



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

January 15, 2021
Subject: International Bridge
Rehabilitation
State WIN: 021736.00
Location: **Madawaska &
Edmundston, Canada**
Amendment No. 1

Dear Sir/Ms.:

For your information and review:

Additional Plan pages have been uploaded to the MaineDOT web site, for informational purposes only, under the heading: "Madawaska – St. John River Bank Sections".

The following questions have been received:

Question: In lieu of the 5/16" countersunk screws required to connect the tube pickets to the angle iron at the bridge rails, will the MDOT accept 5/16" (18) 18-8 stainless steel flat head phillips countersunk screws with nuts and lock washers – IMPORTED? The galvanized screws specified are not available from my suppliers and MassDOT accepts the stainless steel screws mentioned above.

Response: Stainless steel screws are an acceptable replacement to galvanized screws. The Contractor is advised to consider Standard Specifications Appendix A, Section 3 – Other Federal Requirements, Subsection A, Buy America, when utilizing steel or iron products. The Contractor will be required to certify compliance with Buy America provisions. The Contractor must calculate the amount of foreign steel to ensure the minimal use threshold is not exceeded at any point in the project.

Question: Dwg 19 provides a section for the US riverbank. We request existing cross-sections or profiles of Canadian riverbank to assist with take-offs.

Response: Appended to these responses are draft cross sections of the river embankments depicting approximate limits of the proposed embankments, assuming access roads disrupt the river embankment at all identified plan locations. These draft cross sections are provided for information only for approximate quantity determination by the Contractor and may not reflect all necessary construction requirements and constraint features such as the bridge substructures, wetlands, geotextiles, loam and seed, etc.

Question: We also request any associated quantities of backfill materials and riprap from designer within temporary embankment and access roads for each side.

Response: The limits, locations, and geometric layout (e.g.: start and end locations, access road width, and access road grade) of the temporary embankments is the responsibility of the Contractor. As such, the requested information cannot be provided.

Question: Item 24 of the Department of Army General Permit indicates a no in-water work restriction from Oct 1st to July 14th. During the design phase, we understood in-water work windows would be reflective of ice flows only. Please clarify.

Response: The Department of the Army General Permit contains general requirements and thresholds for an activity to meet the General Permit. There are two types of authorization under the General Permit: Self-Verification (SV) and Pre-Construction Notification (PCN). Activities that will not meet the criteria listed for Self-Verification (SV) require submittal of a Pre-Construction Notification (PCN). Item 24 of the General Permit restricts in-water work for projects authorized under self-verification. MaineDOT submitted a Pre-Construction Notification (PCN) that proposed an alternate in-water work window. The Corps issued written verification (#NAE-2020-01777) that did not include a special condition on the timing of in-water work. The in-water work window is limited to Special Provision 105 General Scope of Work (Temporary Work Trestles) only.

Question: Section 12 of the Proposal Schedule of Items lists Edmundston Sewer Relocation as (Optional). Please clarify what is meant by Optional.

Response: The Bidder is requested to provide a lump sum price for the Edmundston Sewer Relocation work (Item 910.301 SPECIAL WORK RELCT OF MUN SVCS CAT A); however; the bid amount will not be part of the basis of award and the Department reserves the right to cancel this work after reviewing the bid prices.

Question: The Contract Bid Book indicates hourly wage rates, and overtime requirements for State of Maine. Please confirm that Provincial conditions apply for forces working in New Brunswick.

Response: Work done at any location on the project needs to adhere to U.S. Department of Labor regulations as the funding involves U.S. Federal Highway Administration funds. Work done in New Brunswick must adhere to Regulation 2007-34 of *The Employment Standards Act for the Province of New Brunswick* as well.

Question: Are the rock core samples taken during the geotechnical exploration program still available? If so can they be viewed? We are requesting to see the rock cores at borings BB-MSJR-205, BB-MSJR-206, BB-MSJR-208.

Response: Rock core samples for borings BB-MSJR-205, BB-MSJR-206, BB-MSJR-208 will be made available for viewing by Thursday, January 21st. Cores will be available for viewing at the MaineDOT Carmel lot located at 991 Fuller Road, Carmel, Maine. If additional cores wish to be viewed, the Department will need to know by Tuesday, January 19th in order to coordinate moving any additional cores to the Carmel lot. Contractors wishing to view the cores will need to schedule an appointment with Michael Thompson for access to the building:

Michael Thompson
Region 4 Bridge Transportation Operations Manager
(207) 712-6604
Michael.Thompson@maine.gov

Question: Note 7 on sheet 82 directs us to see the Diaphragm or Crossframe to Girder Connection Plates chart for required plate thicknesses. Where are the required connection plate widths indicated on the plans?

Response: Connection plate widths vary by cross frame/diaphragm type and possibly by location. The fabricator is responsible for determining required connection plate widths based upon cross frame and diaphragm connection details provided on the Plans.

Question: Pertaining to pay item number 521.23 (Finger joints at abutments 1 & 2). Please confirm that the finger plates are to be 1" thick A36 material and do not need to be made with diamond plate.

Response: The finger plates within the roadway do not require non-skid (diamond) surfacing; however, sidewalk cover plates do require a non-skid surface. All plate thicknesses and material requirements shall be in accordance with the Plans, Standard Specifications, and Standard Details.

Question: 26" HDPE is a non-standard O.D. and we are unable to find it in a DR26 pipe wall thickness. Would the Department consider a substitute?

Response: Acceptable alternative to carrier pipe materials shown on the Plans: PVC 600 mm Ø C900 DR18 complete with mechanical joint restraints at each joint (Megalug series 2000 or approved equal). The Contractor is responsible for all changes to installation, equipment, shoring and excavation limits that may be required to suit the alternative material.

Question: Bid Book indicates a CN flagging rate for the project, and also explains on pg.90 that all costs, other than flagging, shall be responsibility of the Contractor. Please confirm that CN flagging costs will be borne by owner.

Response: Railroad flagging costs in Madawaska, Maine and Edmundston, New Brunswick, will be borne by the Maine Department of Transportation and the New Brunswick Department of Transportation and Infrastructure.

Consider these changes and information prior to submitting your bid on **February 3, 2021**.

Sincerely,



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