



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

June 24, 2024
Subject: Intersection Safety Improvements With
Traffic Signal
State WIN: 024201.00
Location: **Turner**
Amendment No. 1

Dear Sir/Ms.:

In the Bid Book:

Remove page 11 Maine DOT CONTRACTOR'S DBE/SUBCONTRACTOR PROPOSED UTILIZATION FORM and **Replace** with the attached Maine Department of Transportation COMMITMENT CONFIRMATION totaling one page

In The Plan Sheet:

Remove Page two Titled TYPICAL SECTIONS dated 2/26/2024 and **Replace** with the attached TYPICAL SECTIONS dated 6/24/2024

The following questions have been received:

Question: Why is the current DBE/Subcontractor form being replaced?

Response: The Disadvantaged Business Enterprise (DBE) rules of the U.S. Department of Transportation at 49 CFR §26 have been amended. The new regulations require that MaineDOT obtain specific information pertaining to every bid from each prime contractor and its subcontractors, regardless of certified DBE status. MaineDOT has replaced its DBE Utilization form with a new form called the Commitment Confirmation. The required information is on the Commitment Confirmation form and needs to be completed with your bid.

Question: Can you please provide a detail for the concrete island?

Response: Remove and replace sheet 2 in the plan set with attached. Detail of the concrete island is on new sheet 2.

Consider these changes and information prior to submitting your bid on **June 26, 2024**.

Sincerely,

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

Maine Department of Transportation
COMMITMENT CONFIRMATION

Section A. Bidder/Prime Contractor Information.

This section must be completed by the Bidder/Prime Contractor.

1. Prime Contractor Name:		2. Federal Project WIN:		3. Bid Date:	
4. Project Location:		5. Email Address:			

Section B. Commitment Details - Prime Contractor and all Proposed Subcontractor Information is Required in This Section

A. Firm's Name & Address, Including Zip Code Prime must be listed first	B. Annual Gross Receipt Bracket Select 1 to 7*	C. Status DBE or Non-DBE	D. NAICS Code(s) and Scope of Work	E. Race & Gender of each Firm's Majority Owner	F. Age of Each Firm	G. Proposed Amount

***1) Less Than \$1M, 2) \$1 - \$3M, 3) \$3 - \$6M, 4) \$6 - \$10M, 5) \$10 - \$20M, 6) \$20 - \$50M, 7) Greater Than \$50M - More than 5 Subs use a new form**

