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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

June 2, 2008
Subject: Etna
Project No.BR-1562(300)E, BR-1562(400)E
Pin No. 015623.00, 015624.00
Amendment No. 1

Dear Sir/Ms:

Please make the following changes to the Bid Documents:

In the Bid Book; **REMOVE** "SPECIAL PROVISION, SECTION 107, CONTRACT TIME", page 38 of the bid Book (1 page, dated April 15, 2008) and **REPLACE** with the attached, new "SPECIAL PROVISION, SECTION 107, CONTRACT TIME", 1 page dated May 30, 2008.

In the Bid Book; **REMOVE** "SPECIAL PROVISION, SECTION 107, PROSECUTION OF WORK", page 39 of the bid Book (1 page, dated May 1, 2008) and **REPLACE** with the attached, new "SPECIAL PROVISION, SECTION 107, PROSECUTION OF WORK", 1 page dated May 30, 2008.

In the Bid Book; **REMOVE** "SPECIAL PROVISION, SECTION 502, STRUCTURAL CONCRETE, (QC/QA Acceptance Methods), page 67 of the Bid Book (1 page dated 5/13/2008) and **REPLACE** with the attached, new "SPECIAL PROVISION, SECTION 502, STRUCTURAL CONCRETE, (QC/QA Acceptance Methods), 1 page dated 5-27-2008.

In the Plans; SHEET NUMBER 44 OF 54, MSE WALL NOTES, Note 5. **CHANGE** the first sentence to read "Remove topsoil and organic soil (grubbing) from the ground surface within 80 feet left and right of centerline of the bridge abutment". Make this change in pen and ink.

The following questions have been received:

Question: Special Provision107 last paragraph calls out "Two lanes of traffic with a minimum total width of 32' shall be maintained on both the NB & SB bridge during winter" Do you mean 2 – 16 foot lanes for NB & 2 – 16 foot lanes for SB? Looking at sheet 12, stage II and stage III, you have 15' lanes. Can you clarify – is there a stage IIB?

Response: The Special Provision Section 107 Prosecution of Work (Limitation of Operations) dated May 1, 2008 has been replaced in its entirety with Special Provision Section 107 Prosecution of Work (Limitation of Operations) dated May 30, 2008. The stages on construction are shown on sheet 12 of the plans.

Question: Is a precast stay in place deck panel option acceptable on this project?

Response: Precast concrete deck panels cannot be used on this project.

Question: Special Provisions 202 calls for Contractors to deliver the structural steel and diaphragms to MDOT and calls for the Contractor to "use great care during removal of existing" To remove this steel in a manner as to allow reuse will add 1 month to each phase of demolition, over $100,000.00 in lead paint removal cost and maybe another $100,000.00 in demolition costs. For a project that time appears to be so tight, this seems unnecessary in relation to possible benefit to the State. Will you reconsider this requirement?

Response: The structural steel on the existing bridge was repainted in 1991. The only probable location where there maybe lead paint is on the top flange of the steel beams that are in contact with the concrete deck. The Contractor is responsible for the containment, proper management and disposal of all lead-contaminated hazardous waste generated by the process of demolishing the bridge. The Contractor is responsible for implementing appropriate OSHA mandated personal protection standards related to this process. Once the existing bridge is removed, the Contractor is solely responsible for the care, custody and control of the components of the existing bridge and any hazardous waste generated as a result of the storage, recycling or disposal of the bridge components, including lead-coated steel. The Contractor shall recycle or reuse the steel in accordance with the Maine Department of Environmental Protection's "Maine Hazardous Waste Management Regulations" Chapter 850. A copy of this regulation is available at MaineDOT's offices on Child Street in Augusta. Payment for all labor, materials, equipment and other costs required to remove and dispose of the existing bridge will be considered incidental to the bridge removal pay items.

Question: 502.0502 recommends a minimum sub lot size of 40 cubic meters and a minimum of 3 sub lots pa class of concrete. However, Special Provision 502 calls out for LP concrete for item 502.49 concrete curb and test method A.

Response: The testing method for pay item 502.49 shall be changed to method C. The Special Provision Section 502 Structural Concrete (QC/QA Acceptance Methods) dated May 13, 2008 has been replaced in its entirety with Special Provision Section 502 Structural Concrete (QC/QA Acceptance Methods) dated May 30, 2008.

Question: Structural Steel suppliers have indicated that delivery of steel cannot occur any earlier than late 4th quarter 2008 or early 1st quarter 2009. This is due to raw steel plate having a lead time of 12 – 14 weeks from date of order as well as current backlogs. Given this situation, base pavement and membrane being installed by November 15th is not achievable. Has the Department looked at the option of allowing the Contractor to install a median crossover and construct each bridge in one phase and to allow winter construction? If this is not an option, the project will have to be constructed in 2009 in its entirety, which seems highly unlikely to be achieved with the proposed phasing.

