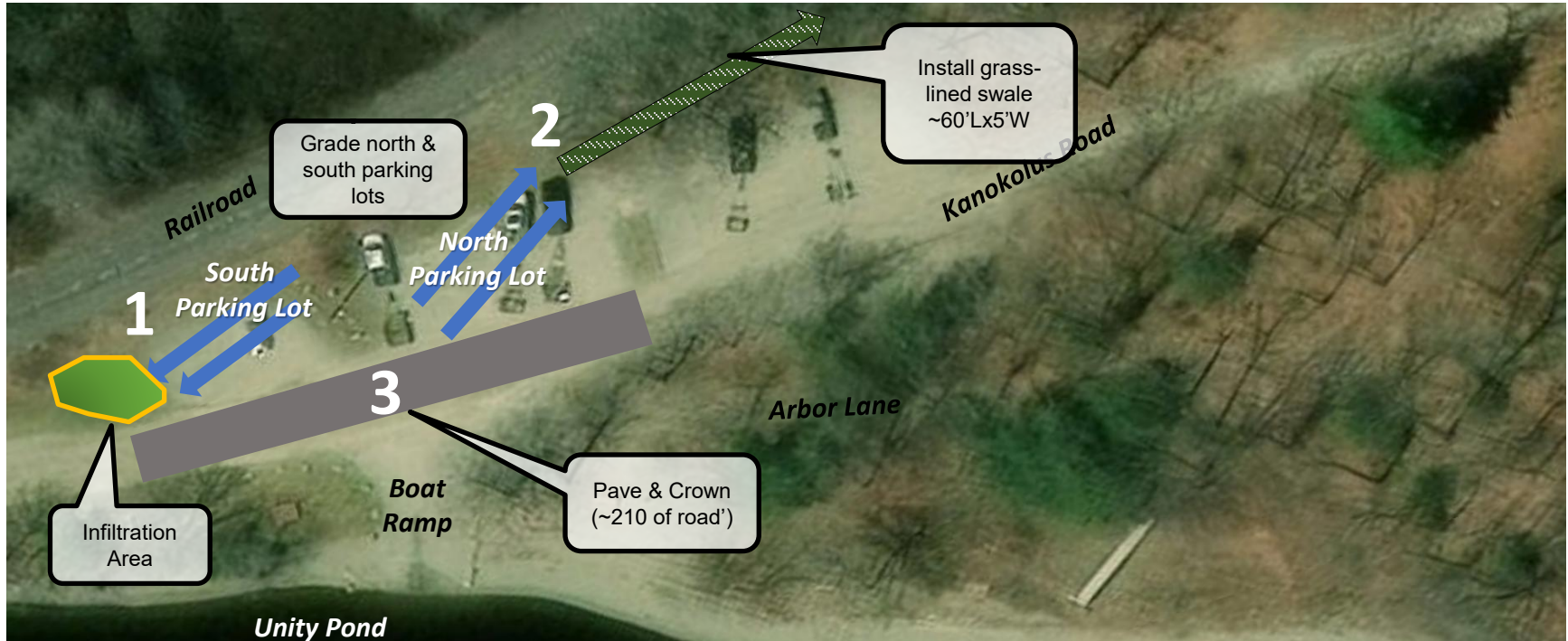
Site Description: Kanokolus Road is a town-owned road located on the south end of Unity Pond in Unity, ME. Kanokolus Road heads north off Main Street/Bangor Road (Route 202) just north of downtown Unity. The road services a public boat launch on the southwest shore of Unity Pond. The first stretch of the road is paved but turns to gravel past the cemetery. There are two large parking areas sandwiched between the public boat launch and the Belfast & Moosehead Railroad.

Project staff conducted a site visit on 5/2/2025 (Ecological Instincts/FOLW) and 6/4/25 (MES/FOLW) to provide technical assistance for a potential cost-share project as part of the Unity Pond Watershed Restoration (319 Grant) Project, Phase III. This plan focuses on reducing NPS pollution from Kanokolus Road and parking areas. A separate site plan was developed for the beach.

