



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

JOHN ELIAS BALDACCI
GOVERNOR

DAVID A. COLE
COMMISSIONER

June 30, 2009
Subject: **Gilead**
Federal Project No: NH-9184(600)E
State Project No. 009184.60
Amendment No. 1

Dear Sir/Ms:

Make the following changes to the Bid Documents:

In the Bid Book (pages 31 through 34), **REMOVE** "SPECIAL PROVISION, SECTION 104, Utilities" 4 pages dated June 4, 2009 and **REPLACE** with the attached new "SPECIAL PROVISION, SECTION 104, Utilities" 3 pages dated June 22, 2009.

In the Bid Book (page 35), **REMOVE** the existing pole listing and **REPLACE** with the new, updated pole listing.

In the Bid Book, after page 55, **INSERT** the attached "SPECIAL PROVISION, SECTION 107, TIME, (supplemental Liquidated Damages)", 1 page dated June 18, 2009.

In the Bid Book (page 124), SPECIAL PROVISION, SECTION 620, REINFORCEMENT GEOTEXTILE, (GEOCELL CONFINEMENT SYSTEM FOR SLOPE PROTECTION)", Section "620.07 Basis of Payment", **CHANGE** the first sentence to read as follows ; " ... all labor and materials except Geocells **and ATRA clip anchors**, including connection components and loam infill." Make this change in pen and ink.

In the Plans, Plan Sheet 9 of 150, GENERAL NOTES, **DELETE** note 48 and **REPLACE** with the following, "**Removal of old pavement will be paid under common excavation 203.20 and become the property of the contractor.**" Make this change in pen and ink.

The following questions have been received:

Question: General note #48 in the plans states that all existing pavement must be milled and taken to the MDOT site on Flat Rd. in Gilead. Can the Contractor remove the pavement by means other than milling?

Response: Please see the above change to Section 203. Removal of old pavement will be paid under common excavation 203.20 and become the property of the contractor.



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Question: Geotechnical note #17 states that the MDOT shall supply Geocell material but connectors shall be supplied by the Contractor. Please clarify connection material and quantity needed.

Response: Geocell material and ATRA clips used as part of the anchoring system will be provided by MDOT as per plan sheet 10, Note 17, Special Provision 620, sections 620.03B and 620.05 A. ATRA Keys to connect the geocell sections will be provided by the Contractor and installed as per the manufacturer's recommendations.
http://www.reynoldspkg.com/alcoa-geo/en/solutions/atra_key.asp Frequency of connection will be as specified by the manufacturer. Supplier will provide the design for installation of the geocell units.

Question: How is the chimney drain for the RSS being paid for?

Response: Either Plain Riprap 610.08 or Heavy Riprap 610.16, whichever is authorized by the Resident.

Question: Plan sheet 12 shows a 5 meter temporary access road to be constructed for the bridge Contractor. Who is responsible for maintaining the access road once completed? If the road Contractor is responsible, how will the maintenance be paid for? Also, please provide a detail for the temporary access road.

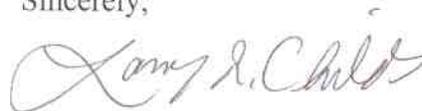
Response: Please see Special Provision 107 added in this amendment.

Question: Please clarify where item #508.14, High Performance Waterproofing Membrane is to be used?

Response: Plan Sheet 22 shows it to be placed on the Wild River Bridge (new). Placing of membrane and paving of bridge is under this (9184.60) contract.

Consider these changes and information prior to submitting your bid on **July 8, 2009.**

Sincerely,



FOR

Scott Bickford
Contracts & Specifications Engineer

SPECIAL PROVISIONS
SECTION 104
Utilities

MEETING

A Preconstruction Utility Conference, as defined in Subsection 104.4.6 of the Standard Specifications is required. The contractor is required, within 4 weeks of award, to schedule a Utility Meeting with CMP and Oxford Net to discuss all known conflicts on the project. The purpose of the meeting is to discuss scheduling and constructability issues prior to the Pre Construction Meeting.

GENERAL INFORMATION

These Special Provisions outline the arrangements that have been made by the Department for utility work to be undertaken in conjunction with this project. The following list identifies all known utilities having facilities presently located within the limits of this project or intending to install facilities during project construction.

Overview:

| Utility/Railroad Contact | Aerial | Underground | Rail |
|--|---------------|--------------------|-------------|
| Central Maine Power Company Gary Crabtree 162 Canco Road Portland, Me 04103 Cell 831-295 | X | | |
| Oxford Networks Brent Hadley 27 Fair St Norway, Me 04268 Cell 462-2754 | | X | |
| St. Lawrence and Atlantic Railroad Paul Boisvenue 415 Rodman Road Auburn, Me 04210 Cell (207) 212-2314 | | X | X |

Temporary utility adjustments are not anticipated on this project. Any temporary pole moves will be done by the respective utility at the contractor's request and expense, all associated costs will be considered incidental to the project.

All utility crossings over highways will provide not less than 6 meters (20 feet) vertical clearance over finished grade elevation during construction of this project.

