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GOVERNOR

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

David Bernhardt
COMMISSIONER

September 4, 2015
Subject: Bridge Replacement
State WIN: 019311.00
Location: **Bangor**
Amendment No. 2

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book (page 56 and 57) **REMOVE** "SPECIAL PROVISION, SECTION 107 TIME (Incentive/Disincentive Supplemental Liquidated Damaged for Limitations of Operations) and **REPLACE** with the attached new SPECIAL PROVISION, SECTION 107 TIME (Incentive/Disincentive Supplemental Liquidated Damaged for Limitations of Operations) General Scope of Work (Environmental Requirements) dated September 4, 2015.

The following questions have been received:

Question: In reference to Specification Section 107 – TIME (Contract Time), when can work on the project begin in 2015?

Response: Work can begin immediately on Webster Avenue once the project is awarded. Webster Avenue can be closed to all traffic once the Contractor mobilizes on site in the fall of 2015.

Question: In reference to Specification Section 107 – TIME (Limitations of Operations), are there any restrictions on temporary one lane or two lane travelway closures on I-395 at the bridge prior to the Complete Closure Period? Are there any restrictions on temporary one lane or two lane travelway closures after the Complete Closure Period?

Response: Work can begin immediately on Webster Avenue once the project is awarded. Webster Avenue can be closed to all traffic once the Contractor mobilizes on site in the fall of 2015.

Question: In reference to as built plans, is the existing bridge deck the original deck or has it been replaced? If it has been replaced, does the department have as-built plans for the deck replacement?

Response: The concrete deck on the existing bridge is the original concrete deck



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Question: Given that Labor Day Holiday is a couple of days prior to bid opening, would it be possible to extend the bid date by 1 week?

Response: No

Question: According to the construction phasing plan (sheet 24), backfill operation shall not exceed elevation 117.5 and 120.5 between stations 12+25 –13+00 and 13+00–13+75 respectively prior to demolition of the existing 395 bridge. Would it be acceptable to backfill to elevations prior to the demolition of the existing bridge with the following conditions: Approval by the design build structure engineer, sufficient protection is provided to the existing bridge by the contractor to avoid disturbance and/or damage; the required density is achieved for the fill.

Response: No. Stage I fill placement shall not exceed the maximum elevations defined on Sheet 24 Conceptual Staged Construction Details. The fill limitations are controlled by the capacity of the existing bridge pier piles. The piles were designed to support the existing bridge and I-395 traffic. They have limited reserve capacity for additional loading from new foundation, structure and fill placed adjacent to the pier while the bridge is still in service.

Question: Will flowable fill be allowed as a substitute for granular borrow and common borrow over and around the arch bridge (approximately 2 feet over the new arch and 6 feet in depth)? A section showing flowable fill is enclosed.

Response: Flowable fill is an acceptable substitute for borrow materials around the detail build bridge structure and up to 2 feet above the new structure with the following limitations:

- 1) The flowable fill shall not be permitted in areas where it conflicts with guardrail, I-395 drainage and I-395 roadway base.
- 2) The top surface of the flowable fill shall be sloped at a minimum of ¼" per foot to allow free drainage of subsurface water.
- 3) The density of the flowable fill shall not exceed 120 pcf.
- 4) Any backfill including flowable fill cannot exceed the elevations defined on the Conceptual Stage Construction Plan (Sheet 24) prior to the closure of I-395.
- 5) Approval of the Engineer of Record for the Detail Build Bridge Structure.
- 6) The flowable fill shall have sufficiently low strength to allow for future excavation.
- 7) The Contractor shall submit the flowable fill mix design to the MaineDOT for review and acceptance prior to the start of work.

Question: If the contractor, together with the resident engineer, selects the most favorable weekend in May for the I-395 closure and it rains the 3rd day after demolition and backfill are complete, will the liquidated damages of \$7500.00 per hr. be waived?

Example:	Day 1	demolition
	Day 2	backfill
	Day 3	rain or weather not suitable for paving
	Day 4	rain or weather not suitable for paving

Response: Please refer to the new SPECIAL PROVISION, SECTION 107 TIME (Incentive/Disincentive Supplemental Liquidated Damaged for Limitations of Operations)dated September 4, 2015.

Question: In reference to the two different types of gravel (18" Type and 9" type B) for the new I-395 roadway construction, and given that time is of the essence on this project, can the detail be changes so only one type/gradation of gravel is required?

Response: Item 304.15 Aggregate Base Course – Type B may be used for the entire 27 inch base layer below the required pavement on I-395.

Question: In reference to Specification 107 – TIME (Limitations of Operations); the designated Complete Closure Period weekends in May, and the Incentive/Disincentive Clause; how would the department address the situation if pavement has to be place under wet or colder temperatures than allowed, to meet the 83 hour opening deadline? Would removal and replacement be allowed using temporary lane closures after the Complete Closure Period? Would the \$7,500 per hour disincentive be charged for any hours when temporary lane closures were used to remove and replace pavement? The month of May is very challenging to pave in due to frequent cold and wet weather, especially at night, and the weather is difficult to predict a week in advance.

