



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

October 22, 2021
Subject: New Connector Construction
State WIN: 018915.00
Location: **Brewer, Holden & Eddington
Amendment No. 2**

Dear Sir/Ms.:

For your information and review:

An itemized list for the estimated quantities for Lump Sum Items has been uploaded to the MaineDOT website.

Please make the following changes to the Bid Documents:
In the Bid Book:

REMOVE pages 110 to 112, SPECIAL PROVISION - SECTION 108 – PAYMENT - (Steel Cost Adjustment), 3 pages, dated August 11, 2021 and **REPLACE** with the attached, revised SPECIAL PROVISION - SECTION 108 – PAYMENT - (Steel Cost Adjustment), 2 pages dated October 18, 2021.

The following questions have been received:

Question: It appears that the weights you have shown for the bridge rails in Special Provision Section 107 is incorrect. You show a total weight of 48,075 lbs. The actual total weight for pay item 507.0821 is 75,583 lbs. and the total weight for pay item 507.0822 is an additional 25,679 lbs.
Will you please make this adjustment?

Response: Please see the attached, revised SPECIAL PROVISION - SECTION 108 – PAYMENT - (Steel Cost Adjustment). The total weight for pay item 507.0821 Steel Bridge Railing, 3 Bar is 75,583 lbs. The total weight for pay item 507.0822 Steel Approach Railing, 3 Bar is 25,679 lbs.

Question: Please provide the working drawings for the state supplied box culverts showing dimensions and applicable weights per section.

Response: The working drawings for prebuy contract 018915.50 have been posted to the MaineDOT website and Bid Express. WIN 18915.50 includes the following structures:

1. Snow Scooter Bridge
2. Critter Crossing #1
3. Snow Sled Bridge
4. White Tail Crossing Bridge

The final working drawings for the other prebuy culverts are not available yet. Please contact the fabricators using the information in Special Provision 534 (Precast Concrete Box Culvert - State Supplied) for preliminary information about weights or dimensions.

Question: Please look at the days allowed in Special Provision Section 107– 140 calendar days allowed to metallize approximately 36,000 sq. ft. NEED 64 CALENDAR DAYS ALLOWED. Please allow at least 1 calendar day per 571 +/- sq. ft. to metallize for this job.

Response: Special Provision - Section 107 – Time - (Supplemental Liquidated Damages for Fabrication Time) dated August 11, 2021 provides for a total of 140 days to apply thermal spray coating to 5 bridges. MaineDOT does not plan to reduce the times listed in the specification.

Question: Will the contractor be allowed to use the preload fill areas as haul routes during the settlement wait period?

Response: Yes. It is anticipated that the Contractor will use the corridor as a temporary haul route. Any temporary ramps from preload areas to FGA (light weight fill) areas, or ramps from preload/FGA to normal fill areas, will need to be outlined in a submittal and approved by the Resident prior to constructing. Refer to Sheet SE38, Note 9 for additional information. Geotechnical instrumentation will be present in the corridor and shall be protected from all damage while using the area as a haul route and throughout construction.

Question: Will the contractor be allowed to travel over the FGA light weight fill during construction?

Response: Travel of construction equipment on the FGA shall be limited to the extent possible; however, some travel will be required during construction of full height FGA areas as embankment fill and FGA are being placed concurrently. The Contractor should select means, methods, and sequencing to minimize construction traffic and loads on the FGA. Note that if rutting, damage, or disturbance of the FGA occurs due to construction equipment traffic, the FGA shall be excavated and replaced to the satisfaction of the Resident at no additional cost to the Department. Refer to Sheet SE38, Note 16.

Question: Will the contractor be allowed to travel over the FGA light weight fill after it is placed to final grade?

Response: Once the FGA has been placed to final grade, construction equipment other than for placement and compaction of FGA shall not operate on the exposed FGA surface until the geotextile fabric and aggregate subbase material (i.e., cover material) has been placed. Refer to Special Provision Section 203 (Ultra-Lightweight Foam Glass Aggregate), Section 203.04, ULFGA Product Delivery, Storage and Handling, Note 2. Geotechnical instrumentation will be present in FGA areas and shall be protected from all damage throughout construction.

