



Janet T. Mills
GOVERNOR

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

Bruce A. Van Note
COMMISSIONER

May 6, 2019
Subject: Bridge Rehabilitation
State WIN: 022812.00
Location: **Ashland**
Amendment No. 3

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

CHANGE on page 14, NOTICE TO CONTRACTORS, the bid opening date in the first paragraph from "May 8, 2019" to read "**May 15, 2019**". Make this change in pen and ink.

The following questions have been received:

Question: General Bridge note #4 references existing bridge plans on the MaineDOT website. We are unable to find these. Please post ASAP.

Response: Existing Bridge plans have been posted to the MaineDOT website and Bid Express.

Question: Based on the associated construction time frames allowed for the work per Amendment 2, and in association with SP's 104, 105 and 107, we are requesting the bid be delayed to allow bidders, their suppliers, and subcontractors, to adequately develop a more refined construction schedule and associated labor based on these times allowed.

Response: See above change to NOTICE TO CONTRACTORS.

Question: Why not allow ALL weekends between July 1st, 2019 to Oct 1, 2020 versus only 28? Are there other times that can be added that the railroad will not be using the tracks?

Response: The man hours provided by the Department for weekend inspection and by the Railroad for weekend flagging shall be limited in order to control costs and to manage resources.

Question: Does the Department have a list of qualified vendors to perform the Eye bar shortening, since this is specialty work? If so can it be provided to bidders?

Response: No, the Department does not have a list of qualified vendors to perform the eye-bar heat shortening.

Question: Would the Department consider the use of CIP concrete in substitution for the precast pier pedestals?

Response: The Department would consider the use of CIP concrete pedestals provided the Contractor can demonstrate that the pedestal installation can be completed within the work windows provided between trains, such that the concrete has attained sufficient strength, in accordance with the MaineDOT Standard Specifications, as applicable, to allow for safe passage of trains.

Question: Is the intent of this project to increase the capacities over that which was the original design

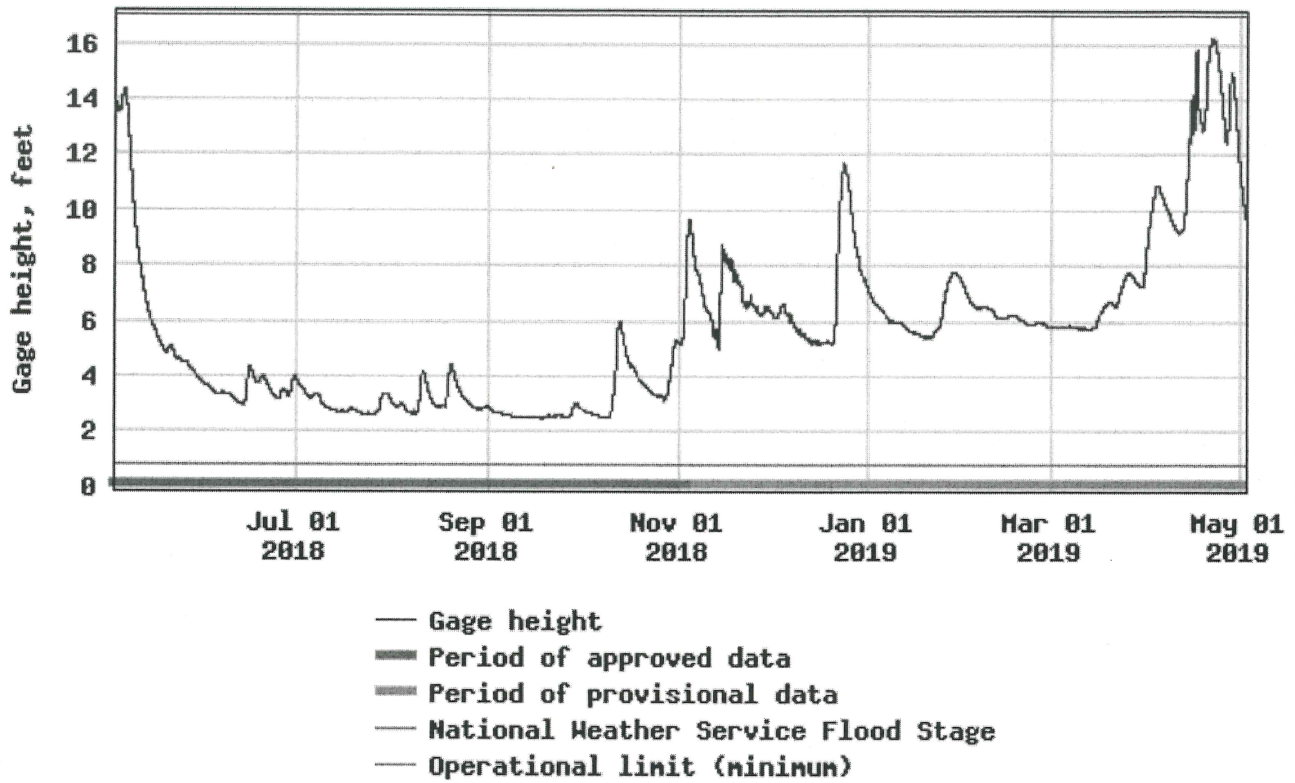
Response: Yes, the goal of the project is to increase the allowable railcars to 286,000-pound gross vehicle weight at 25 mph.

