



Janet T. Mills
GOVERNOR

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

Bruce A. Van Note
COMMISSIONER

May 2, 2019
Subject: Railroad Bridge Rehabilitations
State WIN: 023486.00
Location: Aroostook & Penobscot
Counties
Amendment No. 2

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

CHANGE on page 14, NOTICE TO CONTRACTORS, the bid opening date in the first paragraph from "May 8, 2019" to read, "**May 15, 2019**". Make this change in pen and ink.

ADD the attached Meeting Minutes for non mandatory pre-bid meeting on April 25, 2019.

REMOVE pages 17 - 19, Proposal Schedule of Items, 3 pages, dated 3/29/2019, and **REPLACE** with the attached, revised Proposal Schedule of Items, 3 pages, dated 4/30/2019.

ADD the attached SPECIAL PROVISION - SECTION 104 – APPENDIX E - Utilities - PROTECTION OF RAILROAD TRAFFIC AND STRUCTURES, 1 page, dated May 1, 2019.

ADD the attached SPECIAL PROVISION - SECTION 107 - TIME - (Supplemental Liquidated Damages), 2 pages, dated May 1, 2019.

REMOVE pages 116 – 118, SPECIAL PROVISION - SECTION 518 - STRUCTURAL CONCRETE REPAIR - (Rehabilitate Structural Concrete Substructure), 3 pages, dated January 31, 2019, and **REPLACE** with the attached, revised SPECIAL PROVISION - SECTION 518 - STRUCTURAL CONCRETE REPAIR - (Rehabilitate Structural Concrete Substructure), 3 pages, dated May 1, 2019.

ADD the attached Sample Photos – WIN 023486.00 Aroostook & Penobscot Counties, 24 pages, dated April 30, 2019.

In the Plan Set:

Sheet 3: Add the following pay items to the Estimated Quantities table:

Item 503.12 – Reinforcing Steel, Fabricated and Delivered; and Item 503.13 – Reinforcing Steel, Placing (same quantity for each respective pay item, per bridge, as shown below):

- Br. 814 (MP 113.14) – 525 LB
- Br. 7771 (MP 139.56) – 675 LB
- Br. 7772 (MP 139.66) – 1,000 LB
- Br. 7777 (MP 154.59) – 50 LB
- Br. 7778 (MP 161.03) – 50 LB
- Br. 7780 (MP 167.76) – 50 LB
- Br. 7781 (MP 179.34) – 200 LB

Make this change in pen and ink.

Sheet 31: Add the following text to the end of Note 4: “, except for reinforcing steel, which shall be paid as specified in Section 518.” Make this change in pen and ink.

Sheet 35: Add the following text to the end of the first sentence in Note 5: “, except for reinforcing steel, which shall be paid as specified in Section 518.” Make this change in pen and ink.

Sheet 41: Add the following text to the end of Note 2: “, except for reinforcing steel, which shall be paid as specified in Section 518.” Make this change in pen and ink.

Sheet 57: Add the following text to the end of Note 6: “, except for reinforcing steel, which shall be paid as specified in Section 518.” Make this change in pen and ink.

Sheet 60: Add the following text to the end of Note 5: “, except for reinforcing steel, which shall be paid as specified in Section 518.” Make this change in pen and ink.

Sheet 65: Add the following text to the end of the first sentence in Note 3: “, except for reinforcing steel, which shall be paid as specified in Section 518.” Make this change in pen and ink.

Sheet 68: Add the following text to the end of the first sentence in Note 5: “, except for reinforcing steel, which shall be paid as specified in Section 518.” Make this change in pen and ink.

The following questions have been received:

Question: How will reinforcing steel be paid for items 518.211 and 518.60?

Response: See above changes to Proposal Schedule of Items and Plan Set.

Question: How will the cofferdams required by the ACOE permit be paid?

Response: Cofferdams, if required, shall be incidental to contract items.

Question: The quantity sheet p.3 shows 5 bridges with work under item 504.71 "Structural Steel Erection" and 11 bridges with work under item 504.70 "Structural Steel Fabricated & Delivered". How is steel erection to be paid for the 6 bridges not included in item 504.71?

Response: On bridges that require Item 504.791 - Girder Strengthening, all costs associated with the equipment, labor, and incidentals necessary to install the top and bottom cover plates, new web splice plates, new web stiffeners and new shelf angles, including the removal of existing rivets and installation of new high strength bolts shall be paid under Item 504.791. Likewise, on bridges that require Item 504.723 – Floorbeam Strengthening, all costs associated with the equipment, labor, and incidentals necessary to install new web stiffeners shall be paid under Item 504.723. See respective special provisions for additional information.