Consider these changes and information prior to submitting your bid on **November 10, 2021**.

Sincerely,

Kevin Hanlon For

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

SPECIAL PROVISION
SECTION 108
PAYMENT
(Steel Cost Adjustment)

This Special Provision was developed to minimize risk to the Contractor and steel fabricator(s) associated with current volatile fluctuations in the cost of steel materials.

Description Steel cost adjustments will be made to provide additional compensation to the Contractor, or a credit to the Department, for fluctuations in steel prices. All prices and costs are in U.S. Dollars (USD).

Types of Steel Products An adjustment will be made for fluctuations in the cost of plate and rolled-shape steel used in the fabrication of steel for Contract pay items covered under the following sections of the Standard Specification:

- Section 504, Structural Steel
- Section 507, Railings

The adjustments shall apply to the above items when they are part of the original Contract or Extra Work added by Contract Modification and paid for by agreed unit prices. The adjustments shall not apply when the item is Extra Work added by Contract Modification and paid for at a lump sum price or by Force Account.

Documentation Sufficient documentation shall be furnished to the Department to verify the following:

1. The dates on which steel was shipped from the mill to the fabricator, and quantity of steel, in pounds, shipped on those dates.
2. The quantity of steel, in pounds, incorporated into the various pay items covered by this Special Provision. The Department reserves the right to verify submitted quantities.

Method of Adjustment Steel cost adjustments shall be computed as follows:

$$SCA = Q \times D$$

Where: **SCA** = steel cost adjustment, in USD
 Q = quantity of steel incorporated into the work, in pounds
 D = price factor, in USD per pound

$$D = MP_B - MP_A$$

Where: **MP_B** = The Platts Steel Spot Market Prices for Plate, as published by the Engineering News- Record, for the month the steel is shipped from the mill. The price will be converted from USD per ton to USD per pound.

MP_A = The Platts Steel Spot Market Prices for Plate, as published by the Engineering News- Record for the month prior to the bid opening, for work paid for at the Contract price; or for the month the Contract Modification is signed by the Contractor for Extra Work that is paid for by agreed unit prices. The price will be converted from USD per ton to USD per pound.

The total weight of the steel that will be used to calculate the steel cost adjustment for the respective Pay Items is shown in the following table:

Standard Specification Section	Total Weight of Steel (lbs.)
504, Structural Steel (Eastern Avenue Br.)	85,190
504, Structural Steel (Eaton Brook Br.)	172,300
504, Structural Steel (Lambert Road Br.)	172,300
504, Structural Steel (Clewleyville Road Br.)	187,000
504, Structural Steel (Levenseller Road Br.)	90,950
507, Railings (All Bridges)	75,583
507, Steel Approach railing (All Bridges)	25,679

No steel cost adjustment will be made for any products manufactured from steel having a mill shipping date prior to the Contract Bid date.

If the Contractor fails to provide the required documentation, the method of adjustment will be calculated as described above; however, the **MP_B** will be based on the date the steel arrives at the jobsite. In this case, an adjustment will only be made when there is a decrease in steel costs.

Basis of Payment Steel cost adjustments may be positive or negative but will only be made when there is a difference between the **MP_A** and **MP_B** in excess of five percent, as calculated by:

$$\text{Percent Difference} = \{(\text{MP}_B - \text{MP}_A) / \text{MP}_A\} \times 100$$

Steel cost adjustments will be calculated by the Department and will be paid or deducted when all other Contract requirements for the applicable items of work are satisfied. Adjustments will only be made for fluctuations in the cost of the steel as described herein. No adjustments will be made for changes in the cost of manufacturing, fabrication, shipping, storage, etc.

The steel cost adjustments shall not apply during any time after the Contract Completion Date when the Contractor is being assessed Liquidated Damages.

Cost adjustments, if any, shall be made by Contract Modification in accordance with this Special Provision