

**ADDENDUM NO. 1**  
**TO**  
**TOWN OF AUBURN, MAINE**  
**MERROW ROAD RECONSTRUCTION**  
**MARCH 14, 2025**

This addendum amends and /or supplements the bid documents as indicated below. Only these items alter the bid documents. Any verbal discussions or responses are hereby declared null and void. Please acknowledge this addendum on the attached Bid Form.

**Clarifications to the Bid Documents:**

The following changes have been made to the Bid Documents:

1. Question: Can the sign-in sheet from the pre-bid meeting be included in Addendum #1?
  - a. Answer – Yes, the pre-bid meeting sign-in sheet is included in Addendum #1.
2. Question: Can the agenda from the pre-bid meeting be included in Addendum #1?
  - a. Answer – Yes, the agenda from the pre-bid meeting is included in Addendum #1.
3. Question: The State of Maine allows one lift up to 3". Would it be possible to do the commercial section as 3" and 1.5" instead?
  - a. Answer – The Maine DOT allows up to a 3" lift to be completed for 12.5mm coarse base pavement. However, the proposed commercial section requires 3½" of 12.5mm base, not 3". The minimum lift for a 12.5mm base coarse is 1¾", which is why two 1¾" lifts are proposed in Pavement Detail B.
4. Question: What item will entrance (driveway) gravel and fine grading be paid under?
  - a. Answer – Entrance gravel will be paid by the Ton under item 304.10 – Aggregate Subbase Course – Gravel, Type D. Fine grading will be incidental to the applicable gravel item.
5. Question: What is the proposed depth of pavement for entrances (driveways)?
  - a. Answer – Per note 15 of the General Notes (sheet 5), paved entrances shall be constructed with 3" HMA and 11" of Aggregate Subbase Course – Gravel.
6. Question: How was the quantity for the ledge (rock excavation) calculated?
  - a. Answer – Two hills on the project are proposed to be cut by 2'-4' as part of this project. Hill 1 is located at approximately Sta. 203+50, and Hill 2 is located at approximately Sta. 217+75. The quantities for rock excavation were completed using the Maine DOT average end-area method using the cross

sections for both hills. We assumed that the existing roadway width x the local road typical section (Hill 1) or 32" (Hill 2) would be common excavation and that all of the other excavation would be considered rock excavation (within the limits of the heavy cut). For Hill 1, the limit was anticipated to be from Sta. 202+50 to Sta. 204+50. For Hill 2, the limit was anticipated to be from Sta. 217+00 to Sta. 218+50

Please note the additional information provided by the Geotech Report (see Appendix A of the bid book):

1) Hill 1 – Boring B-1 and B-2 were taken on either side of the hill but not in the area of the proposed cut. We anticipated that there is bedrock in this hill which accounts for its poor sight distances.

2) Hill 2 – Boring B-4 encountered bedrock (32" depth).

7. Question: Are road closures allowed during blasting?
  - a. Answer – Temporary road closures may be considered during blasting operations to ensure the safety of the traveling public.
8. Question: Is the cleaning of the existing structures incidental or will they be paid under the culvert cleaner hourly item?
  - a. Answer – If required, Item 631.32 Culvert Cleaner (Including Operators) shall be used to clean the existing catch basins and pipes along the frontage of the Futureguard building, the existing 24" pipe just west of the proposed large culvert, and the 8" underdrain and catch basin on Fletcher Road (near Hotel Road). The proposed cleaning of existing structures shall be coordinated with the City of Auburn.
9. Question: During paving operations is the intent to break the shoulder slope, or will the shoulders be straight graded at the same grade as the travel way?
  - a. The shoulders and travel way will be straight graded at -2%. The only time this is not true is in the proposed superelevated section, where we are breaking the high side shoulder at 2% away from the roadway centerline (Sta. 215+50 to Sta. 221+25—see superelevation table on sheet 2). This is noted in the cross sections (sheets 40-44).
10. Question: Are slip-form concrete curb tip downs required to be buried per Maine DOT spec?
  - a. Answer – Yes, the intent is to bury the tip downs as shown in Maine DOT Standard Detail 609(10).
11. Question: Is this project MPI or City of Auburn funded?
  - a. Answer – The project is funded by the City of Auburn.

