



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

August 12, 2009
Subject: **Deer Isle & Sedgwick**
Federal Project No: BR-1669(600)S
State Pin No: 016696.00
Amendment No. 6

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book (page 1), "NOTICE TO CONTRACTORS", **CHANGE** the bid opening date from August 19, 2009 (changed in Amendment #5) to read **August 26, 2009**. Make this change in pen and ink.

In the Bid Book (pages 8 and 12), "CONTRACT AGREEMENT, OFFER & AWARD", **REMOVE** the first page of each copy of the "CONTRACT AGREEMENT, OFFER & AWARD" and **REPLACE** with the attached new first page.

In the Bid Book (page 44), "SPECIAL PROVISION, SECTION 107, PROSECUTION AND PROGRESS (Contract Time)", **CHANGE** the contract completion date from September 15, 2010 to read **December 31, 2010**. Make this change in pen and ink.

In the Plans, **REMOVE** SHEET NUMBER 9 of 16 and **REPLACE** with the attached updated SHEET NUMBER 9 of 16.

The following questions have been received:

Question: Is there an underwater inspection report and if so, can it be provided?

Response: An Underwater Inspection was performed in January 2008. As discussed with the Department, the inspection report has been made available for potential bidders in the electronic bid document under as built plans Underwater Inspection.

Question: We assume that Item 531.21, PYLON PATCHING, is to pay for those voids deeper than 6" that will not be filled with the SCC, both in the pylon and pylon base. Is this correct?



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Response: Item 531.21 is to pay for voids deeper than 6" in the pylons. Voids in the pylon base will be filled with SCC and paid under Item 532.01 PYLON BASE STRENGTHENING.

Question: If the cofferdam method is used, will self consolidating concrete still be required?

Response: Yes

Question: If the cofferdam is chosen, will video monitoring equipment be required?

Response: No

Question: Is removal of the cofferdam sheeting considered "in – water" work? If so, the project completion needs to be extended.

Response: Removal of the cofferdams is considered "in-water" work. The completion date has been changed to December 31, 2010, please see the above change.

Question: Can concrete and other deliveries be made to the deck of the existing bridge?

Response: No

Question: Please confirm that the portion of the cofferdam below the top footing must be cut off and left in place.

Response: The portion of the cofferdams below the top of the existing footings may be left in place, or it may be removed, at the option of the Contractor.

Question: Reference drawing 9 of 16: Stage I and Stage II Sections indicate a maximum concrete removal depth of 7.9". The "Final Condition" Section indicates a typical removal depth of 12". Please clarify the maximum removal depth.

Response: On Section A-A for Stages I and II, 7.9" is intended to be the typical concrete removal depth, however, there may be areas, based on the concrete condition and the depth of the existing reinforcing steel, which require removal depths less than 7.9" or greater than 7.9" to an intended maximum depth of 9". On Section A-A Final Condition, the top of the pier cap is reconstructed to Elevation 25.0' ± along the centerline of the cap and Elevation 24.75'± along the edges, creating a slope to avoid ponding on top of the cap. Therefore, upon reconstruction, the centerline of the cap will

be 3" higher than it's original elevation of 24.75'±. In Section A-A Final Condition the dimension on the cap from the bottom of the repair to the top of the repair (at the centerline of the pier) is shown as 12" to account for the intended maximum removal depth of 9" plus the 3" increase along the centerline.

We have attached sheet 9, with a correction to the removal depths shown on Section A-A for Stages I and II and on Section A-A Final Condition for the depth of new concrete.

Additionally, the attached sheet 9 shows a revision to the depth of sawcut shown on Section A-A Stage I and the details for "Repair Depth to Reinforcement" and Repair Depth Beyond Reinforcement". The sawcut depth should be 5/8".

Question: The "Final Condition" Section indicates a 9" typical removal depth for the sides and bottom of the cap. Is this intended to be the maximum removal depth?

Response: This 9" dimension is intended to be the maximum removal depth.

Question: Is there any restriction on how much concrete is removed in either stage of the work above elevation +8.0 (can all removals be complete for the top, sides, and soffit for the whole length of the pier within stage limits?)?

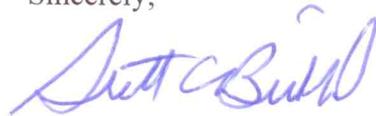
Response: Concrete can be removed to the limits shown for the full length of the pier cap in each stage.

Question: We request a delay of one week in the bid opening.

Response: Bid opening will be delayed 1 week to August 26, 2009.

Consider these changes and information prior to submitting your bid on **August 26**, 2009.

Sincerely,



Scott Bickford
Contracts & Specifications Engineer

CONTRACT AGREEMENT, OFFER & AWARD

AGREEMENT made on the date last signed below, by and between the State of Maine, acting through and by its Department of Transportation (Department), an agency of state government with its principal administrative offices located at Child Street, Augusta, Maine, with a mailing address at 16 State House Station, Augusta, Maine 04333-0016, and

_____ a corporation or other legal entity organized under the laws of the State of _____, with its principal place of business located at _____

The Department and the Contractor, in consideration of the mutual promises set forth in this Agreement (the "Contract"), hereby agree as follows:

A. The Work.

The Contractor agrees to complete all Work as specified or indicated in the Contract including Extra Work in conformity with the Contract, PIN **016696.00**, for the **Deer Isle – Sedgwick Bridge Substructure Rehabilitation Project** in the town of **Deer Isle** and **Sedgwick**, County of **Hancock**, Maine. The Work includes construction, maintenance during construction, warranty as provided in the Contract, and other incidental work.

The Contractor shall be responsible for furnishing all supervision, labor, equipment, tools supplies, permanent materials and temporary materials required to perform the Work including construction quality control including inspection, testing and documentation, all required documentation at the conclusion of the project, warranting its work and performing all other work indicated in the Contract.

The Department shall have the right to alter the nature and extent of the Work as provided in the Contract; payment to be made as provided in the same.

B. Time.

The Contractor agrees to complete all Work, except warranty work, on or before **December 31, 2010**. Further, the Department may deduct from moneys otherwise due the Contractor, not as a penalty, but as Liquidated Damages in accordance with Sections 107.7 and 107.8 of the State of Maine Department of Transportation Standard Specifications, Revision of December 2002 and related Special Provisions.

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