Question: In order to adequately design a temporary access trestle, the Department should provide ordinary high water, and other pertinent hydraulic data for the Aroostook river during spring run off at the bridge site.

Response: The Department has not completed a hydraulic analysis for this project, however, there is USGS stream gage information available for the Aroostook River near Masardis (upstream) and Washburn (downstream). See below gage height graphs for the past 12-month period at each respective gage, as obtained on the following website: <https://waterdata.usgs.gov/nwis>.

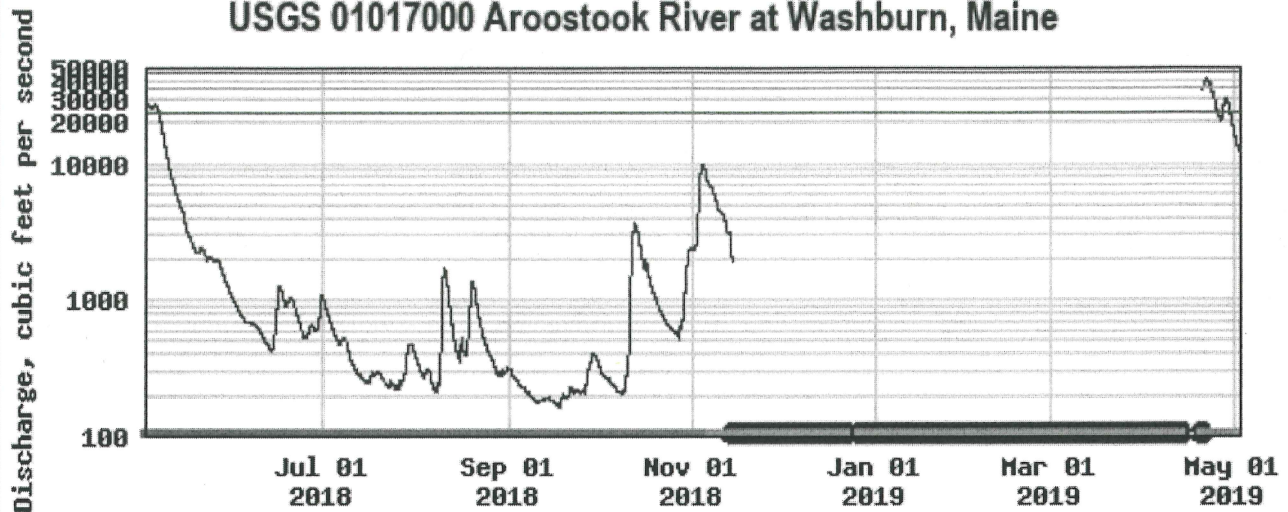


USGS 01015800 Aroostook River near Masardis, Maine



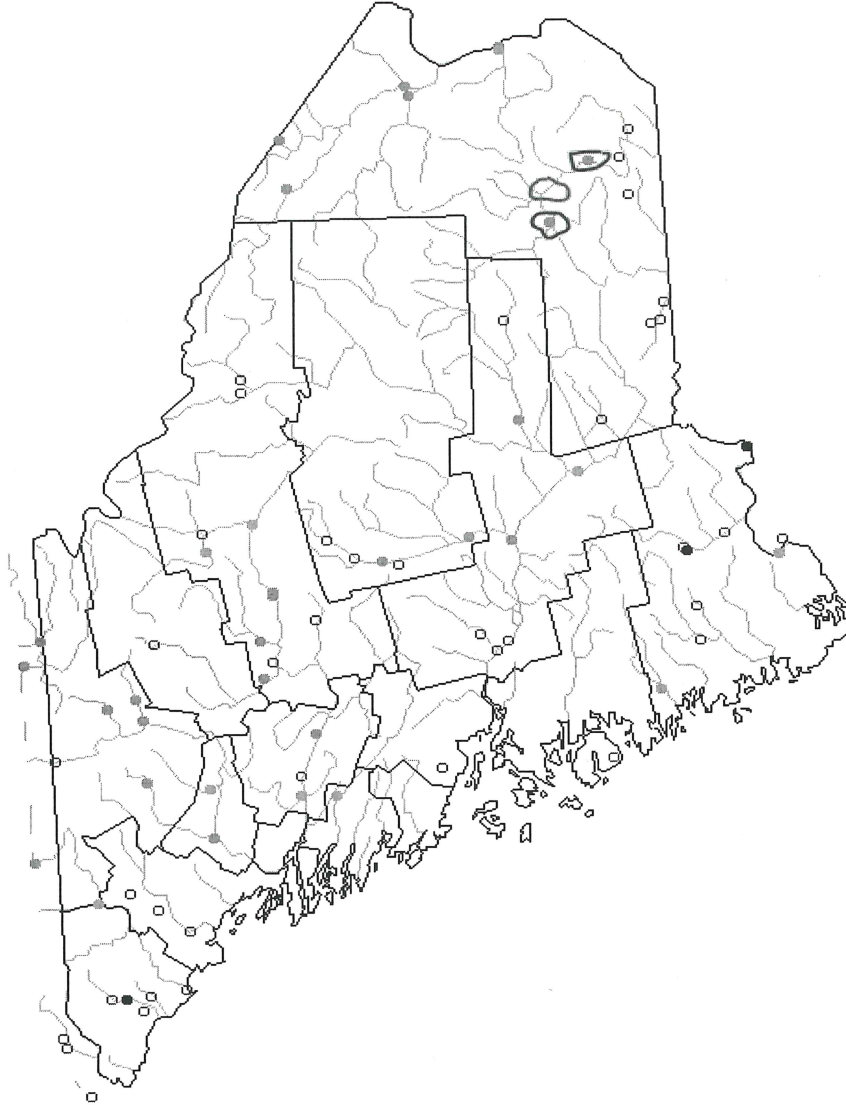


USGS 01017000 Aroostook River at Washburn, Maine



- Discharge
- Period of approved data
- Value is affected by ice at the measurement site.
- Period of provisional data
- Discharge at National Weather Service Flood Stage
- 50 Year Peak Flow *
- 10 Year Peak Flow *
- 2 Year Peak Flow *

Friday, May 03, 2019 14:30ET



Consider these changes and information prior to submitting your bid on **May 15, 2019**.

Sincerely,

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