



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

JOHN ELIAS BALDACCI  
GOVERNOR

DAVID A. COLE  
COMMISSIONER

November 15, 2010  
Subject: **Westbrook - Windham**  
State Pin No: 017860.01  
**Amendment No. 4**

Dear Sir/Ms:

Make the following change to the Bid Document:

In the Bid Book (page 48), SPECIAL PROVISION, SECTION 107, CONTRACT TIME" **CHANGE** the completion date from "June 25, 2011" to read "**August 5 2011**". Make this change in pen and ink.

The following questions have been received:

**Question:** We request that the bid date for this project be postponed to allow additional time to incorporate and evaluate the addenda and prepare our proposal.

**Response:** Bid opening date is set for November 17<sup>th</sup>, 2010.

**Question:** Under the survey requirements of 647.012, you use a design speed of 60 mph for calculating superelevation. The valuation plan shows 2 4 degree curves. At 60 mph that would mean 8 ¾" of superelevation. Your design speed for calculating spiral length is 30 mph. Please clarify; do you really want to use 60 mph as the design speed?

**Response:** The design speed for this phase of work shall be 30 MPH.

**Question:** Are we expected to cut ALL trees that fall within the 25' from centerline on both sides of the track? There is no tree removal item and we have observed that there are some rather large trees within the 25' envelope on each side.

**Response:** Yes.

**Question:** When clearing the ROW, are we allowed to chip onsite and spread or blow the chippings onsite?

**Response:** Yes, on areas approved by the Resident, but not on the roadbed.



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**Question:** On the steep vertical embankments will we be required to do any further clearing? The slopes are very steep (6:1 or even 8:1) and we need to know what is to be done in those areas if anything.

**Response:** In such locations, clear only the upper portion of the slope closest to the roadbed. In these areas, a minimum of 15' clearing must be done from centerline of tracks.

**Question:** Is all tree removal to be completed as directed by item 230?

**Response:** Yes.

**Question:** Is all stump removal to be done with item 240? If not, under what pay item would it be?

**Response:** No. Stump removal shall be paid for as incidental to Item 202 20. Common Excavation.

**Question:** There are a few cuts in the ROW that are fairly narrow. The ballast section as planned would be 15'-6" in total width and would most likely get into the existing ditches. Will we be required to re-establish the ditches in the cuts further from centerline of track? If so, this will require some major excavation that could extend up the entire height of the existing side slopes of the cuts in order to maintain the current side slopes. MeDots ditching spec really does not define the upper limits of ditching (vertically) although they differentiate new ditches from old ditches by their depth. Please explain how these areas would be handled as it seems like ditch restoration in these areas requires common excavation.

**Response:** Only minor ditching is anticipated. Where there is insufficient width for the proposed rail bed section, the rail bed section including sideslopes shall be modified as directed by the Engineer.

**Question:** The asphalt paving will be very time consuming at the farmer's crossings. We have concerns that asphalt will be too cool by the time we get it down the track to the crossing and install it. Would a rolled and compacted dense grade aggregate be acceptable for the approaches to the farmer's crossings?

**Response:** No. Hot mix asphalt shall be used as called for in the contract.

**Question:** Is Owners & Contractors Protective liability coverage required?

**Response:** No

**Question:** The standard section for single track on page 30 of the special provisions details a maximum inslope grade of 2:1. Is there a maximum Backslope grade?

**Response:** Where necessary, a slope of 1.5 to 1 will be acceptable as directed by the Engineer. However a 2:1 backslope grade is preferred.

**Question:** Item 654.01 and 654.02 measurement and payment state "...payment shall be full compensation for removal and proper disposal of brush, debris and excavated soil." If rock removal is required in either of the ditching items will that be paid under item 203.21 or will that be considered incidental to the ditching items?

**Response:** Rock excavation will be measured and paid under Item 203.21 Rock Excavation.

**Question:** Bid item 201.11 Clearing – standard specifications section 201.04 second paragraph states "In areas where the proposed embankment is not designated to be grubbed ... all stumps shall be cutoff as close to the ground as is practicable..." Is it the intent of this contract that the stumps remain in areas where there is no ditching or excavation and if they remain do they need to be treated with herbicide?

**Response:** In areas where there is no ditching or excavation, stumps shall be cut off flush to the ground as practicable and may remain in areas where there is no ditching. Stumps shall be treated with herbicide as specified in Standard Specification—Section 201.06.

**Question:** Item 647.02 – Is quantity Lin Ft of Rail or Track Ft of Rail?

**Response:** See Special Provision Section 647---Railroad Track Construction; 647.11 and 647.12, Method of Measurement.

**Question:** Are there 15 or 16 farm crossings?

**Response:** 16 through the total corridor.

**Question:** Rousseau Road – Will the State be responsible to repair?

**Response:** No work is anticipated at Rousseau Road.

**Question:** What is the exact location of the end of work? Station 127+00? What about the balance of the scope of work?

**Response:** See Amendment #3, last question.

Consider these changes and information prior to submitting your bid on November 17, 2010.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford" with a stylized flourish at the end.

Scott Bickford  
Contracts & Specifications Engineer