



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

March 23, 2009
Subject: **Auburn**
Federal Project No. BR-A560(000)X
State Pin No.015600.00
Amendment No. 2

Dear Sir/Ms:

Make the following change to the Bid Document:

In Amendment #1, “**ERECTION, HOISTING AND DEMOLITION REQUIREMENTS**”, page 2, note 13; **CHANGE** the second sentence to read as follows: “The sponsor is to expect a **10 day** review period from the day the submission is received by the Engineer”. Make this change in pen and ink.

In Amendment #1 “**SHEETING AND SHORING REQUIREMENTS**”, page 3, note 18, **CHANGE** the second sentence to read as follows: “The sponsor is advised to expect a **10 day** review period from the day the submission is received by the Engineer”. Make this change in pen and ink.

In the Bid Book (page 29), “**SPECIAL PROVISION, PROTECTION OF RAILROAD TRAFFIC AND STRUCTURES**”, under section 11. EXCAVATIONS, **CHANGE** the second sentence to read; “..., the Railroad’s Chief Engineer shall have **2 weeks** to perform such review ...”. Make this change in pen and ink.
SP107

In the Bid Book (page 60), **REMOVE** “**SPECIAL PROVISION, SECTION 107, TIME, (Prosecution of Work & Supplemental Liquidated Damages)**” 1 page dated February 9, 2009 and **REPLACE** with the attached new “**SPECIAL PROVISION, SECTION 107, TIME, (Prosecution of Work & Supplemental Liquidated Damages)**” 1 page dated March 23, 2009.

In the Bid Book (page 90), “**SPECIAL PROVISION, SECTION 105, STRUCTURAL CONCRETE, (QC/QA Acceptance Methods)**” **DELETE** in its entirety, the third line down which reads; “LP 502.25 Struct. Conc. Superstructure Slab (Class LP) C”. Make this change in pen and ink.

The following questions have been received:



PRINTED ON RECYCLED PAPER

Question: Special Provision 107, Time, indicates that the bridge and roadway will be open by November 15, 2009. We have put together a preliminary schedule and do not believe this can be accomplished. Would it be possible to extend this interim date to reflect the work to be performed? I am attaching the schedule I put together based on a six day work week which indicates paving the 3rd week of January 2010 and opening to traffic the end of January. This schedule only reflects major items and does not include curing times or inclement weather factors.

Response: Special Provision, 107, Time has been revised to allow more time for construction

Question: Does the pile need to be driven with a conical tip or open ended?

Response: The pipe piles need to be driven with a conical tip.

Question: Are the limits of concrete in the pipe pile the same as the limits of the reinforcing steel, i.e., elevation 188.00?

Response: Since the piles have a conical tip, the concrete will be the full length of the piles.

Question: Does the galvanizing above elevation 219.00 need to be top coated?

Response: Top coating will not be required

Question: Does the railroad shoring sheet piling need to stay in place as indicated in the sheeting and shoring requirements not 12 provided in addendum #1?

Response: The sheet pile shoring to allow removal of the existing pier #1 will have to stay in place.

Question: Will the Department consider a temporary bridge or consider detouring both directions around the project to allow the Contractor to complete the project in one phase?

Response: Detouring both directions around the project is not an option. A temporary bridge, paid for by the contractor, would be acceptable as long as all utilities are satisfied. A gas main has to be maintained on a structure across the railroad tracks.

Question: Reference, Bid Item 620.604 Geocell Confinement System. MDOT owns 37,000SF stored in Dixfield. Would you be supplying it to the project instead of the contractor?

Response: No

Question: Can the #5 verticals be one piece or is a splice required?

Response: The #5 verticals can be one piece.

Question: Can the note about the #4 hoop be clarified? Is an individual tie @12" or a continuous spiral with a 12" pitch required?

Response: Either hoops at 12" or continuous spiral with 12" pitch is acceptable.

Question: I have scheduled this project out and due to start of work submittals for demo and shoring to the railroad, cure times for the piles and concrete leveling slab, it is going to be very difficult to meet the Nov. 15 deck pavement date for phase II. Would the state consider running traffic on the concrete leveling surface for both phase I and phase II for the winter, then membrane and paving in the Spring?

Response: Submittal review times for demo and shoring have been reduced to ten (10) days. Maine DOT will allow traffic on the concrete leveling surface. See revised Special Provision, Section 107, Time, for details.

Consider these changes and information prior to submitting your bid on March 25, 2009.

Sincerely,



Scott Bickford
Contracts & Specifications Engineer

SPECIAL PROVISION
SECTION 107
TIME

(Prosecution of Work & Supplemental Liquidated Damages)

The Contractor may close US 202 SR 4 & 100 for two one-night periods of time to facilitate grouting and post-tensioning operations for Phase 2 construction. Night-time period of closure shall be defined as 7:00 pm to 6:00 am on the next calendar day. The contractor shall provide 7-days notice to the MaineDOT resident and the Railroad prior to any closure. All traffic control items necessary to erect the night-time detour shall be considered incidental to related contract items.

The new replacement bridge shall be opened to both lanes of traffic by December 12, 2009. Approach roadway shall be complete with base/binder pavement and permanent or temporary approach roadway guardrail by December 12, 2009. Final surface pavement overlay, and installation of permanent approach guardrail may be completed in 2010. Any pavement placed after November 15, 2009 and before April 15, 2010 will be considered temporary and not paid for directly. The Contractor may open the bridge to traffic running on the concrete leveling slab. If this option is chosen, the concrete leveling slab will be placed one half (1/2) inch thicker and this top one half (1/2) inch will be removed before placing the membrane and paving. This work shall not be paid for directly, and will be considered incidental to related items. The contractor may open the bridge to traffic running on one & one half (1 1/2) inches of temporary pavement on top of the concrete leveling slab. If this option is chosen, all of the temporary pavement will be removed before placing the membrane and permanent pavement. Furnishing, placing and removal of the temporary pavement will not be paid for directly and will be considered incidental to related items.

Supplemental liquidated damages will be assessed to the Contractor at the rate of one-thousand (\$1,000.00) U.S. dollars per day for each day US 202/SR 4 & 100 remains closed to either lane of traffic beyond the allowed closure periods or the new replacement bridge is not open to both lanes of traffic by the date specified above. This assessment of liquidated damages will be in addition to the liquidated damages specified in Section 107 of the Department of Transportation's Standard Specification.