



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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

March 1, 2018
Subject: Highway Reconstruction
State WIN: 018253.00
Location: **Belgrade**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

REMOVE page 56, MaineDOT Project Attainment Target, and **REPLACE** with the attached, revised MaineDOT Project Attainment Target.

The following questions have been received:

Question: Will the DOT allow the use of 18" Sanitite HP as an alternate to the 18" Class III RCP on the project?

Response: No. On Corridor Priority 1 & 2 highways, the Departments policy is concrete pipe shall be used.

Question: Can Department give a location for all new plantings?

Response: Planting locations will be determined in the field by MaineDOT Landscape Architect and/or Project Resident.

Question: Is a MaineDOT field office required while the tree clearing is being completed prior to the April 30th deadline.

Response: A MaineDOT field office is not required prior to the April 30th deadline.

Question: Can the Department review the DBE percentage, as it doesn't appear the percentage is filled out?

Response: See above changes.



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Question: Can the Silt Prison Catch Basins have both an inlet and outlet? If they do can you provide a detail of this?

Response: Silt Prison Catch Basins are intended for primary filtration treatment of surface water flow entering the catch basin grate, which carries the sediment and contaminants intended to be captured by the system's membrane, but some locations do require inlet connections of underdrain. Three structures will have 6-inch underdrain inlets. One structure will have a 15-inch underdrain inlet. The low inlet pipe flows at those structures are not anticipated to exceed the maximum flow tolerable by the Silt Prison membrane. Underdrain inlet flows will enter through the structure wall the same as any underdrain inlet to a standard catch basin. The Silt Prison membrane attaches to the structure wall below the outlet pipe invert. The inlet underdrain flow should flow around the membrane to the outlet when water levels in the sump are at or above the inlet elevation. Underdrain inlet flow should pass through the membrane to the sump when water levels are below the inlet elevation. If there are concerns about inlet elevations being too close to the membrane attachment elevation, which could restrict inlet flow, inlet elevations may be raised with pre-approval of the Resident and consultation with the designer.

Question: The plan references a Silt Prison basin which has a 15-inch inlet and can the Department show how the treatment of water and sediment will be handled in this system?

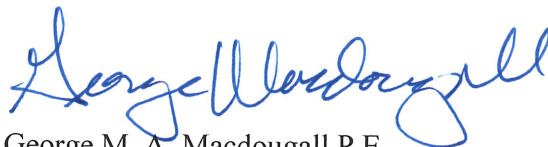
Response: See previous response. Treatment of underdrain inlet flows will occur only incidentally and only in low flow conditions. The Silt Prison membrane is detachable at the top for maintenance. For Silt Prison catch basins without inlet pipes, maintenance involves just vacuum cleaning of accumulated sediment in the sump without disturbing the membrane. At those structures with an inlet underdrain, maintenance also will require detaching the membrane at the top to vacuum out any sediment or debris that might accumulate outside of the membrane.

Question: Please clarify and give more detail regarding the phasing required in Special Provision 656 (page 102) of the proposal book.

Response: The project goes between two water resources, we need to minimize the potential for a sediment discharge.

Consider these changes and information prior to submitting your bid on **March 7, 2018**.

Sincerely,



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

MaineDOT DBE Project Attainment Target (PAT) for this Project is 5%
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The MaineDOT seeks to meet the specified annual Disadvantaged Business Enterprise (DBE) usage goal set out by 49 CFR 26.45 through the efforts 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 MaineDOT will review each project and develop an anticipated attainment or Project Attainment Target (PAT) based on several factors that are project specific. Those factors include:

- Scope of Work
- DBE availability according to Specification Item
- Geographic location
- DBE capacity

This PAT is developed to assist contractors to better understand the DBE participation that the MaineDOT can reasonably expect for a specific project. The PAT is NOT a mandate but an assessment of the DBE opportunities that this project could meet or exceed. MaineDOT anticipates that each contractor will make the best effort to reach or exceed the PAT for this project.