Town: **Gilead**
Project: **9184.60**
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All adjustments are to be made by the respective utility unless otherwise specified herein.

Utility working days are Monday through Friday. Times are estimated on the basis of a single crew for each utility. Any times and dates mentioned are **estimates only** and are dependent upon favorable weather, working conditions, and freedom from emergencies. The Contractor shall have no claim against the Department if they are exceeded.

Unless otherwise specified, any underground utility facilities shown on the project plans represent approximate locations gathered from available information. The Department cannot certify the level of accuracy of this data. Underground facilities indicated on the topographic sheets (plan views) have been collected from historical records and/or on-site designations provided by the respective utility companies. Underground facilities indicated on the cross-sections have been carried over from the plan view data and may also include further approximations of the elevations (depths) based upon straight-line interpolation from the nearest manholes, gate valves, or test pits.

All clearing and tree removal in areas where utilities are involved must be completed before the utilities are able to relocate their facilities.

Construction of any spot cuts or fills in excess of 2 feet must be complete prior to utility relocations.

The contractor will be responsible for laying out an offset centerline on the side that poles will be set, as noted on the attached pole list

Summary:

| Utility | Pole Set | New Wires/ Cables | Trans. Wires/ Cables | Remove Poles | Estimated Working Days |
|---------------------|----------|----------------------|----------------------------|-----------------|------------------------------|
| Central Maine Power | 5 | 10 | | 5 | 20 |
| Oxford Networks | 1 | 18 | | | 19 |
| Total: | | | | | 39 |

Aerial Utility Specific Issues:

Central Maine Power plans to relocate **15 poles** in conjunction with this project as noted on the attached pole list

- Central Maine Power contact is **Gary Crabtree Cell 831-0295**.
- **CMP would like 2 weeks notice before any work is done around their poles.**

Oxford Networks plans to set **3 new poles** in conjunction with this project as noted on the attached pole list.

Town: **Gilead**
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Date: **June 22, 2009**

Underground Utility Specific Issues:

- **Oxford Networks** has buried cable throughout the project and plans to install new lines on the poles.
- Contact for Oxford Networks is **Brent Hadley Cell 462-2754**.
- **Oxford Networks would like 2 weeks notice before any work is done around their facilities**

A DETAILED POLE LIST WILL BE ATTACHED TO THIS SPECIAL PROVISION

Railroad Specific Issues:

- **St. Lawrence and Atlantic Railroad** has both above and below ground structures located within the Project Limits. Work within the railroad Right of Way shall be preplanned and authorized by the railroad.
- The contact for **St. Lawrence and Atlantic Railroad** is **Paul Boisvenue Cell (207) 212-2314**. **St. Lawrence and Atlantic Railroad will not tolerate any negligence or irresponsibility when it comes to blasting on this project. A *Special Specification titled “Protection of Railroad Traffic and Structures” is attached and shall be followed. In regards to working within the Railroad Right of Way and blasting along the project.*** Any work in or around the railroad shall be done in compliance with all terms of the Railroad’s Special Specifications (PRTS). Failure to do so could result in suspension of work and/or compensation for additional rail flagging or inspection.
- **As outlined in the attached PRTS the Railroad has the Authority to cease and or suspend any work that does not comply with the safety terms of the PRTS.**

BLASTING AROUND UTILITIES

In addition to any other notice that may be required, the Contractor shall pay particular attention to any aerial or underground utilities within the blasting area. The Contractor shall also notify an authorized representative of each utility having plant close to the site no later than seventy two (72) hours before the intended blast. The notice shall state the approximate time and location of the blast.

DIG SAFE

The Contractor shall be responsible for determining the presence of underground utility facilities prior to commencing any excavation work and shall notify utilities of proposed excavation in accordance with M.R.S.A. Title 23 §3360-A, Maine “Dig Safe” System. **1-888-344-7233**

THE CONTRACTOR SHALL PLAN AND CONDUCT HIS WORK ACCORDINGLY.