Question: If there is 178,950 LB under item 504.70 and 27,400 LB under item 504.702, why is there only 30,250 LB under item 504.71?

Response: See previous response. The difference in steel weights is due to the fact that all costs associated with the equipment, labor, and incidentals necessary to perform “girder strengthening” and “floorbeam strengthening” is paid in the respective strengthening pay items. The material costs for all structural steel is paid under respective 504.70 and 504.702 pay items. See respective special provisions for additional information.

Question: The L6” x 4” x 7/8” grade 50 timber support angles specified in the contract drawings for both advertised railroad bridge projects is not available. Please provide an alternate size.

Response: L8x4x1 may be substituted for L6x4x7/8 shelf angles. Alternatively, L8x8x1 and L6x6x1 may be cut down to L8x4x1 or L6x4x1 respectively.

Question: Due to the similarity of projects 023486.00 and 022812.00 and the fact that similar resources will be required for both projects, we request that both projects do not bid on the same day.

Response: The bid opening date for this project has been moved one week, to May 15, 2019. See above changes to NOTICE TO CONTRACTORS.

Question: Eliminate the requirement of removing/replacing the top flange plates. There is no evidence of deterioration or buckling.

Response: The cover plates need to be replaced due to strength requirements to achieve sufficient load carrying capacity for 286-kip vehicles at 25 mph. The condition of the cover plates is not the driving factor for replacement.

Question: Reduce the scope and technique of painting. How it is currently written represents almost 10% of the total project cost. It makes little sense to be overt in enhancing 2% of each bridge well beyond the life expectancy of the overall structure.

Response: Painting is only required in select locations on specific bridges. This is required to arrest the steel deterioration observed in specific locations. Cleaning and painting is a preventative measure, to

extend the life of the bridge without having to perform more costly steel repairs in the future if the deterioration is left unaddressed.

Question: Permit the RR to cut into segments track assemblies which represent the length of shelf angle that can be replaced during a given shutdown. This will expedite the Railroad's task, and will provide valuable access to the contractor over the areas adjacent to the specific work zone.

Response: The Railroad is responsible for maintaining their track in a serviceable condition, and will determine the allowable rail splice locations. See the revised Section 104 PRTS Special Provision for additional clarification on Railroad participation.

Question: Make the penalties for delayed resumption of rail traffic less than \$1000/hour.

Response: See the revised SPECIAL PROVISION - SECTION 107 - TIME - (Supplemental Liquidated Damages), for supplemental Liquidated Damages.

Question: Can previous inspection photos of the bridges be made available?

Response: Please see attached PDF for sample photos for each bridge.

Consider these changes and information prior to submitting your bid on **May 15, 2019**.

Sincerely,



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

Meeting Minutes for nonmandatory prebid meeting on April 25, 2019.

Projects:

Contract 1: Ashland, WIN 022812.00

Contract 2: Railroad Bridge Rehabilitations, Win 023486.00

The purpose of the meeting was to provide hi-rail access to the project rail bridges and to collect comments and questions from potential bidders. The prebid meeting itinerary was provided in Bid Amendment 1 for each contract and the trip stayed on schedule with stops as planned.

Nate Benoit, project manager, reminded the group that any changes to the contract needed to be in writing and any verbal statements by the railroad, MaineDOT or its consultant were not contract binding.

There were questions identified during the day long field trip. Questions and answers to RFIs are available at the MaineDOT project website. Changes made to the contract are published as a bid amendment. Any questions not answered from the prebid meeting in writing shall be resubmitted to RFI-Contracts.MDOT@maine.gov per the bid book NOTICE so that the contractor can have a formal written response from the Department.

