



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

JOHN ELIAS BALDACCI  
GOVERNOR

DAVID A. COLE  
COMMISSIONER

May 2, 2008  
Subject: **Harpwell**  
Project No. AC-BH-A109 (000)X  
Pin No.011090.00  
**Amendment No. 2**

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book, NOTICE TO CONTRACTORS, first paragraph, first sentence, change the bid opening date to read **May 14, 2008**. Make this change in pen and ink.

**NOTE: The reason for the bid opening change is to address structural changes on the temporary bridge. Early next week an addendum will be published.**

In the Bid Book **REMOVE** "SPECIAL PROVISION, SECTION 105, SCOPE OF WORK, (SPECIAL DETOURS)", 1 page (dated March 20, 2008), in it's entirety.

In the Bid Book, SPECIAL PROVISION, SECTION 503, Reinforcing Steel, page 2 of 2. In the last line, change the **Pay Unit** for Pay Item 503.32, Stainless Steel Reinforcing Steel, Fabricated and Delivered, to read "**Lump Sum**". Make this change in pen and ink.

In the Plans, Plan Sheet 39 of 56, Northwest Wingwall Note 12. Change Note 12 to read "The reinforced concrete for the boat ramp shall be paid under item **502.31**, Structural Concrete Approach Slabs". Make this change in pen and ink.

The following questions have been received:

**Question:** Reference the Plans, Sheet 28 of 56 and page 15 of 16 in Special Provision, Section 535: Can the area between the "void" above the top of the riser stone be formed and cast with class "A" concrete with shelves at grade for the precast planks and a horizontal joint above the top of the pre-cast panel?

**Response:** Class LP concrete shall be used for the gap between the top of the riser stone and the precast deck panels. Class A concrete shall not be used. A construction joint can be placed at a location convenient to complete the work, as long as the strands and bars have the adequate cover. However, the Department does have stability concerns for the concrete in these "void areas" or cap areas if they are formed and placed in a manner that



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does not have the precast panels integrally attached to them or some sort of other means to keep them stable, especially at the construction joint areas.

**Question:** Reference Special Provision, Section 510, page 7 of 9: What is the purpose of the “continuous solid barrier/fence”? If it a visual barrier and it can be designed for wind and snow loads, why can’t it be a fabric material if it will serve the intended purpose?

**Response:** The purpose of the continuous solid barrier/fence is to protect the restaurant and shed building located immediately behind the roadside barrier from road debris (small rocks, litter, etc.) snow and ice during construction while the temporary detour is in use. MaineDOT has a written agreement specifically calling for a solid barrier with the property owner. MaineDOT has seen a lack of durability from fabric type materials used on other recent bridge projects for similar applications. The material used for this solid barrier must be durable to avoid having to close down a single lane of the detour after it has been opened to traffic.

**Question:** In the plans, Sheet 52 of 56 shows detour pier spacing. Under section 510.031(d) “the horizontal location of the navigation channel for the special detour shall be between station 28+95 and station 29+85 and shall be free of obstructions (i.e. piers) between these stations”. Thus, as long as the 90ft. clear zone is met, can piers be spaced differently than shown?

**Response:** The exact location for any temporary piers or riprap fill for the special detour can be different than what is shown on sheet 52. The method of supporting the special detour on sheet 52 is for informational purposes only. The navigation channel requirements in Special Provision Section 510 along with all applicable environmental and coast guard permit requirements shall be followed.

**Question:** Bid Item #503.32, Stainless Steel Reinforcing Steel Fab Del, is listed as a lump sum item on the bid form Schedule Of Items, however Special Provisions for this item state that the method of measurement and basis of payment will be measured and paid by the pound. Please clarify what the correct unit of measure should be and also the correct quantity that the bidder should base there bid on?

**Response:** Please see the above pen and ink change.

**Question:** Reference, note 12 on Plan Sheet 39 of 56 states that “the reinforced concrete for the boat ramp shall be paid for under item 502.45, Approach Slab”. No such item exists on the bid form Schedule Of Items. Please advise where this work should be paid under.

**Response:** Please see the above pen and ink change.

**Question:** There seems to be a conflict in the specifications between 105 and 510 regarding winter maintenance. Please clarify what MDOT plans to do for winter plowing?

**Response:** Please see the above change.

**Question:** Utility Relocation: The specifications state that no temporary relocation is planned. There is a pole at station 24+00 of the detour that will need to be moved?

**Response:** The new pole list shows two new poles that will need installation (9+65 and 7+45). These poles will allow the pole at the 24+00 detour to be removed. The Contractor will need to assist the utility at station 9+65.

**Question:** Are there any requirements as to the location of construction joints in the deck?

**Response:** The average spacing will be as shown in the longitudinal deck section detail on sheet 26 of the plans. It is approximately 18'0" (+ or-) average.

Consider this information prior to submitting your bid on **May 14, 2008**.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford". The signature is written in a cursive, flowing style.

Scott Bickford  
Contracts & Specifications Engineer