Response: The use of median crossovers is not an option. Contractors have the option to work on both bridges simultaneously in 2009. The Special Provision Section 107 Contract Time dated April 15, 2008 has been replaced in its entirety with Special Provision Section 107 Contract Time dated May 30, 2008. The Special Provision Section 107 Contract Time dated April 15, 2008 has been replaced in its entirety with Special Provision Section 107 Contract Time dated May 30, 2008. The Special Provision Section 107 Prosecution of Work (Limitation of Operations) dated May 1, 2008 has been replaced in its entirety with Special Provision Section 107 Prosecution of Work (Limitation of Operations) dated May 30, 2008.

Question: Could you please clarify the limits of excavation and backfill required for the MSE wall and the method of payment for same? Note 5, on Plan Sheet 44 of 54 states that embankment material within 80 ft of the abutment shall be entirely removed, but the MSE specification indicated excavation is the length of the reinforcement plus 5 feet. Is the Contractor to assume he is to remove 80 feet of embankment material behind each abutment down to the bottom of the MSE wall and replace it with granular borrow?

Response: SHEET NUMBER 44 of 54, Note 5, first line, should state: "Remove topsoil and organic soil (grubbing) from the ground surface within 80 feet left and right of centerline of the bridge abutment.", (see the above pen and ink change). The intent is simply to prepare the site surface for construction of the wall and abutment. We ***do not*** intend to remove 80 feet of embankment material behind each abutment down to bottom of MSE wall.

As shown on the wall cross-section and stated in the Special Provision 636 dated April 24, 2008, excavation within the reinforced zone, and 5 feet beyond the reinforcement, is intended as excavation and replacement of all materials with 703.20 Gravel Borrow in accordance with the Special Provision 636. The excavation will be paid for under Item 203.20. Placement and compaction of the Gravel Borrow in the reinforced zone and 5 feet beyond will be incidental to and paid for under Item 636.40.

If unsuitable soils are found at the MSE wall Subgrade level, the unsuitable soil will be excavated and replaced with 703.19 Granular Borrow for Underwater Backfill. In that case the excavation will be paid for under Item 203.20 and placement and compaction of the Granular Borrow will be incidental to and paid for under Item 636.40.

Question: Should there be cofferdam items for the support of excavation for the MSE walls and the support of excavation at the centerline of construction?

Response: A cofferdam may be needed depending upon a variety of factors such as construction methods used by the contractor and water elevations. The estimate does not include a cofferdam item. Payment for a cofferdam shall be incidental to related contract items.

Consider these changes and information prior to submitting your bid on **June 11, 2008.**

Sincerely,

Scott Bickford
Contracts & Specifications Engineer

Etna
I95 NB & I95 SB over Route 143
PIN 015623.00 & 015624.00
May 30, 2008

SPECIAL PROVISION
SECTION 107
CONTRACT TIME

The specified completion date is June 1, 2010.

SPECIAL PROVISION
SECTION 107
PROSECUTION OF WORK
(Limitation of Operations)

The following tasks shall have a minimum horizontal clearance of 10' from the active travel lane on Route 143 under the bridge at all times:

1. Removal of the existing concrete deck

2. Installation of formwork

3. Removal of formwork

During removal of the existing steel beams and installation of the new steel beams the Contractor shall be allowed to completely close Route 143 for a maximum of 15 minutes at a time allowing queued traffic to completely clear, waiting a minimum of 5 minutes before having another 15 minute closure during the following hours:

Weekdays (Monday through Friday):
8:15 am to 10:15 am and 11:45 am to 1:45 pm and from 9 pm to 5 am

Weekends
Friday Night and Sunday Night):
9 pm to 5 am

The Contractor shall notify the Resident a minimum of 72 hours before the start of any work between the hours of 9 pm and 5 am.

Base pavement and membrane shall be installed on the bridge(s) being built in 2008 by November 15, 2008. Two 16' lanes of traffic with a minimum total width of 32' shall be maintained on both the NB Bridge and SB Bridge during the early winter between November 15, 2008 and December 15, 2008. Between December 16, 2009 and March 20, 2010 both the SB and NB bridges shall be complete open to traffic.

Base pavement and membrane shall be installed on the bridge(s) being built in 2009 by November 15, 2009. Two 16' lanes of traffic with a minimum total width of 32' shall be maintained on both the NB Bridge and SB Bridge during the November 15, 2009 and December 15, 2009. Between December 16, 2009 and March 15, 2010 both the SB and NB bridges shall be complete open to traffic.

SPECIAL PROVISION
SECTION 502
STRUCTURAL CONCRETE
(QC/QA Acceptance Methods)

CLASS OF CONCRETE	ITEM NUMBER	DESCRIPTION	P	METHOD
A	502.219	Structural Conc. Abut. and Retaining Walls	$425	A
A	502.26	Structural Concrete Roadway and Sidewalk Slabs on Steel	$425	A
A	502.31	Structural Concrete Approach Slab		C
LP	502.49	Structural Concrete Curbs and Sidewalk		C

P values listed above reflect the price per cubic yard (yd^3) for all pay adjustment purposes.