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GOVERNOR

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

DAVID A. COLE
COMMISSIONER

January 8, 2010
Subject: **Trenton Highway, Acadia
Welcome Center**
Federal Project No. 16123.60
State Pin No.016123.60
Amendment No. 1

Dear Sir/Ms:

The following questions have been received:

Question: Can you provide a geotechnical report for the project?

Response: Available test boring information is posted on the website under "Borings".

Question: Can you provide the limits of PCC Pavement on the project?

Response: The limits of PCC Pavement are from begin alignment (station 153+00) to end alignment (station 186+50).

Question: Can you provide details for the wingwalls and headwalls to be constructed, incidental to item 534.71 – Precast Concrete Box Culvert?

Response: Details and information re the wingwalls and headwalls needs to be verified by the contractor in coordination with the pre-cast manufacturer.

Question: Can you provide the locations and details for the following items:

- a. 626.11 – Precast Concrete Junction Box
- b. 626.22 – Non Metallic Conduit
- c. 626.33 – 30" Foundation
- d. 626.35 – Controller Cabinet Foundation

Response: The "Traffic Signal" plan (sheet 14 of 54) shows the locations of these items which are all standard bid items and do not require specific details (see Standard Details Book).



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Question: A chain link fence exists along the MDOT property (approx. 167+50 rt. To approx. 176+50 rt.). How is the removal of this fence to be paid for?

Response: Payment for fence removal will be considered incidental to common excavation.

Question: The utilities estimate 100 days to do their work. Given the Contractors requirement for two way traffic at all times during the day, will the utilities have the overhead utility work done prior to Spring construction season start-up?

Response: No.

Question: Does MDOT have any information on pavement depths on the concrete and outside the concrete?

Response: Pavement depths have been estimated to be 6 inches. Bidders are encouraged to do additional borings at their cost to determine actual depths.

Question: Does MDOT have any information on the depth of the concrete roadway to be removed, rebar size & placement, and how the slabs are connected together?

Response: Concrete core depths have been estimated to be approximately 8 inches; Available as-built plans show the concrete to be 9 inches and it shows the rebar to be ½ inch bars with the concrete cores being pined together with ¾ inch dowels. A plan sheet is included in this amendment. Bidders are encouraged to do additional borings at their cost to determine actual depths.

Question: This project is a full construction project and common excavation and agg. Base are being placed full depth. The detail on sheet 2 of the plans calls for deducting the common excavation and agg. base from the full construction quantities and to include these items as incidental to the pipe trenches. This is a deviation from the standard specifications.

- A. Is this detail applicable to this full construction project?
- B. Is the intent to price this excavation and agg. base into the bid price of the pipe items?
- C. Would you also be deducting the sy. of pavement removal and concrete removal that is encountered in the pipe trenches?

Response: (A) Yes, but only for the pipe at the end of the project. The pipe trench detail is to accommodate the one culvert replacement at the end of the project which is in a “grinding and matching” situation. The beginning and end of

the project both require "grinding and matching". The rest of the project is full construction and the trench detail does not apply.

(B) No

(C) No. Only for the culvert at the end of the project.

Consider this information prior to submitting your bid on **January 13, 2010**.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford". The signature is written in a cursive style with some capital letters at the end.

Scott Bickford
Contracts & Specifications Engineer

