



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

Paul R. LePage
GOVERNOR

July 16, 2012
Subject: **Biddeford**
State WIN: 014814.00
Amendment No. 1

David Bernhardt
COMMISSIONER

Dear Sir/Ms:

The following questions have been received:

Question: It appears that the schedule of items quantity for item 203.20 – Common Excavation, includes the quantity of existing Portland cement concrete pavement that is to be removed. We have determined this based on the earthwork summary on plan sheet 3. The schedule of item 202.11 – Remove Portland Cement Concrete Pavement, which is paid by the square yard. Will the concrete pavement removal be paid under item 202.11 with the reduction in the common excavation quantity or will it be paid under common excavation with no payment under 202.11?

Response: The concrete removal will be paid for under item 202.11. The Department feels that the amount of common ex is correct and does not include the concrete removal.

Question: Is the removal of the existing asphalt layer included in the Common Excavation line item?

Response: Removal of the existing asphalt layer is included in the Common Excavation pay item.

Question: Reference Special Provision section 304 (page 71), does the “Design Grade” refer to the top of the Aggregate Subbase coarse, or finished pavement?

Response: Design grade” in Special Provision Section 304, page 71, refers to the design elevation at the top of the aggregate subbase course.

Question: If one lane has had the asphalt and concrete removed, Common Excavation completed, and the 304.10 replaced, will the top of the 304.10 need to match the other lane which still has the original pavement / concrete slab?

Response: If one lane has had the asphalt and concrete removed and the Item 304.10 aggregate has been replaced to the specified grade, the top of the aggregate does not



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necessarily have to match the existing pavement surface of the unreconstructed adjacent lane, as long as reasonable and safe property access is maintained.

Question: Reference Special Provision Section 105 (page 57) Please clarify if between the hours of 7:00 AM – 3:00 PM, whether both lanes can be closed and traffic detoured?

Response: No detouring of Route 1 through traffic to local streets will be allowed. If the contractor wishes to detour Route 1 through traffic to other numbered state highway routes, the TCP submittal must include traffic engineering analysis demonstrating the ability of intersections on the detour route to support the additional volume of turning traffic with acceptable level of service, queues and delays. Within the project limits, reasonable and safe access to property must be maintained at all times for Route 1 traffic with local origins and destinations.

Question: How will the 72" A1-C Basin be paid for?

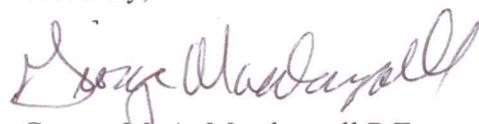
Response: The 72" diameter catch basin is specified to be Shape 5, not Shape 1, with a flat top rather than a cone. The Shape 5 designation is intended to indicate that the inlet grate is to be offset rather than centered on the barrel. No pay item existed in the MaineDOT item dictionary for a 72" A5-C catch basin. Rather than create a new item number, MaineDOT Contracts staff directed the designer to include this catch basin for payment under Item 604.252.

Question: Are all Manholes to have a 2' sump with no invert?

Response: The standard detail for Manhole Shape 5 requires a 2' sump below the lowest pipe invert. Pipe inverts are stated on the cross-sections.

Consider this information prior to submitting your bid on July 18, 2012.

Sincerely,



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