4/30/2019

Maine Department of Transportation

Proposal Schedule of Items

Page 1 of 3

Proposal ID: 023486.00

Project(s): 023486.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0010	202.19 REMOVING EXISTING BRIDGE	LUMP SUM				
0020	503.12 REINFORCING STEEL, FABRICATED AND DELIVERED	2,550.000 LB				
0030	503.13 REINFORCING STEEL, PLACING	2,550.000 LB				
0040	504.70 STRUCTURAL STEEL FABRICATED AND DELIVERED	LUMP SUM				
0050	504.702 STRUCTURAL STEEL FABRICATED AND DELIVERED, WELDED	LUMP SUM				
0060	504.71 STRUCTURAL STEEL ERECTION	LUMP SUM				
0070	504.7111 HEAT STRAIGHTENING	24.000 EA				
0080	504.7211 FLOOR BEAM REPAIR	1.000 EA				
0090	504.723 FLOORBEAM STRENGTHENING	14.000 EA				
0100	504.791 GIRDER STRENGTHENING	16.000 EA				
0110	504.81 REMOVAL OF RIVETS AND REPLACEMENT WITH HIGH- STRENGTH BOLTS	55.000 EA				
0120	504.8110 STRUCTURAL STEEL REPAIR	1.000 EA				

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Proposal Schedule of Items

Page 2 of 3

Proposal ID: 023486.00

Project(s): 023486.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0130	506.1441 FIELD PAINTING EXISTING AND NEW STRUCTURAL STEEL	540.000 SF	_____	 _____	_____	 _____
0140	506.1705 SURFACE PREP. OF EXISTING STRUCTURAL STEEL	540.000 SF	_____	 _____	_____	 _____
0150	506.18 CONTAINMENT AND POLLUTION CONTROL	LUMP SUM		LUMP SUM	_____	 _____
0160	506.191 DISPOSAL OF SPECIAL WASTE OR HAZARDOUS WASTE MATERIAL	LUMP SUM		LUMP SUM	_____	 _____
0170	515.20 PROTECTIVE COATING FOR CONCRETE SURFACES	158.000 SY	_____	 _____	_____	 _____
0180	518.211 REHABILITATION OF STRUCTURAL CONCRETE SUBSTRUCTURE	20.000 CY	_____	 _____	_____	 _____
0190	518.60 REPAIR OF VERTICAL SURFACES < 8 IN.	850.000 SF	_____	 _____	_____	 _____
0200	518.80 CRACK REPAIR	22.000 LF	_____	 _____	_____	 _____
0210	523.26 EXPANSION BEARING - MODIFICATION (FABRIC PAD W/ PTFE SLIDING SURFACE)	10.000 EA	_____	 _____	_____	 _____
0220	523.301 REFURBISH & RESET FIXED BEARING	14.000 EA	_____	 _____	_____	 _____

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Proposal Schedule of Items

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Proposal ID: 023486.00

Project(s): 023486.00

SECTION: 1 Project Items

Alt Set ID: Alt Mbr ID:

Contractor: _____

Proposal Line Number	Item ID Description	Approximate Quantity and Units	Unit Price		Bid Amount	
			Dollars	Cents	Dollars	Cents
0230	523.311 REFURBISH & RESET EXPANSION BEARING	10.000 EA	_____	_____	_____	_____
0240	523.52 BEARING INSTALLATION	10.000 EA	_____	_____	_____	_____
0250	524.30 TEMPORARY STRUCTURAL SUPPORT	6.000 EA	_____	_____	_____	_____
0260	525.26 REPOINTING GRANITE MASONRY	1,140.000 SF	_____	_____	_____	_____
0270	534.30 PRECAST STRUCTURAL CONCRETE	LUMP SUM	LUMP SUM		_____	_____
0280	610.08 PLAIN RIPRAP	40.000 CY	_____	_____	_____	_____
0290	648.511 REMOVE AND RELAY EXISTING TRACK	1,110.000 TF	_____	_____	_____	_____
0300	652.361 MAINTENANCE OF TRAFFIC CONTROL DEVICES	LUMP SUM	LUMP SUM		_____	_____
0310	656.75 TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LUMP SUM	LUMP SUM		_____	_____
0320	659.10 MOBILIZATION	LUMP SUM	LUMP SUM		_____	_____
Section: 1			Total:		_____	_____
			Total Bid:		_____	_____

SPECIAL PROVISION
SECTION 104 – APPENDIX E
Utilities

PROTECTION OF RAILROAD TRAFFIC AND STRUCTURES

13. RAILROAD SERVICES – GENERALLY

Add the following passage:

The Railroad will provide 1 (one) Railroad Crew (with Flagging services) for the contract times specified, except as amended below. The Railroad Crew will be available to remove track, ties, and rail appurtenances during the exclusive and/or non-exclusive time segments specified in the Section 107 Special Provision. The Railroad Crew will also be responsible for re-installing the track, ties, and rail appurtenances and restoring train service, when requested.

The Railroad Crew will only be available to service one bridge at a time and will not be reporting to multiple locations in a day.

