



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

December 29, 2021
Subject: Hall Bridge Replacement
State WIN: 021876.00
Location: **Buckfield**
Amendment No. 2

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

CHANGE on page 9, NOTICE TO CONTRACTORS, the bid opening date from “January 5, 2022”, to read “**January 12, 2022**”. Make this change in pen and ink.

REMOVE pages 36 - 38, SPECIAL PROVISION – SECTION 104 – Utilities, 3 pages, dated October 20, 2021, and **REPLACE** with the attached, revised SPECIAL PROVISION – SECTION 104 – Utilities, 4 pages, dated December 23, 2021.

The following question has been received:

Question: SP104 indicates the temporary utility adjustments are anticipated, which we concur. It also indicates that the work must be done by CMP and the costs paid by the contractor. There is no way for us to get an estimate for the cost for this work, CMP will not provide an estimate. It is unreasonable to expect the contractor to guess how much these costs will be. Can this SP be changed to either include a set allowance that all contractors need to carry (so that everyone isn't guessing a different number) or paid for by the department?

Response: The Special Provision Section 104 – Utilities has been updated to the current template. The Contractor is not responsible for the cost of the temporary adjustments detailed in the Special Provision. If the Contractor's methods of construction require additional utility work beyond what is specified, the Contractor will be responsible for the cost of that additional work.

Consider these changes and information prior to submitting your bid on **January 12, 2022**.

Sincerely,

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

SPECIAL PROVISIONS
SECTION 104
Utilities

UTILITY COORDINATION

The Contractor has primary responsibility for coordinating their work with utilities and/or railroad after contract award. The Contractor shall communicate directly with the utilities and/or railroad regarding any utility work necessary to maintain the Contractor's schedule and prevent project construction delays. The Contractor shall notify the Resident of any issues.

THE CONTRACTOR SHALL PLAN AND CONDUCT WORK ACCORDINGLY.

MEETING

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications **IS REQUIRED.**

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility and/or railroad work to be undertaken in conjunction with this project. The following list identifies all known utilities or railroads having facilities presently located within the limits of this project or intending to install facilities during project construction.

Utilities and/or railroads have been notified and will be furnished a project specification.

Overview & Utility/Railroad Contact Information:

Utility/Railroad	Aerial	Underground	Railroad	Contact Name	Contact Number
Central Maine Power Company	X			Daniel Dionne	429-4505
Charter Communications	X			Paul Ouellette	738-9902
Firstlight	X			Brent Hadley	333-6900

Temporary utility/railroad adjustments **ARE** anticipated. If any unexpected utility relocations become necessary, they shall be scheduled in accordance with Section 104 of the Standard Specifications and shall be performed by the appropriate utility company in conjunction with the work by the Contractor. Should the Contractor choose to have any poles temporarily relocated, all work shall be done at the Contractor's request and expense, with no additional cost or schedule impacts to the Department.

All adjustments are to be made by the respective utility/railroad unless otherwise specified herein.

Fire hydrants shall not be disturbed until all necessary work has been accomplished to provide proper fire protection.

Unless otherwise specified, any underground utility/railroad facilities shown on the project plans represent approximate locations gathered from available information. The Department cannot certify the level of accuracy of this data. Underground facilities indicated on the topographic sheets (plan views) have been collected from historical records and/or on-site designations provided by the respective utility/railroad companies. Underground facilities indicated on the cross-sections have been carried over from the plan view data and may also include further approximations of the elevations (depths) based upon straight-line interpolation from the nearest manholes, gate valves, or test pits.

All clearing and tree removal in areas where utilities are involved must be completed before the utilities are able to relocate their facilities.

It is the responsibility of the Contractor with the Utility Pole owner, to layout all of the proposed pole locations in the field prior to the start of utility relocations. Should any adjustments be needed, the Utility will document adjustments and inform the Department prior to utility relocations.

The Contractor shall provide the utilities access to the new pole locations. Construction of any spot cuts or fills in excess of 2 feet must be completed prior to utility relocations. All cut/fill depths listed on the pole list are approximate and will need to be verified by the Contractor prior to poles being set. The Contractor shall prepare a plan for how access and the spot cuts and fills will be accomplished and what the schedule will be for performing the work. This plan will be discussed at the pre-construction utility meeting.

**** Specific information regarding the line voltage can be requested from Central Maine Power Company****

Utility/railroad working days are Monday through Friday. Times are estimated on the basis of a single crew for each utility/railroad. Any times and dates mentioned are **estimates only** and are dependent upon favorable weather, working conditions, and freedom from emergencies. The Contractor shall have no claim against the Department if they are exceeded.

AERIAL

Summary:

Utility	Pole Set	New Wires/Cables	Trans. Wires/Cables	Remove Poles	Estimated Working Days
Central Maine Power Company	3			2	5
Charter Communications					N/A
Firstlight					N/A
Total:					5

Utility Specific Issues:

Central Maine Power Company

The utility will be placing temporary push braces on poles at station 12+09,24'Lt and station 14 +65,29.6'Lt Also the utility will be removing the stub poles and aerial guy wires at station 12+09,25' Rt and station 14+69.29.4'Rt. Alley arms will be used from pole Joint 117 and joint 117 ½ to provide more working clearances in work zone. Up on completion of the project the alley arms will be removed, and push braces will be removed. New proposed stub poles and aerial guy wires will be installed at station 12+09,26'Rt and station 14+69,30'Rt.

Charter Communications

Charter Communications will remain in their existing location for the duration of the protect. Should any utility conflicts occur during the project the utility must be contacted as soon as possible. (see contact provided within this provision)

Firstlight

Firstlight Networks will remain in their existing location for the duration of the protect. Should any utility conflicts occur during the project the utility must be contacted as soon as possible. (see contact provided within this provision)

Pole List:

Existing Pole #	Existing Station	Left/Right		Existing Offset	Proposed Station	Left/Right		Proposed Offset	Comments
		LT	RT			LT	RT		
117 1/2	12+09	X		24'	12+09	X		24'	Temp Push Brace
117	14+65	X		29.6'	14+65	X		29.6'	Temp Push Brace
7.5S	12+09		X	25'					Remove
7.5S					12+09		X	26'	New Stub Pole
117S	14+69		X	29.4'					Remove
117S					14+69		X	29.4'	New Stub Pole

UNDERGROUND

None Reported

MAINTAINING UTILITY LOCATION MARKINGS

The Contractor will be responsible for maintaining the buried utility location markings following the initial locating by the appropriate utility or their designated representative.

UTILITY SIGNING

Any utility working within the construction limits of this project shall ensure that the traveling public is adequately protected at all times. All work areas shall be signed, lighted, and traffic flaggers employed as determined by field conditions. All traffic controls shall be in accordance with the latest edition of the Manual on Uniform Traffic Control Devices for Streets and Highways, as issued by the Federal Highway Administration.