



Paul R. LePage  
GOVERNOR

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

David Bernhardt  
COMMISSIONER

April 15, 2014  
Subject: **Hampden, Hermon &  
Bangor**  
Federal Project No: NHPP-2038(000) &  
NHPP-2038(100)  
State WIN: 020380.00 & 020381.00  
**Amendment No. 1**

Dear Sir/Ms:

Make the following change to the Bid document:

In the Bid Book after page 66, **ADD** the attached "MaineDOT DBE Project Attainment Target (PAT) Goal" 1 page undated.

The following questions have been received:

**Question:** This appears to be a federally funded project. Does it have a DBE Project Attainment Target (PAT)?

**Response:** The PAT for this project is 1.5%. Please see the above change.

**Question:** The Northbound section typical, station 3490+84 to 85+20 shows milling edge line to edge line, +/- 25". However the micro wearing course shows paving the 4' shoulder. How will the 3/4" lip be addressed on the 4' shoulder side? Will the milling daylight on the 4' shoulder or will the entire 4' shoulder in this area be milled? Please clarify.

**Response:** It is the intent to micro mill to daylight on the four foot shoulder; however widths will vary based on field conditions and or as determined by the Project Resident.

**Question:** Will the shoulders in the new concrete median section be sealed with emulsified sealcoat right to the face of the barrier?

**Response:** It is the intent to apply emulsified asphalt sealcoat four feet wide on the passing lane shoulder; however widths will vary based on field conditions and or as determined by the Project Resident.



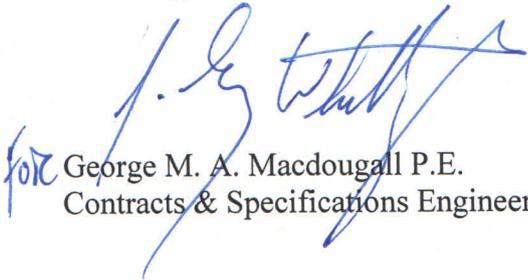
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**Question:** Will the Longitudinal joint need to be tacked?

**Response:** The centerline longitudinal joint shall have emulsion tack coat applied when the adjoining lane is paved. Generally with the ultra-thin bonded process the spray paver applies the emulsion to the joint area at the same time as the rest of the area being paved. If the spray paver does not properly apply emulsion to the joint area a separate application may be required as determined by the Project Resident.

Consider these changes and information prior to submitting your bid on April 23, 2014.

Sincerely,

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

MaineDOT DBE Project Attainment Target (PAT) Goal  
for this Project is 1.5 %

The Maine DOT seeks to meet the specified annual Disadvantaged Business Enterprise usage goal set out by 49 CFR 26.45 through the conscious effort of contractors seeking to employ qualified DBE subcontractors. We seek to meet this goal by race neutral means and do not, at this time, use contract specific requirements for each project. We do however, understand the capacity of Maine's DBE community and the unique characteristics a project may have that would differ from the broad annual goal.

Taking this into consideration the Maine DOT will review each project and develop an anticipated attainment or Project Attainment Goal (PAT) based on several factors that are project specific. Those factors include:

Scope of Work  
DBE availability according to Spec Item  
Geographic feasibility  
DBE capacity

This PAT is developed to assist contractors in better understanding what the MaineDOT expectations are for a specific project. The PAT is NOT a mandate but an assessment of what this particular project can bear for DBE participation. The Department anticipates that each contractor will make the best effort to reach or exceed this PAT goal for this project.