Response: Paving operations shall be done in accordance with the standard specifications and special provisions. Any paving operations shall only take place during the complete closure period. Paving using temporary lanes closures outside of the complete closure period is not allowed.

The Department would allow the placement of mainline surface pavement down to a 45.0 degree Fahrenheit air temperature if an approved warm mix additive is used in the mixture. The use of water foaming technologies will not be allowed.

Question: Will structural plate be allowed for bridge detail build item 531.51?

Response: No

Consider this change and information prior to submitting your bid on **September 9, 2015.**

Sincerely,



George M. A. Macdougall P.E.
Contracts & Specifications Engineer

SPECIAL PROVISION
SECTION 107
TIME

(Incentive/Disincentive Supplemental Liquidated Damages for Limitations of Operations)

Append Section 107.8 with the following:

107.8.1 Supplemental Definitions

Complete Closure Period. The Complete Closure Period begins when any of the I-395 lanes are not open to traffic except for the lane closure allowed below. The Complete Closure Period will be considered to be complete when all six I-395 Eastbound and Westbound lanes are open to traffic on permanent wearing surface pavement with completed guardrail and permanent pavement striping. The allotted closure time includes set up and removal of traffic control devices in the roadway except as noted. The interstate road surface shall be cleaned before resuming I-395 traffic. Once the Complete Closure Period begins, it shall continue continuously until it is complete. The Resident shall be the sole authority in determining when the Complete Closure Period is complete.

107.8.2 Limitations of Operations

The Contractor shall conduct operations in such a manner that the complete closure of I-395 shall be allowed without penalty for one continuous 83-hour period. The Complete Closure Period shall only occur during one of the following three time periods:

1. Friday May 6, 2016 (8 PM) to Tuesday May 10, 2016 (7 AM)
2. Friday May 13, 2016 (8 PM) to Tuesday May 17, 2016 (7 AM)
3. Friday May 20, 2016 (8 PM) to Tuesday May 24, 2016 (7 AM)

For the Contractor to use the closure from Friday May 6, 2016 (8 PM) to Tuesday May 10, 2016 (7 AM), the Resident needs to be notified in writing or in person by the Contractor by Tuesday May 3, 2015 at 10 am at the latest.

For the Contractor to use the closure from Friday May 13, 2016 (8 PM) to Tuesday May 17, 2016 (7 AM), the Resident needs to be notified in writing or in person by the Contractor by Tuesday May 10, 2016 at 10 am at the latest.

Lane Closures prior to the complete closure period

Lane closures on I395 to install or modify traffic signs including overhead signs shall not start before 6 pm on Friday May 6, 12 or 20th.

Lane closures on I95 South of Exit 182 to install or modify traffic signs including overhead signs shall not start before 6 pm on Friday May 6, 12 or 20th.

Lane closures on I95 North of Exit 182 to install or modify traffic signs including overhead signs shall not start before 7 pm on Friday May 6, 12 or 20th.

Lane Closures after the complete closure period

If the complete closure period ends by 7 am on Tuesday May 10, 17 or 24th, lane closures on I395 and I 95 to remove temporary traffic signs or restore existing signs to their original configuration including overhead signs shall take place between 9 am and 3 pm on Tuesday May 10, 17 or 24th.

If the complete closure period does not end by 1 pm on Tuesday May 10, 17 or 24th, lane closures on I395 and I 95 to remove temporary traffic signs or restore existing signs to their original configuration including overhead signs shall take place between 7 pm (Tuesday May 10, 17 or 24th) and 5 am (Wednesday May 11, 18 or 25th).

If the complete closure period does not end by 4 am on Wednesday May 11, 18 or 25th, lane closures on I395 and I 95 to remove temporary traffic signs or restore existing signs to their original configuration including overhead signs shall take place between 9 am and 3 pm on Wednesday May 11, 18 or 25th.

No lane closures on I95 or I395 are allowed except those directly associated with the I395 closure are allowed.

Shoulder Closures

Shoulder closures on I 95 and I 395 to install, maintain or remove traffic signs can be done up to 6 weeks in advance of the I 395 closure. All shoulder closure shall be done in accordance with requirements stated in the Special Provision Section 652 – Maintenance of Traffic.

107.8.3 Incentive/Disincentive for Early or Late Completion

Early Completion Incentives. The Contractor will be paid a \$7,500 incentive for each complete hour that the Complete Closure Period is completed early.

Maximum Total Contract Incentives. The maximum monetary incentive is capped at \$100,000.00 for this contract.

Late Completion Disincentives. The Contractor will be assessed a \$7,500 disincentive for each hour or portion of a hour that the Complete Closure Period is completed after the allowed eighty three (83) consecutive hour duration. These disincentives will be deducted from any monies due or to become due to the Contractor.

Bangor
WIN 19311.00
I-395 Bridge over Webster Ave
September 4, 2015

Weather-Related Grace Period for Paving Operations

The Contractor will be allowed a maximum, cumulative, 4 hour grace period in the case where weather conditions cause complete cessation of paving operations. During this grace period, the Contractor shall not be assessed a late completion disincentive. No additional weather-related Uncontrollable Events will be considered under this Contract.