



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

October 20, 2010
Subject: **Auburn**
Federal Project No: STP-1663(740)X
State Pin No: 016637.40
Amendment No. 4

Dear Sir/Ms:

The following questions have been received:

Question: General note on sheet number 3 of 4 states the following "Available excavation from the project shall be first used in areas requiring fill on the project. ANY remaining material will be stockpiled and used for fill and grading around the foundation of the new house location at a later time." Define any, does this mean all or some. Also where would you like it stockpiled?

Response: We estimate that an amount not likely to exceed 2000 cubic yards will need to be stockpiled for the purpose of backfilling around the new house foundation. Our intent is only that enough suitable fill be saved for that purpose and that that it be stockpiled near the sight if practical or placed in its final location should the timing be right. All excavation material in excess of what is needed to fill around the foundation or for roadway purposes will remain the property of the contractor for their own use.

Question: Question pertaining to night work restrictions or hauling restrictions.

Response: Intentionally Blank

Question: Note C. states that the Contractor must work with the appropriate municipality for any local roads they plan to use. What if the municipalities don't want to cooperate and allow use of their roads?

Response: The contractor is responsible for seeking and receiving any necessary approvals from the municipalities for the usage of local roads.

Question: During the phone call, DOT eluded to the fact that the road must be opened by December 24th but the slope stabilization could be done after the December 24th deadline without liquidated damages. Item 5 of Special Provision 107 is clear that all work must be done prior to the December 24th deadline or you will incur liquidated damages. Is it the



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intent of the Department to have slope stabilization done by December 24th regardless if the road is open to traffic?

Response: Item 5 of Special Provision 107 states that the roadway shall be opened to two way traffic **and** the slope stabilization complete by December 23rd.

Question: DOT will pay for removal of temporary pavement. The ground will most likely be frozen over or wet given the weather that time of year. Do you put the cost for the removal of temporary pavement somewhere with the anticipation that you will not be able to lay a satisfactory base layer given the changes to Special Provision 401?

Response: It is the desire of the MaineDOT that the pavements meet the special provision requirements and remain as permanent.

Question: Special Provision 401 says the density requirements are waived for the base pavement, however if the Department finds a layer to be unacceptable they will compensate the Contractor for the lay at contract unit prices, but removal of the unacceptable layer will be the responsibility of the Contractor. How do you account for the cost of removing unacceptable pavement (they could reject it visually, even though there is no density)?

Response: Should the pavement be removed due to low densities or mat deficiencies, no payment will be made for the cost of the removal, but the cost of the original base layer and the replacement base layer will be paid for at the contract unit price.

Question: The Department will compensate the Contractor for the layer to be removed at the contract unit prices, but will they pay for the replacement pavement again at the contract unit prices?

Response: The cost of the original base layer and the replacement base layer will be paid for at the contract unit price.

Consider this information prior to submitting your bid on October 21, 2010.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford", written over a horizontal line.

Scott Bickford

For Contracts & Specifications Engineer