



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

September 16, 2010
Subject: **Brunswick**
Federal Project No: 015236.00
State Pin No: 015236.00
Amendment No. 1

Dear Sir/Ms:

Make the following changes to the bid Document:

In the Bid Book (pages 4 thru 9), **REMOVE** the "SCHEDULE OF ITEMS", 6 pages dated 100827 and **REPLACE** with the attached new "SCHEDULE OF ITEMS", 6 pages dated 100915.

In the Bid Book, "SPECIAL PROVISIONS, SECTION 104, Material/Storage Coordination", make the following **CHANGES** in pen and ink to the "Materials:" section beginning on page 51;

1. Under the section titled "Delivered to Pan Am Railways' Rigby Yard in South Portland, Maine" page 51, **ADD** "**- 19,920 ea. Track Spikes**".
2. Under the section titled "Delivered to the MaineDOT Maintenance Yard at 31 Maintenance Way in Topsham, Maine", page 52, **DELETE** "**- 19,920 ea. Track Spikes**".
3. On page 52, **REPLACE** the following sentence; "The following materials that will be provided to the Contractor will be ordered by NNEPRA and delivered in October 2010:" with the following; "**The following materials that will be provided to the Contractor will be ordered by NNEPRA and delivered by January 2011.**"

In the Bid Book (page 103), "SPECIAL PROVISIONS, SECTION 648, TRACK CONSTRUCTION", section 648.02, paragraph g.1, **DELETE** the "**Cementing Value**" section of the table and the text below the table that refers to the Logan Walter Page Method and **REPLACE** the text with the following; "**Ballast shall meet the requirements as outlined by AREMA Chapter 1, Section 2.**" Make this change in pen and ink.



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The following questions have been received:

Question: The Schedule of Items calls for Item 502.329, Structural Concrete Culver End Walls, Lump Sum. I cannot find a detail or location for these head walls. Please clarify.

Response: There are no end walls required and this item has been removed from the schedule of items.

Question: Reference Item 607.34, Bracing Assembly Chain Link Fence. Is the quantity of 98 ea. Correct?

Response: The quantity is not correct. The actual quantity should be 8 each. The schedule of items has been corrected to reflect this.

Question: Plan Sheet 10, Stanwood Street and Plan Sheet 11 Union Street show a detail of 6" HMA – 4" base and 2" surface. Special Provision 403 states 4" HAM – 2 ½" base and 1 ½" surface. Which is correct?

Response: The 6 inch thickness is placed from end of tie to end of tie and between the tracks, where there is a double track in the crossing, see Sections A-A and B-B on sheets 10 and 11. The 4 inch pavement is transitioned to from the end of tie and is used until the transition into existing pavement as shown on the plans.

Question: Is the four day work window provided by the railroads for Brunswick Station work a one time event or will it be weekly between the end of October and Mothers Day?

Response: It will be weekly from the end of October until the middle of June.

Question: The specs state that 320 LF of 115 RE rail in 80 foot lengths has been provided for grade crossings. Two crossings with double track at 80 feet equal 640 LF of rail. Please clarify. Is the DOT supplying all of the rail necessary to complete this project including crossings and turnouts?

Response: No. Contractor needs to supply 320 feet of 115 # RE rail in 80 foot lengths for the second track at each crossing. We will add a pay item for this rail.

Question: Item 648.5201 Reconstruct Grade Crossing has a quantity of 82 TF for 2 crossings, Stanwood and Union streets. If the rail being installed in the crossing is 80 feet long, how is the remainder being paid for?

Response: This item has been adjusted to show 160 TF.

Question: What are the limits of excavation along the track centerline for the reconstruction of Stanwood St. grade crossing?

Response: See plans for the limits or be more specific with the question.

Question: How will the 80-foot rails installed in the grade crossings be connected to the CWR on the main line? Are there insulated joints off the crossings or are the rails to be welded?

Response: The rails are to be welded for the main line track and yard track is jointed.

Question: What are the lengths of rubber rail seal required for each grade crossing?

Response: See the plans and notes on plans for this information.

