Dear Sir/Ms

Please make the following change to the Bid Documents:

**CHANGE** on page 14 "NOTICE TO CONTRACTORS", the bid opening date in the first paragraph from "December 16, 2015" to read "**December 23, 2015**". Make this change in pen and ink.

**REMOVE** pages 16 thru 19, “Proposal Schedule of Items” dated 11/17/2015 and **REPLACE** with the attached revised “Proposal Schedule of Items”, 4 pages, dated 12/14/2015.

**ADD** the SPECIAL PROVISION, SECTION 105, GENERAL SCOPE OF WORK, "Buy America Certification".

In the Bid Book (page 82 through 86) **REMOVE** “SPECIAL PROVISION, SECTION 531 BRIDGE STRUCTURE DESIGN BUILD (Lump Sum) and **REPLACE** with the attached new SPECIAL PROVISION, SECTION 531 SPECIAL PROVISION, SECTION 531 BRIDGE STRUCTURE DETAIL BUILD (Lump Sum) dated December 11, 2015.

**ADD** the attached new SPECIAL PROVISION, SECTION 510 SPECIAL PROVISION, SECTION 510 SPECIAL DETOUR (Horizontal alignment) dated December 12, 2015.

In the plans set:

**REMOVE** page 2, “GENERAL CONSTRUCTION NOTES AND ESTIMATED QUANTITIES” dated October 22, 2015 and **REPLACE** with the attached revised “GENERAL CONSTRUCTION NOTES AND ESTIMATED QUANTITIES”, 1 page (new sheet number 2A), dated December 14, 2015.

The following questions have been received:

**Question:** Note on cover page says to maintain one 11 ft. wide lane of alternating traffic, Item 510.10 says 12ft temp detour. Please clarify.
Response: The minimum width for the special detour item 510.10 shall be 11’. Using pen and ink, the Contractor shall change on sheet 2, under item 510.10 in the estimate, please change the width from 12’ to 11’.

Question: Will a galvanized steel stringer bridge with a bolted mid-span splice be allowed?

Response: Please refer to the new SPECIAL PROVISION, SECTION 531 SPECIAL PROVISION; SECTION 531 BRIDGE STRUCTURE DESIGN BUILD (Lump Sum) dated December 11, 2015.

Question: Will 5 ga structural decking be allowed?

Response: Please refer to the new SPECIAL PROVISION, SECTION 531 SPECIAL PROVISION; SECTION 531 BRIDGE STRUCTURE DESIGN BUILD (Lump Sum) dated December 11, 2015.

Question: The typical approach section on sheet 8 of 20 shows an approach width of 22’, face of guardrail to face of guardrail. The rail on the bridge is 26’ face of rail to face of rail. Please provide information on how MaineDOT wants the contractor to transition between the bridge rail and the guardrail.

Response: Please refer to the new SPECIAL PROVISION, SECTION 531 SPECIAL PROVISION; SECTION 531 BRIDGE STRUCTURE DESIGN BUILD (Lump Sum) dated December 11, 2015.

Question: Section 105 General Scope of Work (Environmental Requirements). The not to exceed noise levels of 187dB accumulated sound exposure level (SEL) and 206 dB peak in the special provision, were reduce by the MaineDOT in conjunction with US Fish & Wildlife on one of our current projects. Although the noise levels from our pile operation did not exceed the noise levels in the special provision, the noise levels did exceed the reduced level of 182dB (SEL) and 201 dB peak, and we were required to perform noise attenuation. Will the noise levels listed in the special provision be reduced on this project?

Response: No.

Question: Are approach slabs required?

Response: Approach slabs are not required.

Question: Is epoxy reinforcing steel required in precast – prestressed beams

Response: All reinforcing steel used in the bridge shall be epoxy reinforcing steel including all precast elements.
Consider this change and information prior to submitting your bid on **December 23, 2015**.

Sincerely,

George M. A. Macdougall P.E.
Contracts & Specifications Engineer
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## Proposal Schedule of Items

### Proposal ID: 017881.00  Project(s): 017881.00

**SECTION:** 1  **INITIAL GROUP**  

**Contractor:**

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Maine Department of Transportation

Proposal Schedule of Items

Proposal ID: 017881.00  Project(s): 017881.00

SECTION: 1  INITIAL GROUP

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Contractor: ____________________________________________

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Section: 1

Total:

Total Bid:
SPECIAL PROVISION
SECTION 105
GENERAL SCOPE OF WORK
(Buy America Certification)

105.11 Federal Requirements  Add the following as the third and subsequent paragraphs:

“Prior to payment by the Department, the Contractor shall provide a certification from the producer of steel or iron, or any product containing steel or iron as a component, stating that all steel or iron furnished or incorporated into the furnished product was manufactured in the United States in accordance with the requirements of the Buy America provisions of 23 CFR 635.410, as amended. Such certification shall also include (1) a statement that the iron or steel product or component was produced entirely within the United States, or (2) a statement that the iron or steel product or component was produced within the United States except for minimal quantities of foreign steel and iron valued at $ (actual value).