12. Question: If Bid Alt#1 is not accepted, does AWS D have the capacity to complete the required work in coordination with the Contractor?

- a. Answer – Yes, the AWS D will be able to complete the required work in coordination with the Contractor.

13. Question: Will the City of Auburn consider allowing final surface paving to be completed outside of the Maine DOT window for surface pavement?

- a. Answer – The City of Auburn will consider allowing surface paving beyond the Maine DOT paving window; however, variants on temperature requirements will not be considered.

14. Question: Will the City of Auburn consider extending the project end date (currently December 5, 2025)?

- a. Answer – The City of Auburn will require that the residential section be completed by the current completion date (December 5, 2025). The completion date for the remainder of the project will be extended to October 16, 2026.

15. Question: Will the city work with the contractors if tariffs are imposed and impact the project post-bid?

- a. Answer – The City of Auburn is open to negotiating tariff-direct material cost increases.

16. Question: Is Reinforced Concrete Pipe (RCP) an acceptable substitute for use as storm drain on the project?

- a. Answer – Yes, the contractor may use RCP pipe instead of HDPE for proposed Option III pipes.

17. Question: Please clarify what is required for dewatering/maintaining access for organisms (per spec) during the installation of the box culvert. The plans show a dewatering pipe that outlets elsewhere which contradicts maintaining organism passage as it would be dumping organisms elsewhere and not in the stream.

- a. Answer – The contractor shall prepare and submit for approval the following:
  - 1) A dewatering plan, the dewatering depicted on the plans is an example of a possible alternative and includes a note for placing the dirtbag at least 25' from the wetland boundary.
  - 2) A stream bypass plan capable of meeting the specification, please note that a stream bypass plan is not shown on the plans.

18. Comment: As noted in the pre-bid meeting, on sheet 5 – General Notes, note 39, which refers to a 2” - 4” depth of loam, shall be removed from the project. Section 615 of the bid book specifies that the loam shall be placed to a final depth of 6” per City of Auburn standards.



## Pre Bid Conference Sign In Sheet

Date: March 11, 2025

BID #2025-20 Merrow Road Reconstruction

Company	Representative Name	Contact Number	Email
Pratt & Sons	Derrick Pratt	345-3311	Andrew@prattsons.net
<del>Pratt &amp; Sons</del> Glidden Ex & Paving	Matthew Glidden	699-9592	matthgliddenpaving.com
NEP	Chris Webber	212-4220	christine.webber@eurovia.us
Coastal Road Repair	Lee Ruby	756-9436	leeruby@crme.com
Gorrill Palmer	Sared Winchenbach	735-5017	swinchenbach@GorrillPalmer.com
<del>SARGENT</del> <del>MATT THIBAUT</del>	MATT THIBAUT	603-396-9860	mthibault@sargent.us
Gendron & Gendron	Nick Mathon	577-7914	Nick M@Gendron Corp. com
Sargent	James McCarthy	944-2295	jmcCarthy@sargent.us
City Staff Present			
KRIS BENNETT	Cy Wilkinson		

PLEASE PRINT CLEARLY

AUBURN, MERROW ROAD RECONSTRUCTION  
BID #2025-020  
PRE-BID MEETING  
MARCH 11, 2025, 2:00 PM



PREBID MEETING

1. Introduction and meeting purpose.
2. Sign-in sheet.
3. Bid Opening – Thursday, March 20, 2025, at 2:00 pm, Community Room.
4. Project limits:
  - a. Merrow Road, from Minot Ave (Route 11) to Hotel Road.
  - b. 1.31 miles in length.
5. Scope of work:
  - a. Full-depth reconstruction for entire limits.
    - Work includes provisions for a right turn lane on Merrow Road at its intersection with Hotel Road.
  - b. The installation of an 8' (span) x 6' (rise) x 65' (length) precast concrete box culvert (clamshell style) and associated grading.
  - c. Provide slip form concrete curb with appropriate tip downs.
  - d. Install a new guardrail over the proposed precast concrete box culvert.
  - e. Provide drainage improvements, including new catch basins, pipes, underdrain, and ditches.
  - f. Provide new striping and updated signage within the project limits.
  - g. Loam, seed, and mulch as directed.
  - h. No landscaping and lighting.
  - i. Bid alternate #1 includes raising structures for the Auburn Water and Sewerage District.
6. Review of plan set:
  - a. Typical Sections, Sheet 2:
    - Daylighting subbase gravels or adding underdrain.
    - Superelevation table.
    - Residential and Commercial roadway typical sections.
      - Residential: 3.5" HMA on 18" gravel.
      - Industrial/Commercial: 5" HMA on 21" gravel.
  - b. Details Sheet, Sheet 3:
    - Offset underdrain to avoid gas line/AWSD.
    - Extend subbase to existing 12" UD "C" in front of Futureguard building.