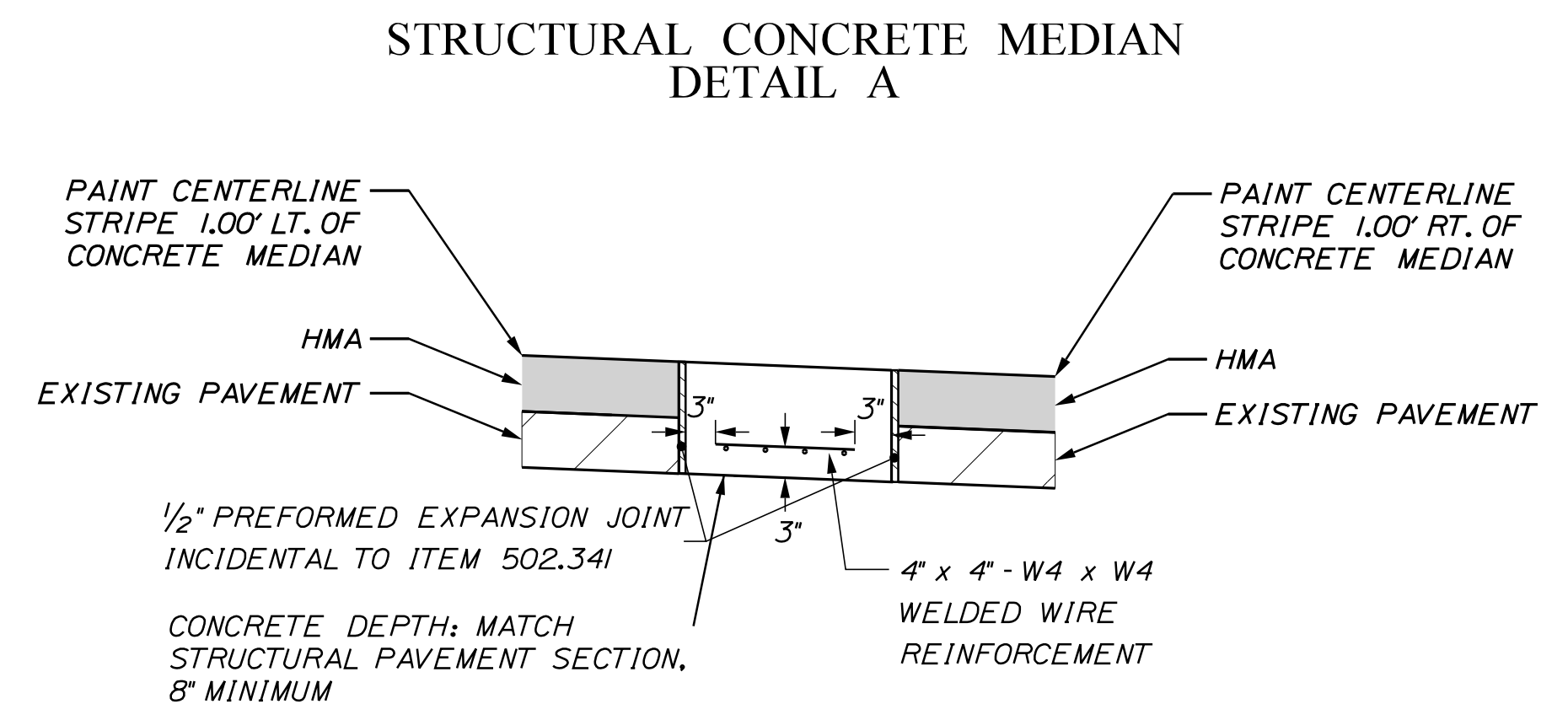
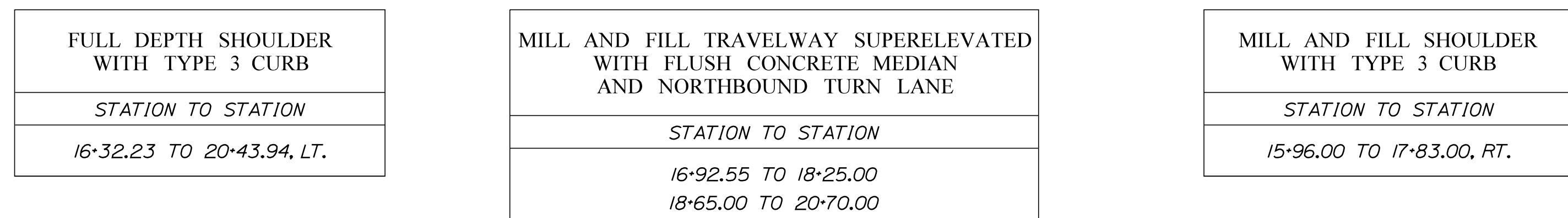
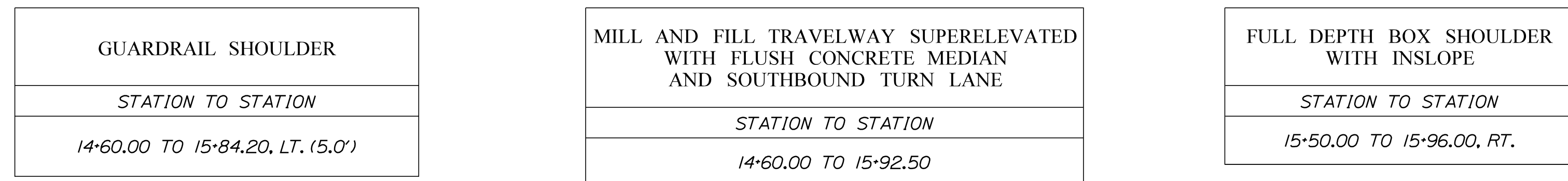
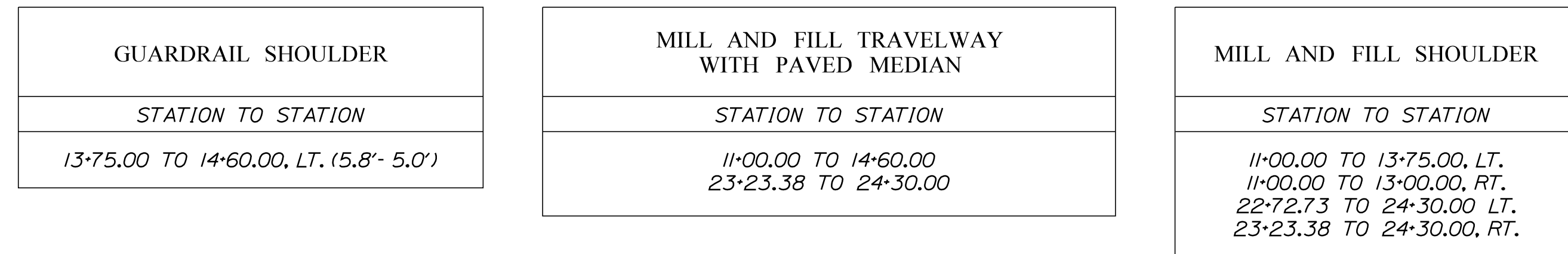
MaineDOT Use Only:

Form Received: _____	Verified by: _____
FHWA	FTA
	FAA

For a complete list of certified DBE firms please visit: <http://www.maine.gov/mdot/civilrights/>

NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE GRAVEL QUANTITY CALCULATION IS BASED ON A 2" LOAM OR DIRTY BORROW DEPTH. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.



NOT TO SCALE