All manufacturing processes must take place domestically. Manufacturing begins with the initial melting and mixing, and continues through the coating stage. Any process which modifies the chemical content, the physical size and shape, or the final finish is considered a manufacturing process. These processes include rolling, extruding, machining, bending, grinding, drilling, and coating. “Coating” includes epoxy coating, galvanizing, painting, or any other coating that protects or enhances the value of the material.

A Buy America Certification is required from each manufacturer, fabricator, supplier, subcontractor, etc. that meets the “manufacturing” definition above.

Buy America does not apply to raw materials (iron ore and alloys), scrap, pig iron, or processed, pelletized, and reduced iron ore.”
SPECIAL PROVISION
SECTION 531
BRIDGE STRUCTURE DETAIL BUILD
(Lump Sum)

DESCRIPTION

This work shall consist of the design and construction of an integral abutment pile supported, precast concrete beam or Hybrid-Composite Beam (HCB®)(single web with vertical sides), simple span bridge in accordance with these specifications, and in close conformity with the lines and grades shown on the Plans. This work shall include the following:

- Removal of the Existing Bridge
- Design, Load Rating, and Detailing of the new bridge superstructure
- Design and Detailing of the new bridge substructures, retaining walls, and foundations
- Furnishing and installing in-place Steel H-Beam Piles including equipment mobilization, pile tips and splices
- Structural Earth Excavation
- Dynamic Loading Tests of Piles
- Granular and gravel borrow
- All Structural Concrete including quality control and curing box(s)
- Fabrication, Delivery, and Placing of all reinforcing steel
- Bridge rails and permanent transition barriers
- High Performance Waterproofing Membrane
- French Drains
- Protective Coating for Concrete Surfaces
- Permanent Concrete Transition Barriers
- Furnishing and installing of any bearings, bearing pads, anchor bolts, and other devices utilized by the design to accommodate superstructure to substructure loads

Some of the items listed above may not be applicable, depending on the structure option chosen.

DETAIL BUILD OPTIONS

1. Precast/prestressed concrete butted box beams with a 5” minimum thickness reinforced concrete slab superstructure on integral abutment foundations.

2. Precast/prestressed concrete spread box beams with 8” minimum thick reinforced concrete deck on integral abutment foundation.

3. Precast/prestressed concrete PCI NEXT beam (F or E) superstructure on integral abutment foundations.
4. Precast/prestressed concrete PCI NE Bulb Tee beam superstructure with 8” minimum thick reinforced concrete deck on integral abutment foundations.

5. Hillman Hybrid Composite Beam (single web with vertical sides) superstructure with 8” minimum thick reinforced concrete deck on integral abutment foundations.

6. Metallized welded steel plate girders (50 ksi minimum for steel plate) with 8” minimum thick reinforced concrete deck on integral abutment foundation. The bridge shall have a minimum of 4 beam lines. Bolted field splices shall not be located within 12’ of the midpoint of the beam. The steel beams and all diaphragms or cross frames used on the bridge shall be metallized in accordance with subsections 506.30 to 506.39 “THERMAL SPRAY COATING”.

**DESIGN REQUIREMENTS**

The bridge structure, including foundation elements, shall be designed by a Professional Engineer (Engineer of Record) licensed in the State of Maine. The design shall be in accordance with the latest editions of the AASHTO LRFD Bridge Design Specifications, the MaineDOT Bridge Design Guide, Project Specific MaineDOT Special Provisions, MaineDOT Standard Details, and MaineDOT Standard Specifications. The minimum elevation for the superstructure bottom chord is elevation 12.0’.

The bridge design shall be independently checked by a Professional Engineer (different than the Engineer of Record) licensed in the State of Maine.

The clear span between abutment faces shall be a minimum 84 feet. The span from centerline of bearing to centerline of bearing shall be a minimum of 86 feet and shall be centered over the stream (approximately station 13+60). The bridge shall have no skew. The bridge curb to curb width shall be 22 feet consisting of two 11 foot travel lanes. The roadway cross section over the bridge shall match the design of the approaches as shown in the contract drawings, *except that there shall be no cross-slope change from travel lane to shoulder*. Regardless of the bridge structure chosen and design span, construction of the temporary detour shall stay within the temporary construction limits and the finished bridge structure shall be within the proposed right-of-way limits.