Nonpoint Source (NPS) Problem(s): Kanokolus Road and the boat launch were identified as an NPS site during the 2020 Unity Pond Watershed Survey (Site #1-05). Stormwater runoff from the road and parking areas flow across this site carrying sediment and attached nutrients.

Recommended Solution(s): The recommended BMPs for this location aim to reduce NPS pollution to Unity Pond by reshaping and paving the two parking areas near the railroad tracks so water is directed away from the boat launch, installing an infiltration area (sand filter, rain garden) south of the parking near the boat launch sign to collect and infiltrate parking lot runoff, shaping the north parking lot so water flows northwest to a grass swale, paving and crowning the existing roadway above the boat ramp, and grading and crowning the rest of the road to reduce potholes. Paved area to include 210x22' of Kanokolus Road, and two parking lots (40'x30' and 40'x100'). More detailed specifications are listed on p.4.

Site Overview (Kanokolus Road):



1. **South Parking Lot-** Grade and pave south parking lot to redirect water to an infiltration area at the low point near boat ramp sign at at $\frac{1}{4}$ "/foot or 2%. Infiltration area to be sized according to runoff volume from parking lot.
2. **North Parking Lot-** Grade and pave north parking lot towards woods at northwest at $\frac{1}{4}$ "/foot or 2% so water flows to a 4-6-footwide grass swale and over the hill; Swale not to exceed 60'L and 4-6'W and 10-12" deep will be graded, loamed and seeded and blanketed in the northwest of the work area.
3. **Kanokolus Road (Paved)-** Grade Kanokolus Road as two 11' wide travel lanes crowned at the center with the slope dropping toward each edge of pavement at $\frac{1}{4}$ "/foot or 2% (~ 210'Lx 22'W) from boat launch sign on south side of south parking lot to north end of north parking lot; south-bound travel land will match into the parking lots. North-bound travel land will end 11' easterly. The boat ramp will be extended to meet the north bound travel way at its elevation. A joint 12' from the existing boat ramp apron will be created to join the travel way to the boat ramp during paving.
4. **Kanokolus Road (Gravel)-** Grade gravel portion of road to reduce potholes and crown to $\frac{1}{2}$ " per foot (annually) making sure to remove plow/grader berms to allow water to flow off roadway.

Site Photos:



1. **South parking lot** showing direction of flow (yellow arrow), location of infiltration area, and extent of paving.
2. **North parking lot**, view south down Kanokolus road.
3. **North parking lot** showing direction of flow (yellow arrow) and extent of paving.

ATTACHMENT B. Town of Unity Bid Form

PROJECT: Kanokolus Boat Ramp Area Parking Improvements Project

BIDDER INFORMATION:

Company Name _____

Address _____

Telephone _____ Email _____

Name and Title of Authorized Representative _____

BIDDER SIGNATURE AND ACKNOWLEDGEMENT:

We herewith submit our bid in accordance with the requirements and specifications herein and acknowledge as follows:

1. We agree if selected to enter into a binding contract with the TOWN OF UNITY within 60 days of the Notice of Acceptance and to perform and furnish all work or products as specified in the bid package for the price named below and including all conditions stated therein.
2. We certify that we have familiarized ourselves with the nature and extent of the bid package documents, worksite, locality and any local conditions, laws and regulations that in any manner may affect cost, progress, performance or furnishing of the work
3. We certify that we meet all requirements within the bid package, including minimum insurance coverages, bondability and DEP Basic Erosion and Sedimentation Control Certification.
4. We acknowledge that the needs for products and services are the best estimates of commodities at the time of this bid, but that these estimates may vary. We agree to supply the products and services required, whether ultimately costing more or less than these estimates, at the prices quoted herein.
5. Our statement of qualifications and references are attached.
6. With these acknowledgements, we agree to complete the work as advertised for the following price:

\$ _____

7. (If applicable) We are also submitting a bid for the ***Kanokolus Beach Access Stabilization Project*** and if awarded both bids will reduce the quoted amount for this bid by:

\$ _____

Hereby signed by BIDDER's Authorized Representative:

Signature

Date