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GOVERNOR

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

David Bernhardt  
COMMISSIONER

March 2, 2012  
Subject: **York**  
Federal Project No: BR-1266(500)X  
State PIN: 012665.00  
**Amendment No. 2**

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book (page 33) "SPECIAL PROVISIONS, SECTION 104, Utilities" on page 3 of 3 under "Contractor" **ADD** the following in pen and ink after the second paragraph;  
**"If the Town of York installs this conduit, then Fairpoint Communications and Time Warner is allowed to inspect this conduit, as it is installed."**

In the Plans Sheet Number 2 of 50 (QUANTITIES AND NOTES) GENERAL CONSTRUCTION NOTES, **DELETE** note 5 in its entirety and **REPLACE** with the following in pen and ink;  
**"5. The existing bridge plans may be accessed at the MaineDOT web address under the project name at [www.maine.gov/mdot/contractors](http://www.maine.gov/mdot/contractors). The plans and reproductions of the original drawings as prepared for the construction of the bridge. It is very unlikely that the plans will show any construction field changes or any alterations which may have been made to the bridge during its life span."**

In the Plans Sheet Number 2 of 50 (QUANTITIES AND NOTES) GENERAL CONSTRUCTION NOTES, **DELETE** note 6 in its entirety and **REPLACE** with the following in pen and ink;  
**"6. The project geotechnical report may be accessed at the MaineDOT web address."**

The following questions have been received:

**Question:** Is it the States intent for the connection between the Fiberglass column and the Steel Pipe Pile to be done "in the dry"?

**Response:** Yes.

Additional Information: A possible general construction sequence considered in the planning and preparation of the contract documents for the pile bents is described below. The description below is not intended to be a complete description of the sequence or imply a preferred means and method for construction or a sequence of work. The actual



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construction sequence and the means and methods used to construct the project are the sole responsibility of the Contractor.

- Typical Pier Bent:
  - Extract existing timber piles.
  - Install pipe piles and H-piles. Leave pipe pile lengths long so that the top is above mean high water. (See Substructure Note 5 on sheet 2 of 50).
  - Prepare pipe pile as required and install pipe pile reinforcing. Place concrete to construction joint shown in the plans.
  - Install fiberglass encased concrete column and place concrete closure pour above the construction joint.
  - Cut-off pipe piles below water at the elevation specified.
  - Install fiberglass sleeves over H-piles to required embedment and fill with concrete.
  - Construct remaining pier bent elements.
- Abutment #2 Bent:
  - Design and Install temporary bracing system for timber crib abutment and wing walls.
  - Extract existing timber bent piles.
  - Install pipe piles and fiberglass encased columns in similar fashion to the pier bents.
  - Cut-off pipe piles to the elevation specified.
  - Construct remaining abutment bent elements.

**Question:** It appears that there is a limited amount of vendors for the ERF members and the glue laminated items. It is our request that the Department release a list of vendors to contact for these items.

**Response:** The Department does not maintain a list of vendors for the ERF members.

**Question:** Note # 1 of the Substructure Notes on sheet 2 of 50 states "Substructure connection hardware including plates, bolts, nuts, and washers shall be Stainless Steel Type 316 unless noted otherwise". Does this mean all the plates shown on sheets 27 and 28 of 50 must be type 316 Stainless Steel?

**Response:** Steel Plate 'Wa' is a galvanized plate as called out in the partial elevation on sheet 27 of 50. All other Steel Plates shown on sheets 27 and 28 of 50 shall be Stainless Steel Type 316.

**Question:** Note 3 on sheet 36 of 50 states that the Structural Steel is to be galvanized and coated. Does this mean color-galvanized or galvanized and powder coated?

**Response:** The Structural Steel shall be hot dipped galvanized and coated according to Supplemental Specification Section 506.10 through 506.19. The top coating shall be from the NEPCOAT QPL – list A, B, or C as specified in Supplemental Specification Section 506.13 to the color requirements stated in Note 3 on Sheet 36 of 50. This does not mean “color-galvanized” or “galvanized and powder coated”.

**Question:** Item 501.701 Steel Pipe Piles in Place: Is the pay quantity to 2’ feet above high water or is it to cutoff?