The bridge shall meet a modified HL-93 live load. The modification to the HL-93 loading shall be an increase in the truck live load by 25% for the Strength I load combination only; all other load combinations shall use the standard HL-93 live load. Extreme limit state check of abutment piles will not be required for scour given that heavy riprap countermeasure is specified.

The geotechnical design and foundation construction shall follow the recommendations of the *Geotechnical Design Report for the Replacement of Englishman River Bridge, Johnson Cove Road over Englishman River, Roque Bluffs, Maine* (Soils Report No. 2015-11) as
appropriate for the Bridge Structure option chosen, and be in accordance with the latest editions of the AASHTO LRFD Bridge Design Specifications, the MaineDOT Bridge Design Guide, Project specific MaineDOT Special Provisions, MaineDOT Standard Details, and MaineDOT Standard Specifications.

All design options shall be load rated in accordance with the AASHTO Manual for Bridge Evaluation, latest edition by the LRFR method, and MaineDOT Load Rating Guide. Each design option shall be rated based on the HL-93 live load and the HL-93 modified live load. The live load rating computations shall include a completed MaineDOT Summary of Rating Form based on the rating factors for the HL-93 live load only. The MaineDOT Summary of Rating Form may be accessed at the following MaineDOT web Address under the applicable project: http://www.maine.gov/mdot/contractors/.

The top 2 feet of the steel H pile below the bottom of the integral abutment shall be encased with fill concrete that extends a minimum of 4 inches beyond edge of the piles.

DETAIL BUILD OPTIONS #1 and #3 shall have a 3” bituminous wearing surface with high performance membrane waterproofing from the Qualified Products List.

DETAIL BUILD OPTIONS #2, #4, #5 and #6 shall have a 1 inch integral concrete wearing surface.

All reinforcing steel in the bridge shall be epoxy coated.

The bridge shall have a cast in place concrete curb as shown on MaineDOT standard detail 502 (04) or 502(05).

The bridge shall use 2 bar steel bridge railing in accordance with MaineDOT standard detail 507 (03) and 502(04). Permanent Concrete Transition barrier for 2 bar traffic railing shall be used on all four corners of the bridge.

The use of stay in place metal formwork shall not be allowed.

Protective Coating for Concrete Surfaces Shall be used in the following locations:
   1. All exposed surfaces of concrete curbs
   2. Fascia down to drip notch,
   3. All exposed surfaces of concrete transition barriers
   4. Concrete wearing surface, if used

MATERIALS

Material requirements are covered in the Project specific Special Provisions, MaineDOT Standard Specifications, and MaineDOT Bridge Design Guide and apply to all work included within this Special Provision with additional Project specific requirements listed below:
Buy America is applicable to this project. The only steel components anticipated are the H-piles and epoxy-coated reinforcement. Other than the H-piles, no uncoated steel components shall be installed below the top of the deck.

**Structural Concrete**

Concrete shall be as specified, Class A or Class P.
Reinforcing steel shall be epoxy coated ASTM A615 – Gr. 60.
Prestressing strand shall be AASHTO 203 (ASTM A416), Grade 270, Low Relaxation.

**Steel Hardware**

Anchor rods and nuts shall conform to the requirements of ASTM F1554 galvanized in accordance with ASTM A153.
Fasteners shall be ASTM A A325, type 1, galvanized in accordance with ASTM 153 unless noted otherwise.

**SUBMITTALS**

The Contractor shall submit to the Department a formal design package submittal at the 50% design development stage containing plans that show the type of bridge structure to be constructed and an overall layout of the bridge including: a plan, profile, and typical section drawing. The Department shall have up to five business days to return comments on the 50% submittal. All comments by the Department shall be addressed by the Contractor with written verification of resolution from the Department prior to the final submittal.

The final submittal shall be submitted by the Contractor to the Department electronically and shall include; final Design Drawings, Design Computations, Load Rating Computations, including MaineDOT Load Rating Form, and Design Check Computations for all bridge components. The Department shall have up to ten business days to return comments on the final submittal. All comments by the Department on the final submittal shall be addressed by the Contractor and verified by written approval from the Department prior to fabrication. The Design Computations and Load Rating Computations shall be signed and sealed by the Engineer of Record and the Engineer responsible for the design check. The contract drawings shall be signed and sealed by the Engineer of Record.

Upon completion of Construction, the Contractor shall submit an electronic submission of as-built drawings signed and sealed by the Engineer of Record with any field changes or alterations noted. If any field changes or alterations do occur and will affect the bridge structure load capacity, the load rating shall be updated.
CONSTRUCTION REQUIREMENTS
All included work shall meet the applicable sections of the Project specific Special Provisions, Standard Specifications, and Standard Details.

