



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

Janet T. Mills
GOVERNOR

Dale F. Doughty
COMMISSIONER

September 21, 2026
Subject: Augusta Memorial
Bridge Superstructure
WIN:026164.00
Location: Augusta
Amendment No. 3

Dear Sir/Ms.:

Make the following changes to the Bid book:

CHANGE on page 14 “NOTICE TO CONTRACTORS” the date in the first paragraph from “September 30, 2026” to read “**October 28, 2026**”. Make this change in pen and ink.

The following questions have been received:

Question: Are there any additional as-built documents that can be provided to the Contractor? There is one Bridge Painting project completed in 2012 for which as-built or contract drawings would be helpful to review. Please provide these as-built drawings and any additional available for bidders to reference.

Response: Additional as-built documents are publicly available at <https://mdotapps.maine.gov/meplans/> Bridge Number: 5196.

Question: Upon review of the as-built documents, there were several significant modifications made to the bridge based on the 2005 set of plans. Please provide any updated dead load information for the truss assuming the additional safety fence, stringer replacements, and truss reinforcement plates at the pin joints resulted in a change in dead load to the structure from the original truss design.

Response: Estimated load was provided on the plans for contractor’s convenience. Detailed loading calculations are the responsibility of the contractor in accordance with Special Provision 524 Temporary Structural Support.

Question: Please confirm the estimated dead load per pin of 300 kips provided on Plan Sheet 30 has incorporated all modifications that have been made to the existing truss since it’s original construction.

Response: Estimated load was provided on the plans for the contractor’s convenience. Detailed loading calculations are the responsibility of the contractor in accordance with Special Provision 524 Temporary Structural Support.

Question: Has MaineDOT performed any recent inspections of the existing pins, hangers, gusset plates, and connection components? If so, can those reports be made available to the Contractor?

Response: The most recent Routine & NSTM Inspection Report (1/29/26) as well as the most recent Pin & Hanger Special Inspection (5/12/21) have been posted to the Bid Opportunities webpage for the project.

Question: The plans and specifications describe replacement of the outer gusset plates at the pin replacement locations. Please confirm whether any repair, strengthening, or modification of interior gusset plates is anticipated once the exterior plates are removed. In addition, should any additional modifications be required upon inspection after removal of the exterior gusset plates, please confirm these repairs will be considered a change to the Contract, subject to additional compensation and time to complete the work.

Response: The scope of work is as shown on the plans.

Question: Spec Section 107.3.1.2 states, "Each [Extended Bridge Closure] shall begin no earlier than 8:00 PM on a Friday and shall conclude with the bridge reopened to a minimum of one lane of eastbound traffic no later than 6:00 AM on the first day of the next scheduled Protected Period as defined below." Is there a maximum allowable duration for any individual Extended Bridge Closure provided the total accumulated closure time remains within the 1,350-hour allowance, and the protected period restrictions are adhered to?

Response: There is no maximum allowable duration for any individual Extended Bridge Closure, provided the total accumulated closure time remains within the 1,350-hour allowance. The protected period restrictions shall be adhered to.

Question: Due to the complex nature of this project and the extensive construction design effort required to prepare the bid, we respectfully request a 4 week bid date extension from 9/30/26 to 10/28/26.

Response: The Bid Opening has been changed to October 28, 2026.

Question: Plan Sheet 22 depicts four bushing size alternatives, one of which matches the existing bushing(s). It is possible, and very likely, that the existing bushings will vary in size upon removal due to corrosion and wear. Please confirm the new bushings are to be fabricated to the dimensions shown on Plan Sheet 22, and are not required to account for as-built conditions of the existing bushings upon their removal.

Response: Yes, bushings are to be fabricated to the dimensions shown in the plans.

Question: Please provide drawings & details of the existing maintenance platforms located at the pin and hanger locations, and the associated loads these platforms are designed for.

Response: Additional as-built documents are publicly available at <https://mdotapps.maine.gov/meplans/> Bridge Number: 5196. A 3D model generated based on the existing plans will be provided for contractors' convenience. Discrepancies between the 3D model and actual field conditions may exist. If there are any discrepancies between the contract plans and the 3D model, the contract plans shall govern. To view in Acrobat Reader, 3D content must be enabled in your preferences.

Question: The structural support and pin replacement concepts provided in the plans will require creating access through the existing grid decking. Please confirm cutting the existing grid deck is allowed.

Response: Cutting the existing grid deck is allowed, provided it is repaired or replaced to current condition per Special Provision Section 524.04.

Question: Will the whole structure be cleaned and painted or only the pin and hangers being repaired and the adjacent areas. The proposal is a little confusing. In the one paragraph it states the pin and hangers and adjacent areas and in the next paragraph all existing steel. In the plans it doesn't state anything about the painting, only the repair of the pin and hangers.

Response: Only the areas described in Special Provision Section 506.01 are to be considered in this bid. "All Existing Structural Steel" specified in Section 506.02 refers the existing steel portions of the scope stated in the previous paragraph.

Question: Upon review of Plan Sheets 15-20, there appear to be existing obstructions, including truss members and built-up plate, channel, and angle components in multiple planes, that would prevent removal of the interior link plate hanger assembly without the removal and subsequent replacement of existing truss elements.

Response: Feasibility of access and constructability was evaluated. The specific removal and replacement approach is the responsibility of the Contractor. Additional information on the constraints will be visible at the site visit and via the 3D model provided for information.

Question: At the pin replacement locations, the plans indicate that the exterior gusset plates and associated rivets are to be removed and replaced, as detailed on Sheet 28. Has the Engineer of Record evaluated the redistribution of truss forces to the remaining gusset plates and rivets during the removal and replacement operations? If so, have these temporary load conditions been accounted for in the proposed sequence of work?

Response: The temporary Structural Support Concept shown on the plans was reviewed for feasibility. Detailed temporary structural support calculations are the responsibility of the contractor in accordance with SP 524 Temporary Structural Support.

Question: Section 504.32 specifies a field line-drilled bore hole tolerance of -0.000"/+0.020". Given the potential for truss movement during field operations, it is unlikely the specified tolerances can be achieved without additional restraints being placed on the truss. Please provide clarification on the EoR's intent for achieving these tolerances.

Response: The exact specification language is "Field line-drilled bore holes shall be fabricated to a diameter tolerance of -0.000" / + 0.020"". Note that the field line-drilled bore hole diameters are specified as 1/32" larger than the element that will fit within them.

Question: In reference to the information contained in the original construction drawings, Note 2 on Sheet 13 states, "It is unlikely that the plans will show all construction field changes or any alterations which may have been made to the Bridge during its life span." The conditions encountered in the field after exposing each joint location (for both pin and link applications), could substantially alter the fabrication, field drilling, and temporary structural report assumptions made at bid time with the information provided on the plans. Please confirm such field conditions would warrant a change in condition and be subject to Section 109.4 of the Standard Specifications.

Response: Any changes discovered once the Work commences will be evaluated in accordance with Standard Specification Section 109, Changes.

Consider these changes and information prior to submitting your bid on **October 28, 2026**.

Sincerely,



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