



Janet T. Mills
GOVERNOR

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

Dale F. Doughty
COMMISSIONER

August 21, 2026
Subject: Route 100 – Interstate 95
Bridge Replacement
WIN:025315.00
Location: Palmyra
Amendment No. 1

Dear Sir/Ms.:

Make the following changes to the Bid book:

Insert the Attached SPECIAL PROVISION SECTION 105.10 EQUAL OPPORTUNITY AND CIVIL RIGHTS dated March 5, 2026

The following questions have been received:

Question: In order to construct the median pier, we are requesting the Department allow temporary lane shifts behind jersey barrier for both bounds. The 105 SP is not clear if this is allowed. Please clarify this is allowed, since it has been allowed through this corridor on previous bridge projects through Pittsfield and Waterville. Allowance of lane temporary lane shifts behind barrier is safer since our workers will not be setting work zones out and removing them each day in traffic. Furthermore, it is necessary in order to have equipment (crane, fork trucks, manlifts, forms, etc.) to install temporary structural supports, install rebar and formwork, and place concrete. Thank you.

Response: Temporary lane shifts are allowed provided they are in accordance the Contract Documents. The Contractor shall mill and pave the shoulders as detailed in the Plans prior to lane shifts.

Question: Note 7 on sheet 95 contains contradictory statements, it reads, “Control joints shall be saw cut after forms have been removed, finishing is complete, and as soon as the concrete is sufficiently hardened to resist tearing, releveling, and other damage” According to the control joint detail shown on sheet 95 the control joint follows the entire outer perimeter of the curb in which the forms are typically left in place for the full 7 day wet cure period as outlined in the standard specification. Can you clarify if these control joints should be wet cut as is stated in the second part of the note, or after the forms have been removed as stated in the initial part of the note?

Response: Forms shall be removed in accordance with the Standard Specifications and control joints shall be saw cut after forms have been removed.

Question: Note 3 on sheet 87 reads, "Spread footings bearing on soil shall be supported either on naturally deposited and proof-compacted soil or on structural fill (It 703.19, Granular Borrow). Natural soil subgrade surfaces shall be confirmed by the Resident. Payment for this work, including any additional materials, will not be paid for directly, but will be considered incidental to related Contract Items."

This note leads the contractor to the conclusion that the temporary support at the pier may need to be larger and more complex than necessary to allow for over excavation of the pier footing subgrade material if naturally deposited material cannot be proof-compacted. It also shifts all the risk onto the contractor and makes all compensation for such activity incidental, could the department further clarify this by providing requirements of said proof-compaction and provide the limits of required structural excavation and fill if compaction fails?

Response: Proof compaction will be approved in the field by the Resident in accordance with Standard Specification Section 206.02. Payment for excavation below the elevation indicated in the Plans will be made in accordance with Standard Specification Section 206.05. Structural Fill, if required, will be paid for under Item 203.25 Granular Borrow. The Contractor shall refer to the Geotechnical Report for recommendations regarding Pier 1 Footing Subgrade Preparation. For the purposes of designing the temporary structural support at Pier 1, the Contractor may assume a maximum over excavation depth of 4 feet below the elevation indicated in the Plans.

Question: Can you provide an earthwork summary? Our takeoff is not close to the estimated quantities.

Response: Please see attached earthwork summary.

Question: A portion of the guide signs and poles referenced to be demounted and reinstalled have breakaways and concrete foundations. Are new concrete foundations required for these signs? If so, is there a pay item for the new foundations? If not, is the intent to remove and relocate the existing concrete foundations?

Response: The existing guide signs to be demounted and reinstalled are Type II signs on sheet aluminum. Per standard specification section 645.061(a), concrete foundations are not required for Type II signs. The existing concrete foundations shall be removed as determined by the Resident and payment will be incidental to Item 645.108 – Demount Pole. Type II signs shall be reinstalled on the appropriate sign supports in accordance with standard specification section 645.061(a).

Consider these changes and information prior to submitting your bid on August 26, 2026.

