



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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

January 12, 2018
Subject: Hunter Cove Bridge
Replacement
State WIN: 018955.00
Location: **Rangeley**
Amendment No. 2

Dear Sir/Ms.:

The following questions have been received:

Question: General note No. 9 Says: Construct a rip rap shelf at each abutment. But the shelves shown on sheet No. 4, Profile plan and sheet No. 18, Abutment section show the shelves as Granular Borrow. Which material is intended to be used for this project?

Response: Please refer to Standard Details 610(02) and 610(03). The applicable detail shown on 610(03) is labeled "Riprap Slope at Integral Abutment". The 2 foot – 6 inch shelf immediately adjacent to the concrete abutment front face shall be constructed of Granular Borrow. This is also how it is shown in the typical section on Sheet 18 of the Plans.

Question: Sheet No. 4 Profile Plan, Shows 4 foot thick layer of Heavy Rip rap at Abutments No.1 & No. 2. It does not indicate Geotextile and Bedding Material. But sheet No. 18, Abutment Section, indicates Geotextile and Bedding Material.

- A.) Which Drawing is correct?
- B.) If bedding material is used what types of material will be required?
- C.) If Geotextile is used which Product will be required?

Response: Neither drawing is incorrect, but Sheet 18 shows more detail. Typically, on something like the General Plan and Profile, if a detail is covered by the Standard Details (which is part of the Contract), then the Department may omit labels and line-work to provide a cleaner set of Plans.

- A.) Please refer to Standard Details 610(02) and 610(03). The applicable detail shown on 610(03) is labeled "Riprap Slope at Integral Abutment".
- B.) Please refer to Standard Details 610(02) and 610(03). The applicable detail shown on 610(03) is labeled "Riprap Slope at Integral Abutment".

Question: Sheet No. 3 General Plan, Shows rip rap slopes directly under the Bridge 30 feet +/- wide shaded differently than the rest of the rip rap.

- A.) Does this indicate a difference in the rip rap?
- B.) If it does what is the difference?



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Response:

A.) No.

B.) The different shading is merely a stylistic detailing method of portraying the fact that when looking down in the plan view, the riprap under the bridge is hidden by the bridge deck. Heavy riprap is required under the bridge just like everywhere else on the Project.

Question: The typical Approach Section on sheet No. 9 and also on all the cross sections shows a Heavy Rip rap layer on the slopes. With No Depth indicated. Also, no Geotextile and Bedding Material indicated.

A.) What is the depth of heavy rip rap to be?

B.) If Geotextile & Bedding Material is to be required which Products will be used?

Response: This is similar to the response to the second question above. Please refer to Standard Detail 610(02) which supplements the information contained on the Plans.

Question: General Note No. 6. Appears to indicate that a layer of subbase Gravel 6 inches or less thick will not be paid for under Item No. 304.10. Equipment Rental Items Do not include the cost of materials, as per MaineDOT specs. Section 631.

A.) Will this General Note No. 6 Be change to reflect this?

B.) Will all subbase Gravel Placed on the Project be paid for?

Response: New subbase material provided, regardless of thickness, will be paid for under 304.10.

Question: In reference to heavy rip rap: Will screened oversize rock from a gravel pit, of proper size and weight, be allowed to be used as material for this item?

Response: Heavy riprap material shall meet the requirements of the Standard Specifications. Material requirements are stated in Division 700.

Question: Will the Department accept a field bolted splice in the girders per an approved design by a P.E. licensed in Maine?

Response: No, the Department will not accept a bolted field splice on the girders due to the additional internal resources required for review/inspection and concerns over equivalent longevity.

Consider these changes and information prior to submitting your bid on **January 17, 2018.**

Sincerely,



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