Question: The specs state that the DOT is supplying the turnout steel packages. Does this include everything required for installation of the turnouts, switch stands, plates, connecting rods etc?

Response: Yes

Question: Are the turnouts to be built with jointed rail?

Response: Yes

Question: Item 648.70, Final Tamping, Lining and Surfacing; will this item be paid for over the entire project including turnouts, new track construction, relayed track and surfacing existing track? If not, would you include the stationing where this item will be paid?

Response: Item 648.70 will be used for all new main line track and turnouts and item 648.512 will be used for all existing yard track. The Schedule of Items quantities has been adjusted for these items as follows: Item 648.70 will be 3,500 TF and Item 648.512 will be 3,200 TF

Question: Item 648.511 Remove and Relay Existing Track. Please clarify. If ties removed from the track are to be relayed are they paid for under item 648.80, Install Timber Cross-Ties or are they paid for under item 648.511?

Response: Ties removed and relayed are included in Pay Item 648.511.

Question: I am assuming that new ties installed under relayed track are paid for under item 648.80, is this correct?

Response: Yes, this is correct.

Question: Are new ties paid under item 648.80 being installed at locations other than under relayed track?

Response: No

Question: Will the Contractor be allowed to thermite weld joints?

Response: Yes

Question: Is there any RR flagger required? I know there are normal traffic flaggers but many times the RR Companies require their own flaggers during construction. If so, how will they be paid?

Response: The Department will contract with and pay for any necessary flagging by the railroad.

Question: SP 648 Track Construction Ballast has many tests we have never seen before on any of these RR jobs (nor has any supplier). Specifically, the hardness test seems very restrictive and nobody seems to know what the cementing value is or how a Logan Walter Page Method is done. Seems like most of the normal suppliers are not going to be able to make or assure this material meets specifications? Is there a supplier you are aware of who can meet these specifications?

Response: Please see the above change, ballast shall meet the requirements as outlined by AREMA Chapter 1, Section 2.

Question: Work to build a new platform at Brunswick Station is to begin in 2011. What will be the completion date for that project? If we cannot complete track work until they are done we may have to rethink our schedule. It seems we are at the mercy of another contractor. What is the reason why we cannot complete our work?

Response: Special Provision Section 104 - Coordination with Railroad Operations covers coordination with other contractors. This paragraph was not to stop the contractor from completing the work as soon as possible but does indicate that they will need to make any final adjustments to the track once the platform is installed. There is a concern that during pile driving for the platform, the track may shift slightly out of alignment and need to be

adjusted. This would be considered incidental to the work being performed and no additional compensation would be made.

Consider these changes and information prior to submitting your bid on September 22, 2010.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford". The signature is fluid and cursive, with a long horizontal stroke at the end.

Scott Bickford
Contracts & Specifications Engineer

SCHEDULE OF ITEMS

REVISED:

CONTRACT ID: 015236.00

PROJECT(S): 015236.00

CONTRACTOR : _____

LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
SECTION 0001 DEEP CUT						
0010	202.20 REMOVING BITUMINOUS CONCRETE PAVEMENT	944.000 SY				
0020	202.401 REMOVE EXISTING TRACK	400.000 TF				
0030	203.20 COMMON EXCAVATION	6633.000 CY				
0040	203.21 ROCK EXCAVATION	100.000 CY				
0050	203.2312 HEALTH AND SAFETY PLAN	LUMP	LUMP			
0060	203.2333 DISPOSAL OF SPECIAL EXCAVATION	14780.000 T				
0070	304.10 AGGREGATE SUBBASE COURSE - GRAVEL	171.000 CY				
0080	403.207 HOT MIX ASPHALT 19.0 MM HMA	212.000 T				
0090	403.208 HOT MIX ASPHALT 12.5 MM HMA SURFACE	160.000 T				
0100	403.209 HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, INCIDENTALS)	50.000 T				

