

April 15, 2025

Subject: Eastern Trail WIN 019426.00 & 019426.10

Location: Scarborough and South Portland

Amendment No. 2

Dear Sir/Ms.:

Please make the following changes to bid documents:

In the Bid Book:

REMOVE 1st paragraph under Notice to Contractors "April 17, 2025" and **REPLACE** with "April 24, 2025"

REMOVE section 104, 2nd paragraph under Activities Requiring De-Energized Lines and **REPLACE** with "Temporary power outages and requests for onsite CMP inspectors will need to be requested well in advance of the planned activities. CMP requires a minimum 120-day advanced notification request for temporary outages and inspectors and recommends 150-days; however, approval is not guaranteed. In addition, the temporary outages will be limited to occur in April/May or September/October timeframe and be restricted to overnight outages. The overnight outages will be approximately between the hours of 8:00 PM and 6:00 AM; with power restored during the daytime; however, these power outage hours may be reduced by CMP depending on electric demand and the Contractor may need to cancel operations within an hour if notified by CMP. The Contractor may request up to 10-consecutive nights of power outages at each bridge site, for each spring and fall season noted. The Contractor should request additional outage dates as a contingency in the event weather prohibits bridge erection, electrical demands prohibit the outage, or the coordination requirements with CSX at the CSX Railroad crossing can not be met.

The following questions have been received:

Question: The utility section of the specifications require outages for any crane work within 20 feet of the overhead power lines. The specifications also state that only three 10 hour outages will be allowed at each bridge. The time required to drive the piles within 20 feet of the lines at the CSX railroad bridge will require substantially more time than three outages. Is there a way to obtain more outages to complete the work?

Response: See revision to the 104 utility specification. It is expected that the Contractor will coordinate with the utilities regarding project schedule and other items pertinent to the project in accordance with the 104 specification to complete the work.

Question: Has ADA requirements been waived for the project? If ADA has been waived, has USDA "Accessibility Guidebook for Outdoor Recreating and Trails" also been waived? When applicable, ADA requires landings every 30 ft as well as a graspable handrail when slope exceeds 5%, which do not appear to be included here. It appears that the trail slope for the CSX Railroad crossing is set at the absolute maximum that ADA will allow of 8.33%. Maintaining maximum ADA slope leaves no room for fabrication or construction tolerance. For this reason Contech has chosen to limit slopes to 8.0% and

4.75% for 8.33% and 5% respectively. If ADA requirements have been waived, then we are OK with foregoing the landings and handrails, but would still need to limit the slope to 8% as USDA's "Accessibility Guidebook for Outdoor Recreation and Trails" also limits slopes to 8.33% for a segment length of 200' between resting intervals. So a similar tolerance concern would exist. Please comment.

Response: ADA requirements have not been waived for the project. Resting areas have been provided every 200' as required by the Shared Use Path Accessibility Guidelines developed by the Architectural and Transportation Barriers Compliance Board for slopes greater than 5% and not exceeding 8.33%. A handrail along the affected segment of trail is not required and therefore was not included in the plans. Due to the constraints of the Pan Am Crossing, Parkway Drive, and Right of Way, proposed grades must adhere to the grades noted on the plans.

Question: Please confirm that all easement/permissions have been approved and are in place for the contractor to access the project and deliver materials from Desfosses Ave, Parkway Dr., Portland Water District's gravel road, and ABCO Rental and Storage's property road?

Response; All easements/permissions as shown in the Right of Way plans of the plan set are approved and in place.