



**CLEANING AND PAINTING STRUCTURAL STEEL AND BARRIER REHABILITATION  
AT WESTBOUND BAY BRIDGE – PHASE III**

**SPECIAL PROVISIONS**

Contract No. BB 2638-000-006

**SP 1-1 PROJECT DESCRIPTION**

CONTRACT NO.: BB 2638-000-006

TITLE: Cleaning and Painting Structural Steel and Barrier Rehabilitation at Westbound Bay Bridge (Phase III)

FACILITY: William Preston Lane, Jr. Memorial Bridge

COUNTY: Anne Arundel and Queen Anne's Counties

ADVERTISED: September 06, 2012

SITE VISIT: 11:00 a.m. on September 11, 2012 and September 19, 2012 at the Administration Building, 850 Revell Highway, Annapolis, MD 21041.

PRE-BID MEETING: September 13, 2012 at 10:00 a.m., in the 2<sup>nd</sup> Floor Conference Room at the Maryland Transportation Authority, 300 Authority Drive, Engineering Building, Baltimore, MD 21222

PROJECT CONTACT: Procurement Officer: Ms. Caprice Griffin (410) 537-7526

QUESTIONS: Please submit all questions in writing to the Procurement Officer, Caprice Griffin via email at [cgriffin2@mdta.state.md.us](mailto:cgriffin2@mdta.state.md.us). Questions will be taken until September 25, 2012 at 2:00p.m. Oral questions will not be entertained.

BIDS DUE: **12 Noon, October 05, 2012** in the Bid Box on the 2<sup>nd</sup> floor of the Maryland Transportation Authority, Division of Procurement and Statutory Program Compliance Building, 303 Authority Drive, Baltimore, MD 21222 (Please use side entrance closest to Key Bridge)

CLASSIFICATION: Class I - (\$30,000,001 to \$50,000,000)

CONTRACT TIME: Seven Hundred and Thirty (730) Calendar Days

LIQUIDATED DAMAGES: **\$1,500.00 per Calendar Day**

MINIMUM MBE GOALS: **Overall 16% with no subgoals**

BID DOCUMENTS: Bid documents can be downloaded from <http://www.emarylandmarketplace.com>. Any questions regarding how to get to this website, please contact the Division of Procurement and Statutory Program Compliance at 410-537-7807.



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**PROJECT DESCRIPTION**

The work to be performed under this contract is located at Structure No. AAZ05004 carrying US 50 Westbound over the Chesapeake Bay.

The scope of work includes:

- Clean and paint all steel members, excluding the existing rail that is not being replaced. Included in the cleaning and painting are all exposed surfaces of the existing steel railing posts and associated connection plates of the cantilevered deck truss spans, spans 29-31 and 35-43 (twelve spans total). The limits of cleaning and painting shall include all internal surfaces of box-shaped members accessed through man-holes, up to and including the exposed sides of the seal plates.
- Replace bottom rail (the third rail from top) on both sides of the entire bridge excluding the Suspension Spans and the through Truss Cantilever Spans.
- Perform miscellaneous structural repairs.

**IMPORTANT NOTICE TO CONTRACTOR**

For all box members with limited man hole access, the limits of cleaning and painting shall include all internal surfaces up to and including the exposed sides of the existing seal plates. The determination of any unforeseen limited access areas shall be made solely by the Engineer on a case-by-case basis. If the levels of cleaning and painting specified cannot be obtained in areas determined by the Engineer to be of limited access, the Contractor shall demonstrate the best cleaning efforts possible to the Engineer, and the determination of acceptable "best efforts" cleaning shall be made solely by the Engineer. Any changes to the specified cleaning requirements, painting system, number of coats, methods of application, etc. shall be submitted to the Engineer by the Contractor for review and approval.

The Contractor shall assume that 40% of the workdays at the WPL (rounded up to the nearest full workday) are unavailable due to MDTA cancellations. No delay claims shall be permitted as long as the overall number of cancelled work days over the life of the project is less than or equal to 40% of the total workdays available at the WPL.

The Contractor has a maximum of sixty (60) work days to complete the removal and replacement of the third railing during night time temporary full bridge closure. These 60 days must occur within a six (6) month period as mutually agreed upon. These work days exclude available work days that may be denied due to the 40% cancellation as described above.

No gap between the railings will be allowed and all railings should be in place before reopening the bridge to traffic at the end of each shift.

**SP 1-2 SPECIFICATIONS**

All work on this project shall conform to the Maryland Department of Transportation, State Highway Administration's Specifications entitled, "Standard Specifications for Construction