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0110	409.15 BITUMINOUS TACK COAT - APPLIED	100.000 G				
0120	603.191 24 INCH CORRUGATED METAL PIPE	68.000 LF				
0130	603.90 12" DUCTILE IRON PIPE	158.000 LF				
0140	603.910 18" DUCTILE IRON PIPE	951.000 LF				
0150	603.92 24" DUCTILE IRON PIPE	18.000 LF				
0160	604.15 MANHOLE	6.000 EA				
0170	604.221 18" STORMWATER CHECK VALVE	1.000 EA				
0180	604.242 CATCH BASIN TYPE F3	11.000 EA				
0190	604.244 CATCH BASIN TYPE F4	8.000 EA				
0200	604.246 CATCH BASIN TYPE F5	12.000 EA				
0210	604.248 CATCH BASIN TYPE F6	10.000 EA				

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			DOLLARS	CTS	DOLLARS	CTS
0220	604.371 SEEPAGE COLLECTION BASIN	1.000 EA				
0230	605.11 12 INCH UNDERDRAIN TYPE C	1457.000 LF				
0240	605.13 18 INCH UNDERDRAIN TYPE C	6605.000 LF				
0250	605.131 18" UNDERDRAIN OUTLET	15.000 LF				
0260	605.15 24 INCH UNDERDRAIN TYPE C	25.000 LF				
0270	605.151 24" UNDERDRAIN OUTLET	25.000 LF				
0280	605.20 12" PERFORATED CONCRETE UNDERDRAIN	364.000 LF				
0290	605.21 18" PERFORATED CONCRETE UNDERDRAIN	698.000 LF				
0300	607.175 CHAIN LINK FENCE - 6 FOOT WITHOUT TOP RAIL	975.000 LF				
0310	607.34 BRACING ASSEMBLY CHAIN LINK FENCE	8.000 EA				
0320	608.45 CONSTRUCTION SIDEWALK	127.000 SY				

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			DOLLARS	CTS	DOLLARS	CTS
0330	610.08 PLAIN RIPRAP	671.000 CY				
0340	620.60 SEPARATION GEOTEXTILE	19536.000 SY				
0350	639.18 FIELD OFFICE TYPE A	1.000 EA				
0360	647.010 NEW 115 RE TIMBER & BALLAST TRACK CONST.	1240.000 TF				
0370	647.031 NEW 115 RE TO 100 RE TRANSITION IN BALLASTED TRACK	4.000 EA				
0380	648.102 INSTALL 115 LB CONTINUOUSLY WELDED RAIL	2050.000 TF				
0390	648.105 PROVIDE AND INSTALL 115# RE RAIL	320.000 LF				
0400	648.311 SUBBALLAST	1757.000 CY				
0410	648.312 BALLAST	5891.000 T				
0420	648.40 RELAY TURNOUT	1.000 EA				
0430	648.407 REMOVE AND SALVAGE TURNOUT	1.000 EA				

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LINE NO	ITEM DESCRIPTION	APPROX. QUANTITY AND UNITS	UNIT PRICE		BID AMOUNT	
			DOLLARS	CTS	DOLLARS	CTS
0440	648.511 REMOVE AND RELAY EXISTING TRACK	1240.000 TF				
0450	648.512 SURFACE AND ALIGN EXISTING TRACK	3200.000 TF				
0460	648.5201 RECONSTRUCT GRADE CROSSINGS	160.000 TF				
0470	648.70 FINAL TAMPING, LINING AND SURFACE	3500.000 TF				
0480	648.80 INSTALL TIMBER CROSS-TIES	400.000 EA				
0490	651.01 NEW 115 RE NUMBER 10 TURNOUT	2.000 EA				
0500	651.010 NEW 115 RE NUMBER 10 TURNOUT - EQUILATERAL	1.000 EA				
0510	652.31 TYPE I BARRICADE	15.000 EA				
0520	652.33 DRUM	30.000 EA				
0530	652.34 CONE	60.000 EA				
0540	652.35 CONSTRUCTION SIGNS	150.000 SF				

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			DOLLARS	CTS	DOLLARS	CTS
0550	652.36 MAINTENANCE OF TRAFFIC CONTROL DEVICES	500.000 CD				
0560	652.38 FLAGGER	2000.000 HR				
0570	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP	LUMP			
0580	659.10 MOBILIZATION	LUMP	LUMP			
	SECTION 0001 TOTAL					
	TOTAL BID					