



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

Paul R. LePage  
GOVERNOR

David Bernhardt  
COMMISSIONER

December 13, 2012  
Subject: **Bangor - Brewer**  
Federal Project No: BH-1832(000)X  
State WIN: 018320.00  
**Amendment No. 2**

Dear Sir/Ms.:

The following questions have been received:

**Question:** In regards to the Joshua Chamberlain bridge painting project, the containment is classified as Class 1A Containment. This class would consist of rigid platforms over water. Do you want the rigid platforms over the parking lot and railroad as well? Or, would a bridge to grade containment over the parking lot be permitted? Please advise.

**Response:** SSPC Class 1A containment classification has two options for containment materials and support structure. The two options are rigid and flexible. The use of rigid containment materials and support structures is not mandatory. Flexible containment material and support structures can be used for spans 1 to 11 over the parking lot, streets and railroad. Practically speaking any containment needs to be suspended from the bridge for spans 1 to 11. Any containment supports and/or falsework supported from the ground is not specifically prohibited, however, any containment supported from the ground needs to meet the following requirements:

SPECIAL PROVISION, SECTION 105 GENERAL SCOPE OF WORK  
(Limitations of Operations) Dated November 20, 2012 page 60 to page 63

Page 61 item 9 "The Contractor shall maintain access to the back side of the U Haul business (station 25+10 right to station 25+80 right) at all times especially when working on spans 2, 3 or 4. A path that will accommodate a single unit (SU) truck making a 90 degree turn needs to be provided at all times from span 5, 6 or 7 and from the alley at station 26+28 right to station 25+53 right. This path shall have a minimum vertical clearance of 10'-0"."

Note: The U Haul business is located immediately next to the bridge with access needed underneath the bridge. Any containment supports cannot block access to the U Haul business.

SPECIAL PROVISION SECTION 105 GENERAL SCOPE OF WORK  
(Limitations of Operations) Dated November 20, 2012

Page 62 item 15



PRINTED ON RECYCLED PAPER

“Underneath spans 5, 6, 7, 8,9,10 and 11 the road and parking spaces can be closed to all vehicles from Sunday 6 am to Thursday at 11am to allow the contractor to install staging and containment. Between Thursday at 11:01 am and Sunday at 5:59 am, the streets and parking underneath the bridge shall be open to vehicular traffic.”


Note: The Contractor can only block the area below spans 5, 6, 7, 8,9,10 and 11 from Sunday 6 am to Thursday at 11 am with a total time of 101 hours. In the 101 hours the containment supports and/or falsework supported from the ground will need to be installed and then completely removed.

**Question:** Plan Sheets 15 & 16 of the project plans show a traffic detour scheme involving temporary concrete barriers and minor road work. However, based on our study of the plans and site, it seems that the location of the detour is misrepresented on the plans. The elevation difference between the bridge and Independence Street make the construction of the detour as shown on sheets 15 & 16 is costly and impractical.

**Response:** There is a one way one lane street directly underneath the bridge from span 7 to span 2. This street underneath the bridge provides access to businesses located under the bridge on the south side of the street (station 25+00 right to station 28+00 right). The detour shown on sheet 15 and 16 takes traffic using the street under the bridge and allows this traffic to exit on to Independence Street. The detour shown on sheet 15 and 16 does not go from the bridge deck down to Independence Street.

Consider this information prior to submitting your bid on December 19, 2012.

Sincerely,

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