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- Pavement Detail A & B.
- Mailbox detail.
- c. Construction Notes, Sheet 4:
- d. General Notes, Sheet 5:
  - Note 39, which references 2”-4” loam, shall be deleted as referenced in SP 615 Loam, Seed, and Mulch. 6” shall be the proposed depth of loam per City standard.
  - Note 48 & 49: The project's geotechnical report is provided in Appendix A of the bid book.
  - Note 64: Proposed 6” underdrain note.
  - Note 65: Special Provision 104 – Utilities
  - Note 68: Private utility pole removals will be incidental to Common Excavation.
  - Note 69: Guardrail placed over the precast concrete culvert shall be placed in concrete per Maine DOT Standard Detail 606(22).
  - Note 70: For information regarding cellar drain connections see Maine DOT Standard Detail 802(18).
  - Note 77: The AWSO is completing 14 test pits along the project to confirm utility elevations (the last 4 test pits are being completed today). We will send along the information once it is received.
  - Precast Concrete Box Culvert Notes: 1-12.
- e. Special Details – Culvert, Sheet 6:
  - All instream work shall be completed between July 15 and September 30.
  - Stream bypass shown on the plan is an example. The contractor shall submit the dewatering and channel bypass plan to the inspector for review and approval prior to the start of construction.
  - A “clamshell precast concrete box culvert will be used. The horizontal seam will be at the top of the box.
  - Grading shown on Special Sheet instead of plan/profile sheets and cross sections.
  - Precast concrete head wall and toe wall are required.
  - Pipe shall be embedded with 18” special fill material and void-filled riprap.
- f. Plan/Profiles, Sheets 7-16:
  - Sheet 7: Major profile changes (+/- 2-3’).
  - Sheet 7: Two light poles set to be removed and reset.
  - Sheet 7: Remove and reset the concrete block retaining wall.

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- Sheet 8: 465 & 470 Merrow Road stated in the public meeting that they are looking to acquire some fill from the project. The contractor is free to coordinate with the homeowners.
- Sheet 8: 470 Merrow Road stated in the public meeting that their lawn may work as a staging area. The contractor is free to coordinate with the homeowner.
- Sheet 9: 428 Merrow Road has a row of pine trees along the road that act as a privacy barrier, minimize clearing in this area.
- Sheet 9: Major profile changes (+/- 3'-5')
- Sheet 9: Geometric changes at the top of the hill, flattening the curve.
- Sheet 9: 410 Merrow Road stated in the public meeting that they would be intersected in acquiring some large rocks from blasting/rock excavation.
- Sheet 9: 410 Merrow Road, there is a well-noted but not surveyed on the plans.
- Sheet 10: A large amount of stone ditch protection due to steep profile grades.
- Sheet 10: An abandoned concrete well is set to be removed.
- Sheet 10: 350 Merrow Road stated in the public meeting that a well in their front yard overflows in spring and summer. See note regarding the potential French drain in this area that ties into 6" UD.
- Sheet 10: 340 Merrow Road stated in the public meeting that they have the same issue with their well but have it piped to the ditch in the front yard. We will connect that pipe to the 6" UD run.
- Sheet 10: 340 Merrow Road stated in the public meeting that they installed the riprap in the ditch in front of their house and would like to keep it. The contractor shall coordinate with the homeowner before beginning construction in this area.
- Sheet 11: Sta. 233+00 divider between Local Road vs Industrial/Commercial Road.
- Sheet 12: Underdrain offsets come into play to avoid utilities.
- Sheet 13: Large Culvert notes.
- Sheet 13: Utility relocations are likely at the large culvert due to its size.
- Sheet 13: Proposed guardrail layout.
- Sheet 13: Remove bollard – coordinate with business.
- Sheet 14: Extending subbase out to utilize the existing underdrain in front of Futureguard building.
- Sheet 15: Widen road to accommodate a right turn lane.
- Sheet 15: Extend 8" underdrain down Fletcher Road to tie into the existing underdrain and/or catch basin.