**Response:** The pay quantity for item 501.701 is based on the actual number of linear feet of pile in the complete and accepted work in accordance with specification 501.11.c.

**Question:** Item 501.91 – Is this for splicing the pipe pile, or the H-pile?

**Response:** Item 501.91 is for splicing both the steel pipe piles and the H-piles.

**Question:** Is the reinforcing bar epoxy coated?

**Response:** No, the reinforcing steel is not epoxy coated.

**Question:** How is the latex concrete and the fiberglass shell paid for around the HP 8X36?

**Response:** The latex concrete and the fiberglass around the HP 8 x36 is included in item 509.90 Fiberglass Composite, Concrete Filled.

**Question:** Latex concrete is called for under “Materials” on p. 1 and in section C-C on p. 28. What are the specifications for “Class Latex” ?

**Response:** The specification for this concrete is similar to Class A under section 502 except the coarse aggregate shall conform to Class Latex requirements provided in specification subsection 703.02.

**Question:** Does the upstream concrete encasing the H-pile shown on sht. 28 have to be placed in the dry?

**Response:** Pier Bents 4 thru 13 include battered H-piles on both the upstream and downstream ends of each bent with a fiberglass column encasement filled with concrete. At pier bents 1 thru 3, battered piles are similar to plumb piles except the pipe pile

foundation has a lower cut-off elevation. The concrete encasing the H-piles at pier bents 4 thru 13, do not have to be placed in the dry. The channel bed material inside the battered fiberglass shell does not need to be removed prior to concrete placement at pier bents 4 thru 13.

**Question:** Does the mud inside the fiberglass shell need to be removed prior to concrete placement?

**Response:** Please see the above response

**Question:** Can the fiberglass shells (509.90 & 509.901) be constructed with a longitudinal seam, or do they need to be constructed as a one piece extrusion?

**Response:** No seams are permitted except for the battered piles at bents 4 thru 13. At these bents, a butt-joint located at least 2 feet below mean low water is acceptable.

**Question:** Per Note #5 under “General Construction Notes” on sheet 2 of 50, we request a copy of the existing bridge plans.

**Response:** The existing plans are available under the project pin at [www.maine.gov/mdot/contractors](http://www.maine.gov/mdot/contractors)

**Question:** Can the FRP 12 X 12 members have a painted appearance to simulate the grain texture of wood?

**Response:** A multi-colored pigmentation can be used to simulate the grain pattern of weathered timber. A non-smooth surface is required.

**Question:** Can the FRP 12 X 12 members have a glass content of 50-60%?

**Response:** The glass content can be increased if documentation is provided that indicates equivalent durability of the FRP member in the complete and accepted work.

**Question:** Can Type A glass be used in addition to Type E glass?

**Response:** Type A glass may be added if documentation is provided that indicates equivalent durability of the FRP member in the complete and accepted work.

**Question:** On plan sheet 2, Substructure Notes, note # 5, it references the quantity of pipe pile includes additional length. Does this note include both delivered and in-place lengths? Will payment for both delivered and in-place lengths include the extra lengths?

**Response:** This note includes estimated quantities for both delivered and in-place lengths. Measurement and payment is in accordance with specification subsections 501.11 and 501.12 respectively.

**Question:** What is Drift Bolts? We have used Drift Pins and Lag bolts, but never a Drift Bolt.

**Response:** Drift bolt is similar to a drift pin. The stainless steel drift bolt for this project may be threaded or smooth.

**Question:** What species of wood is specified or suggested for the structural timber? We can find no species with a value of 165 psi for Fvo. SYP No. 1 meets all the other requirements but has a value of 110psi for Fvo.

**Response:** The design values provided on the plans for structural timber are based on Southern Pine No. 1 which has a value of 165 psi for Fvo per AASHTO LRFD Bridge Design Specifications Table 8.4.1.1.4-1. The 1991 NDS manual has a value of 110 psi for Fvo. This was increased to 165 psi in the 2005 NDS manual.

Consider these changes and information prior to submitting your bid on March 14, 2012.

Sincerely,



George Macdougall  
Acting Contracts & Specifications Engineer