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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

March 31, 2022
Subject: Bridge Replacements & Highway Intersection Reconstruction
State WINs: 022511.01, 022512.01 & 022950.01
Location: **Old Town**
Amendment No. 4

Dear Sir/Ms.:

Make the following changes to the Bid Documents:

ADD the attached SPECIAL PROVISION - SECTION 709 - REINFORCING STEEL AND WELDED STEEL WIRE FABRIC - (Low -carbon, chromium reinforcing steel), 1 page, dated March 30, 2022.

The following questions have been received:

Question: In Amendment 1 there was a response to a question that stated, "it is anticipated that riprap can be placed without the need to excavate." And, "The sequence of operations for the existing abutment removal may be such that if no excavation of existing substrate is required in the water a turbidity curtain shall be used." The heavy riprap details are shown on Plan Sheet 156 for Bridge 1, Sheet 157 for Bridge 2 and Sheet 168 for the Center Island as well as on the cross section plans. All of these details show the heavy rip rap below the existing ground level which would require in-water excavation. Abutment demo is required 1ft below excavation limits and pier demo is required 1ft below existing stream all of which are in the water. Please considered changing your response to state, "excavation for abutment demolition, pier demolition and riprap installation can occur within containment such as turbidity curtain."

Response:
The response included in Amendment No. 1, page 3, question #6 is superseded by the following response.

The use of a vibratory hammer does not require the use of noise attenuation and underwater noise monitoring. It is anticipated that riprap approximately between station 24+00 left and station 25+65 left and station 24+30 right to station 25+65 right, on the island, can be placed without the need for excavation of existing substrate below the water surface and turbidity curtains may be used to contain sediment, in lieu of cofferdams; this riprap may be pushed into the existing ground or placed on top of the existing ground as directed by the Resident. In other locations where riprap is to be installed, excavation of existing substrate below the water surface will be necessary and cofferdams will be required in accordance with SPECIAL PROVISION - SECTION 105 - General Scope of Work -

Environmental Requirements) dated 2/14/2022. The Contractor may be able to sequence its operations for removal of the existing abutments such that no excavation of existing substrate is required below the water surface, in which case turbidity curtains may be used to contain sediment, in lieu of cofferdams. A cofferdam shall be required if the sequence of operations for removal of the existing abutments involves excavation of existing substrate below the water surface. Item 501.237 Noise Attenuation and Underwater Noise Monitor 1 Lump Sum will be added to the schedule of items. Please refer to the latest schedule of items in Amendment No. 3.

Question: Special Provision 530.021 Design Requirements states, "The superstructure reinforcing shall be designed by a Professional Engineer (Engineer of Record) licensed in the State of Maine. GFRP bars shall only be used for the straight bars in the superstructure.....All superstructure reinforcement in its entirety, shall be checked through independent calculations by a Professional Engineer (different than the Engineer of Record) licensed in the State of Maine."
Is the design and independent check limited to only the GFRP bars in the superstructure or does it include all straight and bent bars (low carbon chromium) as in the curb, sidewalk and top of the integral abutment?

Response: The design requirement only applies to the straight stainless-steel bars in the superstructure shown on the Plans that are being replaced with straight GFRP reinforcement.

Question: There are two levels of low-carbon chromium reinforcing steel, 9000 series & 4000 series. Are either levels acceptable?

Response: Please refer to the attached SPECIAL PROVISION - SECTION 709 - REINFORCING STEEL AND WELDED STEEL WIRE FABRIC - (Low - carbon, chromium reinforcing steel), dated March 28, 2022.

Consider these changes and information prior to submitting your bid on **April 6, 2022**.

Sincerely,

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

Old Town
WIN 022511.01.00 and 022512.01
March 30, 2022

SPECIAL PROVISION
SECTION 709
REINFORCING STEEL AND WELDED STEEL WIRE FABRIC
(Low-carbon, chromium reinforcing steel)

Replace the second paragraph of Section 709.01 .02 of the standard specification and replace with the following:

Low-carbon, chromium, reinforcing steel shall be deformed bars conforming to the requirements of ASTM A1035. Bars shall be Grade 100 and alloy Type CS unless otherwise specified on the Plans.