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- AWSD is set to replace 50 feet of the sewer force main around Hotel Road.
  - g. Side Road Profiles. Sheet 17:
  - h. Sign/Striping Plans, Sheets 18-23:
    - Building road at 11' TW with 4' Shoulders & Striping it at 10' TW and 5' Shoulders.
  - i. Curbing Plans, Sheets 24-28:
  - j. Cross sections, Sheets 29-75:
    - Drainage details and notes.
    - Utility Pole locations.
    - Driveway designs.
  - k. Side Road Cross Sections, Sheets 76-77
  - l. Right of Way Plan, Sheet 78
  - m. Appendix A – Erosion Control Plans.
7. Review of Specifications:
- a. Table of Contents is on sheet 3.
  - b. Bid form and schedule of items start on page 7.
  - c. Bid alternate #1 – Adjusting structures for the utilities.
  - d. The basis of the award will be based upon the base bid or any combination of the base bid and alternatives (#1). Whichever is deemed in the best interest of the city.
  - e. Bid Bonds & Sample Agreement are sheets 11 through 16.
  - f. Scope of work, page 17.
  - g. Supplemental Specifications, starts on page 18:
    - Using Maine DOT standard specifications and details on this project.
    - Section 101 – Contract Interpretation.
    - Section 104 – Utilities.
      - 18 new poles are being installed, and 29 existing poles are set to be removed.
        - a. Transfers from CMP, Charter, Consolidated, and potentially Firstlight will be required.
        - b. Site visit confirmed they are all aware of the work; just need to reach out to them to schedule it.
      - AWSD is looking to replace 50 LF of force main on Merrow Road at the intersection with Hotel Road.
      - Large Culvert Utility relocations, potentially AWSD and Unitil.



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- Weekly quantity reports.
- Section 105: Limitations of Operations: At a minimum, must maintain one 11-foot lane of alternating traffic. Traffic Control alternatives will be reviewed.
- Section 105: Limitations of Operations: During the large precast concrete culvert installation, the Contractor will be allowed to close Merrow Road (within the immediate vicinity of the cross culvert) for one week between July 15<sup>th</sup> and September 30<sup>th</sup>.
- Section 107: Contract Time – The contract completion date is December 5, 2025.
- Section 107: Contract time – Clearing in the vicinity of the large culvert shall take place prior to April 15<sup>th</sup>.
- Section 107: Contract Time – Clearing for the remainder of the project shall take place prior to May 15<sup>th</sup>.
- Section 107: Contract Time – All in-stream work shall be completed between July 15<sup>th</sup> and September 30<sup>th</sup>.
- Section 203: Excavation and Embankment – Proposed blasting shall be completed per Maine DOT requirements as well as the City of Auburns Blasting Ordinance (Appendix B).
- Section 534: Precast Structural Concrete – Review for large culvert (Lump Sum).
- Section 603: Pipe Culverts – Drainage pipes to be HDPE.
- Section 615: Loam, Seed, and Mulch (SY) – 6” loam.
- Section 631: Culvert Cleaner – used on existing drainage run near Futureguard building & or, if required, on 24” near large culvert or 8” UD section on Fletcher.
- Section 634: Highway Lighting – Spec for removing and resetting ornamental light.
- Section 645: Highway Signing – Wooden sign.
- Section 652: Flaggers have been separated from the work zone traffic control items.
- Section 672: Remove and reset retaining wall.
- Section 801: Sanitary Sewer – These items are for cellar drain connections.
- Section 801: Bollards – Remove and reset.
- Rigid insulation notes have been added to 534, 603, and 605 specs.
- Appendix A – Exploration Data Report for Roadway Evaluation.
- Appendix B – Blasting Ordinance.
- Appendix C – Maine DOT Standard Detail Update.
  - Maine DOT Standard Specification Update.

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8. Bid Addendum: This will be sent to all bidders by the close of business on Friday, March 14, 2025.
9. Additional Questions:
  - a. We have received a handful that will be added to Bid Addendum #1.