

ADDENDA

ADDENDUM NUMBER 1

DATE: March 16, 2016
PROJECT: Downeast/Sunrise Trail Extension
PROJECT NUMBER: 07034
OWNER: State of Maine: Department of Transportation
MANAGER: Maine Department of Agriculture, Conservation and Forestry
ENGINEER: Plymouth Engineering, Inc.
TO: All Plan Holders

This Addendum forms a part of the Contract Documents and modifies the Bidding Documents dated March 1, 2016, with amendments and additions noted below.

Acknowledge receipt of this Addendum in the space provided in the Bid Form. Failure to do so may disqualify the Bidder.

This Addendum consists of two (2) pages and is in the form of questions and answers from and to prospective bidders and additions by the Engineer. Enclosures beyond the basic addendum are attached.

PRE BID MEETING

1. A Pre-Bid meeting was held at 10:00 AM on Friday, March 11, 2016 at Beal Avenue and High Street, Ellsworth, Maine. The purpose of the meeting was to outline the project, clarify issues and address questions and issues about the project. An attendance form has been posted on the Bureau of General Services website. Several questions were asked:
 - *Is there any additional insurance required for working adjacent to the railroad, etc?* No.
 - *Does the bridge work require permits for "in stream work"?* No. The bridge is designed to span Card Brook and limit the need to have equipment in Card Brook. The Natural Resources Protection Act Permit does not have any restrictions on work in and around Card Brook other than the prohibition of construction activity from April 15th to August 1st in the designated Wading Bird Habitat.
 - *What is involved in removal of rail?* As noted in the plans and specifications, track removal includes rail, ties, and miscellaneous track material such as bolts, spikes, connectors, etc. It was noted that the ties are considered special waste by the Maine Department of Environmental Protection and while can be sold or given away disposal must be done through a licensed solid waste facility.

- *Is there a survey of the rail corridor?* No. The rail corridor is 66ø wide in most places. The trail can be laid out using the 15ø offset from the outside edge of the closest rail or 10.5ø offset in wetland areas. The center of the main track serves as the center of the railroad right-of-way. VAL plans of the original railroad layout are available copies of which will be provided the successful bidder.

QUESTIONS

2. In Drawings C4-C15 the 6ø surface course is graphically the same as the 12ø base course. Is the scale off?

This was an error in the drawings. The 6ø surface course is drawn correctly-6ø thick while the 12ø base course is drawn the same thickness as the 6ø surface course

3. There are no painting specifications for the bridge steel. Is the steel to be painted?

The bridge steel is ÷weathering steelö therefore no painting is required.

END OF DOCUMENT