Sincerely,



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

SPECIAL PROVISION
SECTION 105.10
EQUAL OPPORTUNITY AND CIVIL RIGHTS

This contract includes Form FHWA-1273, "Required Contract Provisions Federal-Aid Construction Contracts." Section II, Nondiscrimination, of current Form FHWA-1273 requires compliance with the listed regulations and policies, including Executive Order 11246. Executive Order 11246 was revoked by Executive Order 14173 and is no longer in effect.

Contractors shall comply with all other policies and regulations currently in effect and listed in Form FHWA-1273 including filling out and sending in the Commitment Confirmation Form.

Palmyra Route 100 Bridge over I-95

WIN 025315.00

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM MODEL OR PLANS)	<u>12,935</u>	
GRUBBING IN FILL	<u>237</u>	
PAVEMENT SALVAGE IN FILL	<u>235</u>	
TOTAL COMMON EXCAVATION		<u>13,407</u>

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM MODEL OR PLANS)	<u>10,078</u>	
GRUBBING IN FILL	<u>237</u>	
PAVEMENT SALVAGE IN FILL	<u>235</u>	
TOTAL FILL		<u>10,550</u>

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

ALL DEDUCTIONS:		
GRUBBING IN CUT		<u>1,122</u>
GRUBBING IN FILL		<u>237</u>
PAVEMENT SALVAGE (CUT & FILL)		<u>235</u>
TOTAL DEDUCTIONS		<u>1,594</u>
TOTAL AVAILABLE COMMON EXCAVATION (-) TOTAL DEDUCTIONS		<u>11,813</u>
TOTAL AVAILABLE STRUCTURAL EXCAVATION (UNDERDRAIN ONLY)		<u>-</u>
RIPRAP EXCAVATION (DOWNSPOUT)		<u>54</u>
TOTAL AVAILABLE NON-ROCK EXCAVATION		<u>11,867</u>

COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

TOTAL AVAILABLE WASTE STORAGE AREA (FROM CROSS SECTIONS)	<u>978</u>	
GRUBBING IN CUT	<u>1,122</u>	
GRUBBING IN FILL	<u>237</u>	
TOTAL WASTE MATERIAL	<u>1,359</u>	
TOTAL WASTE MATERIAL TO BE UTILIZED*		<u>978</u>
TOTAL WASTE MATERIAL TO BE WASTED		<u>381</u>

Palmyra Route 100 Bridge over I-95

WIN 025315.00

EARTHWORK SUMMARY (CONT.)

COMPUTATION FOR SURPLUS MATERIAL OR COMMON BORROW FOR ESTIMATE

TOTAL AVAILABLE NON-ROCK EXCAVATION	<u>11,867</u>	x 0.90	=	<u>10,680</u>
TOTAL AVAILABLE STRUCTURAL ROCK EXCAVATION		x 1.30	=	<u>-</u>
TOTAL WASTE MATERIAL TO BE UTILIZED	<u>978</u>	x 0.90	=	<u>880</u>

TOTAL AVAILABLE EXCAVATION	<u>11,561</u>
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BORROW NEEDED = TOTAL FILL (-) TOTAL AVAILABLE EXCAVATION	<u>10,078 CY**</u>
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IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION (-) TOTAL FILL, (+) TOTAL WASTE MATERIAL TO BE WASTED	<u>1,392</u>
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SURPLUS MATERIAL	<u>1,392***</u>
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***Amount of surplus material if excavated material was to be utilized for embankment fill. See note under Common Borrow.

GRANULAR BORROW IN LOW WET AREAS	<u>-</u>
GRANULAR BORROW TO MAINTAIN TRAFFIC	<u>-</u>
BORROW NEEDED (-) REQUIRED GRANULAR BORROW WITHIN FILL	<u>10,078</u>

COMMON BORROW	<u>10,080 CY**</u>
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**Due to the anticipated construction phasing, it is assumed that the new bridge and approach roadway (up to the existing edge of pavement) will be constructed prior to excavation of the existing bridge and approaches. As a result, the majority of the required fill material must be placed before usable fill can be obtained from excavation of the existing facilities.