



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

April 22, 2019
Subject: Bridge Rehabilitation
State WIN: 022812.00
Location: **Ashland**
Amendment No. 1

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

CHANGE on page 14, NOTICE TO CONTRACTORS, in the first paragraph, the sentence which begins "The lowest responsive bidder...", to read "The lowest responsive bidder must demonstrate successful completion of projects of similar size and scope to be considered for award of this contract." Make this change in pen and ink.

ADD the attached WIN 23486.00 & 22812.00 – Pre-Bid Meeting and Field Visit Itinerary and map, 2 pages.

The following questions have been received:

Question: Is it possible to extend the due date on the above referenced project to 5/22/19?

Response: No, the bid opening date will remain per the Notice to Contractors.

Question: General Railroad and Roadway Constriction Note #10 on plan sheet 2 refers to the Special Provisions for information on shutdowns and LDs. We are unable to find that Special Provision.

Response: The Department is working to resolve this issue. A response will be provided in a future amendment.

Question: Also, the instream work window of July 15 to September 30 is not adequate. Please review.

Response: The in-water work window is as specified in Section 105 (Environmental Requirements). Following contract award, the Contractor may submit a request to the MaineDOT Environmental Office for a work window extension per Note 1 of Section 105. To gain approval the Contractor would need to provide written justification why the specified window is not adequate per the given scope of work and time needed to perform the construction activities. Contractor convenience would not be an acceptable justification for an extension.

Question: A Painter's wage rate is not listed. Can the state publish the correct wage rate?

Response: The wage rates contained in the book are Davis Bacon wage rates, obtained from the U.S. Department of Labor. See page 35 in the Contract Book, where it states: "Unlisted Classifications needed for work not included within the scope of the classifications listed may be added after award only as provided in the labor standards contract clauses."

Question: It appears that Railroad Protective Liability is required on both projects and that the railroad is to be listed as an insured. Please provide the legal name and address of the railroad.

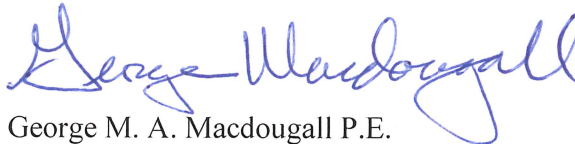
Response: Maine Northern Railway Company located at 103 School Street, Oakfield, Maine.

Question: Please clarify if insurance Section 110.3 (Standard Specifications) apply to both projects. If so, please advise if Builders Risk and Pollution Liability will be required. Assume OCP will not be required.

Response: Yes, Standard Specification 110.3 applies to both contracts. Builders Risk, Pollution Liability and Owners and Contractors Protective Liability does not apply. Also see APPENDIX E - PROTECTION OF RAILROAD TRAFFIC AND STRUCTURES SPECIAL PROVISIONS within the bid book, which has insurance requirements for each contract.

Consider these changes and information prior to submitting your bid on **May 8, 2019**.

Sincerely,



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



WIN 23486.00 & 22812.00 - Pre-Bid Meeting and Field Visit Itinerary
MaineDOT – Railroad Bridge Capacity Project & Sheridan Rehabilitation



(FASTLANE Contracts 1 & 2)

Overview: The Railroad Bridge Capacity Project (FASTLANE Contract 2) and Sheridan Bridge Rehabilitation (FASTLANE Contract 1) Pre-Bid Meeting will commence from the Medway Park and Ride, off I-95 Exit 244 at the Medway Irving on Route 157 (Medway Road). After brief remarks, the group will proceed via hi-rail vehicle (traveling north on I-95 and Route 11) to Fort Kent, to visit Bridge 7787 at MP 236.44, and will proceed south to each bridge, culminating at the Grindstone Bridge at MP 113.14. The group will return to the Medway Park and Ride where the meeting will conclude.

As noted below, some of the bridges are repetitive, therefore, the time assumed to review each of the similar bridges has been reduced for efficiency.

Arrival Time	Departure Time	Location	Comments
7:00 am	7:15	Medway Park and Ride	
10:15	10:45	MP 236.44 – Bridge 7787	
11:45	12:45	MP 193.50 – Bridge 7783	<i>Sheridan Br. (Contract 1)</i>
12:55	1:15	MP 185.84 – Bridge 7782	
1:30	1:45	MP 179.34 – Bridge 7781	
1:55	2:10	MP 167.76 – Bridge 7780	<i>Same as Bridge 7781</i>
2:30	2:45	MP 164.74 – Bridge 7779	
3:00	3:15	MP 161.03 – Bridge 7778	<i>Same as Bridge 7782</i>
3:25	3:35	MP 154.59 – Bridge 7777	<i>Same as Bridge 7779</i>
3:45	4:00	MP 151.54 – Bridge 7775	<i>Same as Br 7782 & 7778</i>
4:15	4:45	MP 139.66 – Bridge 7772	
4:45	5:00	MP 139.56 – Bridge 7771	
5:15	5:45	MP 113.14 – Bridges 7766 & 814	
6:00		Medway P&R – Meeting conclusion/Wrap-up	

Bridge Location Map

Work Type Key:

- Shelf Angle Bridge (Contract 2)
- Cover Plates & Other Steel Mods. (Contract 2)
- Superstructure Replacement (By Railroad) (Contract 2)
- Sheridan Bridge Rehab (Contract 1)
- Railroad

Mile Post	MaineDOT Bridge No.	Type Abbreviation	Bridge Length
236.44	7787	TPG	76'
*193.50	7783	DT/DPG	774'
185.84	7782	TPG	75'
179.34	7781	DPG	44' 1"
167.76	7780	DPG	45'
167.74	7779	TPG	55'
161.03	7778	TPG	76'
154.59	7777	TPG	55'
154.04	7776	IB	13'
151.54	7775	TPG	76'
139.66	7772	TPG	120' 8"
139.56	7771	TPG	75' 8"
113.14	7766	TT	300' 10"
113.14	814	TPG	36'
111.14	7763	IB	23' 5"
*FASTLANE Contract 1			