Existing Bridge Removal – The existing superstructure shall be removed in its entirety and become property of the Contractor. The existing piles for the piers shall be removed 1’ below the streambed or the piles shall be removed in their entirety. The existing abutments as a minimum shall be removed to elevation 8.0’. Any existing piles that may interfere with the new substructure shall be removed by the Contractor. Any existing substructure removed shall become property of the Contractor.

METHOD OF MEASUREMENT
The accepted Bridge Structure will be measured by lump sum for the design, detailing, load rating, fabrication, delivery, and construction of the new Bridge Structure.

BASIS OF PAYMENT
The accepted Bridge Structure will be paid for at the contract lump sum price for the pay item listed below. Such payment shall be full compensation for removal of the existing bridge, all design, detailing, load rating, fabrication, delivery, and construction of one of the options listed under Detail Build Options, and all of the applicable items listed under Description required for that option. Items not listed under Description or that do not fall under other pay items shall be considered incidental to the pay item listed below except for Hot Mix Asphalt. Hot Mix Asphalt on the bridge shall not be paid for under the respective 403 items, but considered incidental. The individual items shall be governed by their respective Specifications and Special Provisions.

The Lump Sum will be payable in installments as follows:

- Upon removal of the existing bridge 10%
- Submission of the design plans and computations 10%
- Completion of Driven Piles 10%
- Completion of Abutment Concrete 10%
- Erection of superstructure and deck completion 50%
- Acceptance of Bridge and As-Built drawings 10%

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SPECIAL PROVISION  
SECTION 510  
SPECIAL DETOUR  
(Horizontal Alignment) 

Subsection 510.032”Geometric and Approach Design” part a Horizontal alignment is replaced in its entirety with the following:

a. Horizontal Alignment Horizontal curve radius shall not be less than 200 feet at the centerline of the roadway, except as otherwise shown on the Plans.

    Roadway width as indicated in the Contract shall be the minimum clear travel width between faces of bridge curbs, bridge rails or approach rails, whichever is less. The approach roadway shall have 2 feet wide shoulders, minimum, to the roadway berms, where guardrail is not required, in addition to the roadway width indicated in the Contract.

    The roadway width shall be increase on curved portions of the Special Detour to account for the off tracing characteristics of a WB-62 vehicle in accordance with AASHTO A Policy on Geometric Design of Highways and Streets (“The Green Book”), latest edition, Chapter 3, Traveled-Way Widening on Horizontal Curves. Use a WB-62 design vehicle unless otherwise specified in the Contract.
GENERAL CONSTRUCTION NOTES

1. Substructure elements shown on these plans are for illustrative purposes only. The final design and exact location is the responsibility of the Engineer.

2. Restricting dead load shall have a minimum concrete cover of 2 inches in the walls and 3 inches in any fillings.

3. For conventional subgrades, pass 6" diameter drains in the grassswale and swalefills of 6" minimum depth. The exact location will be determined by the Resident.

4. When fillback stone base beam or slab type superstructure are used, the center points of the girder(s) shall be placed after erection of the bridge superstructure.

5. When Transom barriers are constructed on return edges, the alignment of the transom barrier will be shown in Standard Details Section 385, Transom Details. The alignment for the transom barrier will be shown by the Engineer.

6. Cover joints where waterways are not required in accordance with Standard Details Section 925, French Drains.

7. Constructed French Drains behind the abutments and sidewalks in accordance with Standard Specifications Section 520, French Drains.

8. Alkaloids and mastic and markings shall be furnished by the Contractor. A specification for the standard process is available at the Maine Department of Transportation's web address.

9. Hauling embers shall be ASTM A 182, Grade 5S.

10. All piles shall be equipped with a pile tip in accordance with Standard Specifications Section 109, Pile Driving.

11. Integral post piles shall not be out of position by more than 3 inches in any direction. Drilled holes shall be drilled in accordance with the requirements of the contractor.

12. Geotechnical information furnished or referred to in this plan set is for the use of the Engineer and the Contractor. No assurance is given that the soil or geological information or interpretations will be representative of actual soil or geological conditions.

13. The material furnished shall be in accordance with Standard Specifications Section 109.7, Equitable Adjustments to Blueprints.

14. Quantities included for pay items measured and paid for by Lump Sum shall be estimated quantities. Lump Sum quantities shall be paid for at the Contract price.

15. Quality control tests will be conducted in accordance with Standard Specifications Section 619, Soil and Rock Testing.

16. The information contained in this plan set is for the use of the Contractor and the Engineer. No assurance is given that the information or the interpretations will be representative of actual conditions at the time of construction.

17. The existing bridge plans may be accessed at the MaineDOT web address.

18. The replacement bridge plans will show the location of existing bridges, as well as other pertinent information.

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