| CMP Pole # | Tel. Pole # | Existing Station | Rt/Lt | Existing Offset from C.L. (m) | Existing Offset from C.L. (ft.) | New Station | Rt/Lt | New Offset from C.L. (m) | New Offset from C.L. (ft) | Cut/ Fill (-/+) | Miscellaneous/Remarks |
|-------------------------|-------------|------------------|-------|-------------------------------|---------------------------------|-------------|-------|--------------------------|---------------------------|-----------------|---|
| Rt 113 Connector | | | | | | | | | | | |
| 12 | | 0+012.2 | Lt | 15.0 | 49.2 | | | | | | |
| 13 | | 0+050.2 | Rt | 5.8 | 19.0 | 0+053.1 | Rt | 6.0 | 19.7 | -1.5' | Existing location OK. Road Xing (Will need to be replace in place due to cut) |
| 14 | | 0+095.0 | Rt | 5.8 | 19.0 | | Rt | 6.2 | 20.3 | -2.1' | New station & offset. Road Crossing. (Set 2' deeper) |
| 15 | | 0+138.0 | Rt | 6.8 | 22.3 | | | | | -1.0' | Set back at existing station to line up poles(Set 1' deeper) |
| 15S | | 0+139.8 | Lt | 8.3 | 27.2 | | | | | | Existing location OK. |
| 16 | | 0+184.7 | Rt | 14.8 | 48.5 | | | | | | Existing location OK. |
| 17 | 20 | | | | | | | | | | Existing location OK. If taller pole needed for road crossing/take off, replace in place. (DDE) |
| 1 | | 0+223.2 | Lt | 6.7 | 22.0 | | | | | | Poles 17 through 20-OK in existing location |
| 18 | | | | | | | | | | | Span to 16. Road Crossing. If taller pole needed, replace in place(Pole is on Rt. 113) |
| 19 | | | | | | | | | | | Existing location OK. |
| 20 | | | | | | | | | | | Existing location OK. |
| 1 | | | | | | 3+205 | Rt | 17.9 | 58.0 | | Existing location OK. |
| 2 | | | | | | 3+129 | Rt | 12.8 | 42.0 | 0.5' | Existing location OK. |
| 3 | | | | | | 3+050 | Lt | 12.8 | 42.0 | | Existing location OK. |
| | | | | | | | | | | | OFF PROJECT |
| Rt. 2 | | | | | | | | | | | |
| 12 | | 3+675.2 | Rt | 13.2 | 43.3 | | | | | -4.8' | Existing location OK Same as pole 12 on Rt. 113 ConnectorRoad Xing (5' spot cut needed, replace in place due to cut.) |
| 11 | | 3+710.5 | Lt | 3.2 | 10.5 | 3+724.8 | Rt | 8.0 | 26.2 | -1.2' | Set at new station & offset. Road Xing. (Need push brace, set 1' deeper) |
| 10 | | 3+743.2 | Lt | 7.0 | 23.0 | | | | | | Eliminate and remove old pole. |
| 9 | | 3+789.1 | Lt | 6.6 | 21.6 | 3+775.4 | Rt | 8.0 | 26.2 | -2.7' | Move to right and set at new station & offset(2.7' spot cut needed) |
| 8 | | 3+826.2 | Lt | 6.4 | 21.0 | | Rt | 8.0 | 26.2 | -1.4' | Move to right at existing station and set at new offset(Set 1.5' deeper) |
| 7 | | 3+865.0 | Lt | 5.7 | 18.7 | | Rt | 8.0 | 26.2 | -1.8' | Move to right at existing station and set at new offset(Set 2' deeper) |
| 6 | | 3+905.3 | Lt | 5.3 | 17.4 | | Rt | 8.0 | 26.2 | -0.6' | Move to right at existing station and set at new offset(Set 1' deeper) |
| 5 | | 3+945.3 | Lt | 5.5 | 18.0 | 3+956.7 | Rt | 8.0 | 26.2 | +0.2' | Move to right and set at new station & offset. |
| 4 | | 3+984.3 | Lt | 4.8 | 15.7 | | | | | | Eliminate and remove old pole. |
| 3 | | 4+022.9 | Lt | 4.9 | 16.1 | 4+008.1 | Rt | 8.0 | 26.2 | +0.2' | Move to right and set at new station & offset. |
| 2 | | 4+058.9 | Lt | 5.1 | 16.7 | 4+072.7 | Rt | 8.0 | 26.2 | +0.3' | Move to right and set at new station & offsetRoad Xing. |
| 2.1 | | 4+071.9 | Rt | 7.5 | 24.6 | 4+125.9 | Rt | 8.0 | 26.2 | +0.2' | Set at new station & offset. |
| 1 | | 4+104.8 | Lt | 5.3 | 17.4 | | | | | | Eliminate and remove old pole. |
| 1.1 | | 4+125.9 | Rt | 4.6 | 15.1 | | | | | | Eliminate and remove old pole. |

End of CMP for this area.

SPECIAL PROVISION
SECTION 107
TIME
(Supplemental Liquidated Damages)

The Contractor shall complete the Wild River Bridge approach embankments from Station 3+380 to 3+520 up to the abutment shelf elevations shown on the plans including the riprap slopes by November 15 2009.

The Contractor shall provide unrestricted access for other contractors from the existing Route 2 to each Wild River Bridge abutment location by November 15, 2009. This access shall be a roadway meeting the following requirements: minimum width of 7 meters, maximum grade of 6%, shall be kept passable at all times, and shall be capable of carrying heavy loads for purposes of highway or bridge construction. This access may be the relocated Route 2 roadway or other access approved by the Resident. The Contractor shall construct, maintain, and remove if necessary any temporary access provided. All costs associated with temporary access shall be incidental to related contract items.

Should any portion of the above stated work remain incomplete beyond the date specified, Supplemental Liquidated Damages shall be assessed the Contractor at the rate of Two Thousand Dollars (\$2000.00) per day for each calendar day any work on this section remains incomplete beyond the specified date.

The Contractor is also notified that work performed by other Contractors will be performed within the project limits. This other work will consist of new highway bridge construction between Stations 3+380 to 3+520.