



Janet T. Mills
GOVERNOR

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

Bruce A. Van Note
COMMISSIONER

May 2, 2019
Subject: Bridge Rehabilitation
State WIN: 022812.00
Location: **Ashland**
Amendment No. 2

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

ADD the attached Meeting Minutes for non mandatory prebid meeting on April 25, 2019.

ADD the attached SPECIAL PROVISION - SECTION 104 – APPENDIX E - Utilities - PROTECTION OF RAILROAD TRAFFIC AND STRUCTURES, 1 page, dated May 1, 2019.

ADD the attached SPECIAL PROVISION - SECTION 107 - TIME - (Supplemental Liquidated Damages), 2 pages, dated May 1, 2019.

ADD the attached Sample Photos – WIN 022812.00 Ashland, 7 pages, dated May 1, 2019.

The following questions have been received:

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: See attached revised Section 104 and Section 107 special provisions.

Question: The L6" x 4" x 7/8" grade 50 timber support angles specified in the contract drawings for both advertised railroad bridge projects is not available. Please provide an alternate size.

Response: There are no L6x4x7/8 angles specified for the Ashland WIN 22812.00 – Sheridan Bridge project. See RFI response for timber support angle question in WIN 23486.00 - Aroostook & Penobscot Counties project.

Question: Due to the similarity of projects 023486.00 and 022812.00 and the fact that similar resources will be required for both projects, we request that both projects do not bid on the same day.

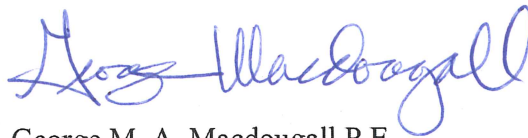
Response: The bid opening for project 023486.00 – Aroostook & Penobscot counties has been delayed for one week, to May 15, 2019.

Question: Can previous inspection photos of the bridge be made available?

Response: Please see attached PDF for sample photos for each bridge.

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

Sincerely,



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

Meeting Minutes for nonmandatory prebid meeting on April 25, 2019.

Projects:

Contract 1: Ashland, WIN 022812.00

Contract 2: Railroad Bridge Rehabilitations, Win 023486.00

The purpose of the meeting was to provide hi-rail access to the project rail bridges and to collect comments and questions from potential bidders. The prebid meeting itinerary was provided in Bid Amendment 1 for each contract and the trip stayed on schedule with stops as planned.

Nate Benoit, project manager, reminded the group that any changes to the contract needed to be in writing and any verbal statements by the railroad, MaineDOT or its consultant were not contract binding.

There were questions identified during the day long field trip. Questions and answers to RFIs are available at the MaineDOT project website. Changes made to the contract are published as a bid amendment. Any questions not answered from the prebid meeting in writing shall be resubmitted to RFI-Contracts.MDOT@maine.gov per the bid book NOTICE so that the contractor can have a formal written response from the Department.

SPECIAL PROVISION
SECTION 104 – APPENDIX E
Utilities

PROTECTION OF RAILROAD TRAFFIC AND STRUCTURES

13. RAILROAD SERVICES – GENERALLY

Add the following passage:

The Railroad will provide 1 (one) Flagger for the times specified. The Contractor will be responsible for all track work for the work specified in the Plans and Contract Documents. Track installation will be subject to inspection by the Railroad prior to restoring the track back into service.

SPECIAL PROVISION
SECTION 107

TIME
(Supplemental Liquidated Damages)

Exclusive and Uninterrupted Access to Railroad Right-of-Way:

The Contractor will have the right of entrance to the Railroad right-of-way so that the Project fieldwork may be completed between **July 1, 2019 and October 1, 2020**. The temporary rights shall include exclusive and uninterrupted occupancy of the Railroad right-of-way to access the Project during the following time segments:

- **28 weekends, beginning Friday 6:00 PM and ending Sunday at 1:00 PM on the same weekend.**

Non-Exclusive and Interruptible Access to Railroad Right-of-Way:

The Contractor will have the right of entrance to the Railroad right-of-way so that the Project fieldwork may be completed between **July 1, 2019 and October 1, 2020**. The Contractor must confirm temporary work windows with the Railroad prior to scheduling the work. Temporary work windows shall be non-exclusive and interruptible occupancy of the Railroad right-of-way to access the Project during the following time segments:

- **Monday through Friday 7:00 AM to 3:00 PM each day. The Contractor should anticipate two trains per day (one each direction), with an anticipated 5-hour window between the morning train (approximately 10:00 AM), and the afternoon train (approximately 3:00 PM).**

While additional periods of exclusive and non-exclusive track occupancy may be available, the Railroad does not make any representations to the Department of such availability. The Contractor is hereby advised that the Railroad's operating schedule is periodically subject to revision at any time. As such, the specified non-exclusive and interruptible occupancy intervals will be subject to revision.

It is not the intention of the Railroad to interrupt any defined occupancy period events during the Project but from time to time it may be necessary to allow passage of train(s) through the work zone. The Contractor will receive verbal notice communicated by the assigned Railroad flag person approximately one hour prior to the train's arrival. The Contractor shall allow passage and shall not be reimbursed for any incurred expense.

107.8 Supplemental Liquidated Damages

Add the following section:

Per-hour amount of Supplemental Liquidated Damages: **\$500/hour**.

The first \$500 deduction shall occur 31 minutes after the expiration of the above specified exclusive and/or non-exclusive occupancy time segments and shall increase cumulatively every 60 additional minutes.



MP 193.50 – Sheridan Truss – East Elevation



MP 193.50 – Sheridan Truss – Looking North



MP 193.50 – Sheridan Truss – South Approach Spans (Spans 1 & 2)



MP 193.50 – Sheridan Truss – North Approach Spans (Spans 7 & 8)



MP 193.50 – Sheridan Truss – Typical Truss Stringer Framing



MP 193.50 – Sheridan Truss – Typical Truss Stringer Connection



MP 193.50 – Sheridan Truss – Typical Truss Expansion Bearing



MP 193.50 – Sheridan Truss – Typical Truss Expansion Bearing



MP 193.50 – Sheridan Truss – Typical Truss Strut and Jacking Frame



MP 193.50 – Sheridan Truss – Typical Truss Bearing and Jacking Frame



MP 193.50 – Sheridan Truss – Pier 3, North Elevation



MP 193.50 – Sheridan Truss – Pier 3, South Elevation



MP 193.50 – Sheridan Truss – Pier 4, North Elevation



MP 193.50 – Sheridan Truss – Pier 4, South Elevation