



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

PAUL R. LEPAGE
GOVERNOR

February 1, 2011
Subject: **Bethel**
Federal Project No: BH-1685(100)X
State Pin No: 016851.00
Amendment No. 2

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book (pages 14 and 18), **REMOVE** the last page of each copy of the “CONTRACT AGREEMENT, OFFER & AWARD” (2 copies) and **REPLACE** with the attached new last pages of the “CONTRACT AGREEMENT, OFFER & AWARD” (2 pages total).

In the Bid Book, after page 94, **ADD** the attached “SPECIAL PROVISION, SECTION 524, TEMPORARY STRUCTURAL SUPPORTS, (Protective Shield)”, 2 pages dated December 9, 2010.

In the Plans, Sheet Number 2 of 17, to the right of the “GENERAL CONSTRUCTION NOTES”, **ADD** the following note;

“Temporary Traffic Signal Notes

1. Temporary traffic signal shall be a fully actuated 2 phase signal with microwave presence detection.
2. Twelve inch stop bars shall be installed for both approaches. The distance from the stop bar to the signal heads shall be 40 feet.
3. Remove, (grind off), existing yellow centerline between stop bars

Signal Timing for the temporary traffic signal is as follows:

Min Green 6 sec
 Passage..... 3 sec
 Yellow.....3 sec
 All Red..... 12 sec*
 Max Green..... 45 sec



PRINTED ON RECYCLED PAPER

Signal shall rest in red.

*12 sec all red based on 350 feet @ 20 mph. All red shall be adjusted in field as necessary.”

Make this change in pen and ink.

The following questions have been received:

Question: We would like more information on Item #643.72 – Temporary Traffic Signal regarding signal head configuration and timing.

Response: Please see the above pen and ink change.

Question: Reference Item No. 524.40 – Protective Shield. What are the limits of the shielding?

Response: The limits of the protective shield are described in the attached new “SPECIAL PROVISION, SECTION 524 TEMPORARY STRUCTURAL SUPPORTS (Protective Shield) ”.

Consider these changes and information prior to submitting your bid on February 9, 2011.

Sincerely,



Scott Bickford

Contracts & Specifications Engineer

Sixth: The Bidder hereby certifies, to the best of its knowledge and belief that: the Bidder has not, either directly or indirectly, entered into any agreement, participated in any collusion, or otherwise taken any action in restraint of competitive bidding in connection with its bid, and its subsequent contract with the Department.

IN WITNESS WHEREOF, the Contractor, for itself, its successors and assigns, hereby execute two duplicate originals of this Agreement and thereby binds itself to all covenants, terms, and obligations contained in the Contract Documents.

CONTRACTOR

Date

(Signature of Legally Authorized Representative
of the Contractor)

Witness

(Name and Title Printed)

G. Award.

Your offer is hereby accepted.
documents referenced herein.

This award consummates the Contract, and the

MAINE DEPARTMENT OF TRANSPORTATION

Date

By: David Bernhardt, Commissioner

Witness

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Witness

SPECIAL PROVISION
SECTION 524
TEMPORARY STRUCTURAL SUPPORTS
(Protective Shield)

The following subsection is in addition to the standard specifications.

Description:

This work shall consist of all labor, equipment, and materials required to protect traffic on Railroad Street and to protect train traffic from demolition work, forming, and placement of concrete during construction of this project. The protective shield shall be installed under each of the overhangs, and between each beam in span 2 and span 3.

Existing Shielding In-place:

Shielding has been installed in span 2 between girder 3 and girder 4 by the Department. Falsework/formwork has also been installed in span 4 in two isolated locations. This shielding may be used during construction, but shall be removed and retained by the Department following construction. The lumber used for the falsework/formwork in span 4 shall be removed and retained by the Department following construction. Any shielding to be retained by the Department shall be transported by the Contractor to the Highway Maintenance Lot in Bethel, ME. Prior to transporting, the Contractor shall coordinate delivery with the Department.

Construction Requirements:

The protective shield shall be designed for safely supporting all construction and dead loads, but not less than 100 pounds per square foot. Protective shield shall be stiff enough to limit deflection to 1/2 inch under maximum loads and to be tightly sealed at all joints. The protective shield shall be placed on the tops of the bottom flanges of the steel girders, with edges and laps made tight to protect the motorists and trains from dust, debris and falling objects. The protective shield shall be designed by a Licensed Professional Engineer of the State of Maine. Prior to the start of work, the Contractor shall submit to the Resident a set of plans indicating the proposed method to protect traffic below, sizes and dimension of material used and indicating connections and fasteners used.

The Protective shield shall be designed to safely support all anticipated loads from small pieces of concrete falling from the existing deck during saw cutting or initial handling operations while the existing deck is being removed, and to protect against small tools falling onto traffic below.

Replacement of Structural Steel:

The Contractor may temporarily remove portions of shielding interfering with the removal and replacement of structural steel. In areas where shielding is removed, any

work over the roadway below is prohibited except during roadway closures allowed in Section 652 of the Special Provisions.

Protective Shield Erection and Removal

No portion of the protective shield installed over a roadway shall project below a plane connecting the bottoms of the bottom flanges of the steel stringers. During demolition operations, the protective shield shall be covered with sheet plastic made tight at edges and laps to prevent water used in the saw cutting operation from falling onto the facilities under the bridge.

The protective shield on existing and new structures shall extend horizontally three feet beyond the fascia lines and vertically to a point one foot minimum above the top of new concrete barrier. Shielding in span 2 shall extend a minimum of 1 feet beyond the face of the guardrail on Railroad Street. Shielding in span 3 over the railroad tracks shall extend a minimum of 15 feet beyond the centerline of the track. There shall be no gap in the shielding between the two railroad tracks.

Shielding shall be approved and installed prior to the start of any demolition work and shall remain in position during all demolition work. Shielding shall also be approved and installed prior to the start of any deck forming and shall remain in position during all deck work. The shielding shall be relocated or removed only as directed by the Resident.

Method of Measurement:

The protective shield shall be measured for payment as one lump sum unit, complete in place and accepted.

Basis of Payment:

Payment shall include design, labor, and equipment, furnishing all material necessary to complete the work and as directed by the Resident as well as removal following construction. Payment shall also include delivery of Department-retained shielding to Bethel Highway Maintenance Lot. No separate payment shall be made for any removal and re-installation of protective shielding required for structural steel replacement but shall be considered incidental to this item.

Pay Item

524.40 Protective Shield

Pay Unit

Lump Sum