



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

JOHN ELIAS BALDACCI  
GOVERNOR

DAVID A. COLE  
COMMISSIONER

March 5, 2009  
Subject: **Deer Isle & Sedgwick**  
Federal Project No. HP-1006(201)X  
State Pin No. 010062.01  
**Amendment No. 2**

Dear Sir/Ms:

The following questions have been received:

**Question:** Do the inside surfaces of the fairing and the girders get cleaned and painted? What type of cleaning and painting is to be utilized?

**Response:** Yes, These areas are to be cleaned and painted in accordance with Coating System B as described in Special Provision Section 506.

**Question:** Do the inside surfaces of the towers get cleaned and painted?

**Response:** Yes, These areas are to be cleaned and painted in accordance with Coating System A as described in Special Provision Section 506.

**Question:** As this is a painting contract, we request the pay rates for painters, blasters and general labor. As an out of state bidder, it is not practical to furnish an accurate bid without these pay rates.

**Response:** Per US DOL, the approved wage for the Bath-Woolwich Bridge Project (PIN - 2393.40) in Sagadahoc County for a Painter/Blaster/Rigger Classification was \$22.53 + \$9.32 fringe. It is the low bidder's responsibility to request non-listed wage rates.

**Question:** We request information pertaining to the prevailing weather conditions to be expected at the work site.

**Response:** Use NOAA weather information from Bar Harbor, Maine Hancock County.

**Question:** Can traffic signals, running 24 hours a day – 7 days a week, be used in lieu of flaggers so that equipment may remain on the bridge at night?

**Response:** No, traffic signals 24/7 are not acceptable but flaggers 24/7 are acceptable.



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**Question:** I understand that the cables and wire rope do not contain coating with lead. Therefore, are there any containment requirements for the SSPC-SP-2 hand tool cleaning to be done in these areas?

**Response:** The cables and wire ropes are coated with lead paint and need to be contained accordingly.

**Question:** We would like to bid on this project with an "organic zinc-rich primer" a "phenalkamine epoxy intermediate" and a "polyurethane" topcoat; as well as the other systems specified.

**Response:** The project must be bid with the coatings specified.

**Question:** Note 19 on sheet 2 of the contract drawings states "the contractor shall limit the dead weight of the scaffolding or any other device that the contractor may employ for construction access on the suspended spans to not more than 100plf along each cable". Does this refer to access for the painting of the cables only or does it refer to the containment system for the suspended spans or both? If it refers to the containment system for the suspended spans it will reduce the allowable live loading on the containment system to the point where very little abrasive will be allowed to accumulate before it will have to be recovered. This would severely slow down production which would be cost prohibitive and detrimental to the schedule. An alternative method of using a barge for the collection of blast debris is not feasible due to the height of the bridge and the fact that the barge cannot be secured in place due to the water depth and current.

**Response:** As stated in Special Provision 506, subsection 506.035, the Contractor must submit detailed calculations stamped by a PE registered in the State of Maine showing that the proposed paint containment system (enclosures, work platforms, collected waste product, equipment, etc.) will not produce stresses in any bridge members exceeding the allowable stresses as specified in AASHTO Load and Resistance Factor Design (LRFD) Bridge Design Specifications 2007 and 2008 interim specifications or AASHTO Standard Specifications for Highway Bridges 2002, and all supplementals thereto. An H 20-44 loading shall be used for the live load. The weight of any sandblast material on the platform, or other part of the bridge, must be included in these calculations as part of the proposed paint containment system.

Additionally, for work on the suspended spans, the Contractor shall limit the total weight (Dead Load + Live Load) of scaffolding or any other device the Contractor may employ during the course of the work on the suspended spans to not more than 500 plf along each cable, for a maximum length of 500 feet. The weight of any sandblast material on the platform, or other part of the bridge, must be included in this Dead Load + Live Load limit of 500 plf along each cable.

**Question:** Can Sandblast equipment be parked on any part of the bridge?

**Response:** Yes. See Plan Sheet 2, General Note 6.

**Question:** The specifications call for SSPC Class 1A containment. This specification is written for paint removal using abrasives. Is containment required for hand tool cleaning and hand painting of the cable system and if so, what class of containment will be required?

**Response:** In accordance with Special Provision Section 506, subsection 506.035, all surface preparation and painting shall be performed in the approved containment system, conforming to the latest SSPC Guide 6, Guide for Containing Surface Preparation Debris Generated During Paint Removal Operations, for the specified level of cleaning, as applicable. Based on this requirement, areas to be hand tool cleaned and hand painted shall have a Class 1P containment system, as defined in SSPC Guide 6.

**Question:** Is the existing concrete filled galvanized steel grid deck included in the scope to be painted?

**Response:** The existing concrete filled galvanized steel grid deck shall not be cleaned or painted.

**Question:** There are high voltage wires that pass through the fairings which make some areas extremely difficult to clean and paint, and brings in a big safety factor. Could the contractor remove the Fairings for more ease of painting and reinstall after completion in these difficult areas? If so, what lengths of Fairings could be removed at a time? Would the Contractor be able to remove the fiberglass grid as well?

**Response:** Removal of any portion of the fairings will not be permitted. The Contractor will be permitted to remove and reinstall the fiberglass grid.

**Question:** The Fairings require an SP-3 cleaning, since we will be abrasive blast cleaning the structural steel to an SP-10 all around the Fairings and have them contained, could the Contractor blast the Fairings to an SP-7 Sweep Blast instead of power tool cleaning SP-3?

**Response:** SP-3 cleaning was specified for the fairings to address areas of coating breakdown and corrosion. It is not intended to have the entire the surface of the fairings power tool cleaned. Therefore, it should not be necessary to clean large areas of the fairing surface, and SP-7 sweep blasting of the fairings is discouraged.

Consider this information prior to submitting your bid on March 11, 2009.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Bickford". The signature is fluid and cursive, with the first name being the most prominent.

Scott Bickford  
Contracts & Specifications Engineer