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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

May 29, 2015
Subject: bridge removal
State WIN: 022605.00
Location: **Fryeburg**
Amendment No. 1

Dear Sir/Ms:

The following questions have been received:

Question: The drawings do not show any scale. Please state the depth of the saw saw cut required in the abutments.

Response: The Bidder who submitted this question was contacted to clarify the intent of the question. The Bidder essentially wanted to know what the thickness of the abutment at the demolition limit. The limit is approximately 2' +-/ below the bridge seat resulting in an abutment thickness of approx. 5 ½'. The length of each abutment is 38'. This is based entirely on the existing plans which may or may not reflect actual conditions. It is the bidder's responsibilities to field verify this information. It is also to be noted that saw cutting, although allowed, is not required.

Question: You specify that the piles in the center pier must be removed entirely. What is the condition of the piles below water, and what is the length of the piles?

Response: The length of the existing piles is unknown. Please note the pile quantity listed on Sheet 6 of the existing plans. However, this may or may not be the installed quantity. In regards to pile condition, please see the attached Underwater Dive Inspection Field Report Dated May 9, 2012.

Question: On sheet 2 of Drawings next to general notes there is a chart of estimated quantities. Item 202.19 Removing Existing Bridge indicates removing170CY of concrete. Would you clarify the volume breakdown? How much is bridge deck & how much of each abutment?

Response: Approximate breakdown is: Abutments, 52 CY/Ea. Pile Cap, 9 CY. The remainder quantity is deck, curb, rail, etc. This estimate is based on the existing plans which may or may not reflect actual conditions. It is the bidder's responsibilities to field verify this information. It is also to be noted that this is a lump sum pay item and quantities shown are reference quantities only.

Consider this information prior to submitting your bid on **June 3, 2015**.

Sincerely,

George M. A. Macdougall P.E.
Contracts & Specifications Engineer

UNDERWATER DIVE INSPECTION FIELD REPORT

Revised May 5, 2005

BridgeNo: 2708 DiveID: 5053

Town1: Fryeburg

Town2:

Bridge Name: RED IRON

Location: 2.2 MI N OF FISH STREET

Feature On Struc: MCNEIL ROAD

Feature Under Struc: OLD COURSE SACO RIVER

Region: 1

Tidal: (Y/N) No

Tide Information:

Dive Entry Loc: DS lft.

Photos stills & video

Comments/ Haz.: Minor debris-branches against piles-large fallen trees upstream

STREAMBED/Comp Material: Mixed sand & mud silt. Gravel, fist size stones. Conc. pieces from deck.

CHANNEL DESCRIPTION / CONDITION:

Bottom fairly level. Channel is straight thru bridge.

STRUCTURE DESCRIPTION / CONDITION:

1997: Steel piles covered w/rust nodules, heavily-approx. quarter and a half dollar-sized and up to 3/4" thick- nodules were 3/16"+- pitting-deterioration continues below mud line several inches. Flange thicknesses vary 1/4" +/- to full thickness slightly jagged and rounded edges. Piles in good condition above horizontal cross brace. 2002: Streambed to 4' up heavily coated nodules 1/2" to 1" thick, two piles on each end battered.

2010: H-pile pier bent continues to deteriorate below horiz. Cross brace(at waterline). Heavy thick rust nodules reveal deep pitting. Solid rust layer on bottom half of u/w portion near mudline leave thin flanges - down to 1/8". Substruct. rating should be 4. Move to 24 mo. cycle.

2012: NO MAJOR CHANGES - VERY THIN FLANGES JUST UNDER HORIZ. CROSS BRACE. REMAINDER OF H-PILE HAS HEAVY THICK RUST NODULES WITH DEEP PITTING WHEN REMOVED. CAN DISTORT METAL WITH HAMMER BLOW.

INSPECTION TEAM:

EDWARDS	TLD		
MERRITHEW	SD		
HANNUM	SD		
WATHEN	SD		

TL =Team Leader, D=Diver, SD =Safety Diver, T=Tender

DIVE CONDITIONS:

3:35	Time: Entry:	10:00
4:00	Time: Exit:	10:40
54	Water Temp:	55
5	Visibility:(ft.)	4
6	Max Depth:(ft.)	6
MOD	Current:	moderate
RAIN	Weather:	cloudy

INSPECTION DATE 05 08 2012

Signature Carl Edwards

Channel Condition: 7 ✓

Substruc/Culvert Condition: 4 ✓ THIN FLANGES