The Railroad Crew will not be available between December 1 and March 15, based on track maintenance and clearing due to snowfall. The dates specified above are subject to change based on snowfall conditions.

The Contractor may, at his/her option, take the track out of service and restore the track his/her self, however, the track installation will be subject to inspection by the Railroad prior to restoring the track back into service.

SPECIAL PROVISION
SECTION 107

TIME
(Supplemental Liquidated Damages)

Exclusive and Uninterrupted Access to Railroad Right-of-Way:

The Contractor will have the right of entrance to the Railroad right-of-way so that the Project fieldwork may be completed between **July 1, 2019 and October 1, 2020**. The temporary rights shall include exclusive and uninterrupted occupancy of the Railroad right-of-way to access the Project during the following time segments:

- **14 weekends, beginning Friday 6:00 PM and ending Sunday at 1:00 PM on the same weekend.**

Non-Exclusive and Interruptible Access to Railroad Right-of-Way:

The Contractor will have the right of entrance to the Railroad right-of-way so that the Project fieldwork may be completed between **July 1, 2019 and October 1, 2020**. The Contractor must confirm temporary work windows with the Railroad prior to scheduling the work. Temporary work windows shall be non-exclusive and interruptible occupancy of the Railroad right-of-way to access the Project during the following time segments:

Bridges at MP 113.14 (Br #'s 7776 & 814):

- **Monday through Friday 7:00 AM to 3:00 PM each day. The Contractor should anticipate two trains per day (one each direction), with an anticipated 5-hour window between the morning train (approximately 10:00 AM), and the afternoon train (approximately 3:00 PM).**

Bridges at MP 139.56 & 139.66:

- **Monday through Friday 7:00 AM to 3:00 PM each day. The Contractor should anticipate two trains per day (one each direction), with an anticipated 8-hour window between the morning train (approximately 7:00 AM), and the afternoon train (approximately 3:00 PM).**

Bridges at MP 151.54, 154.59, 161.03, 164.74, 167.76, & 179.34:

- **Monday through Friday 7:00 AM to 3:00 PM each day. The Contractor should anticipate two trains per day (one each direction), with an anticipated 12-hour window between the morning train (approximately 6:00 AM), and the afternoon train (approximately 6:00 PM).**

Bridges at MP 185.84 & 236.44:

- **Monday through Friday 7:00 AM to 3:00 PM each day. The Contractor should anticipate two trains per day (one each direction), with an anticipated 5-hour window between the morning train (approximately 10:00 AM), and the afternoon train (approximately 3:00 PM).**

While additional periods of exclusive and non-exclusive track occupancy may be available, the Railroad does not make any representations to the Department of such availability. The Contractor is hereby advised that the Railroad's operating schedule is periodically subject to revision at any time. As such, the specified non-exclusive and interruptible occupancy intervals will be subject to revision.

It is not the intention of the Railroad to interrupt any defined occupancy period events during the Project but from time to time it may be necessary to allow passage of train(s) through the work zone. The Contractor will receive verbal notice communicated by the assigned Railroad flag person approximately one hour prior to the train's arrival. The Contractor shall allow passage and shall not be reimbursed for any incurred expense.

107.8 Supplemental Liquidated Damages

Add the following section:

Per-hour amount of Supplemental Liquidated Damages: **\$500/hour**.

The first \$500 deduction shall occur 31 minutes after the expiration of the above specified exclusive and/or non-exclusive occupancy time segments and shall increase cumulatively every 60 additional minutes.

SPECIAL PROVISION
SECTION 518
STRUCTURAL CONCRETE REPAIR
(Rehabilitate Structural Concrete Substructure)

518.01 Description

This work shall consist of rehabilitating the existing concrete substructure as shown on the Plans and as directed by the Resident. Rehabilitating structural concrete shall include removal and disposal of existing concrete, cleaning exposed surfaces and reinforcing steel by sandblasting and/or wire brushing, and placing repair material as shown on the Plans and described in this Specification. All work shall be in conformance with applicable provisions of Sections 202, 502, 503, and 518.

This work shall also include supplying, erecting, maintaining, and removing staging, scaffolding, or other means of access required to complete the rehabilitation work. The Contractor shall provide the Resident with acceptable means of access to all portions of the work for the purposes of project inspection and documentation.

518.02 Limits of Work

The approximate location and limits of existing concrete removal and rehabilitation are shown on the Plans. Prior to the start of work the Resident and the Contractor shall identify the location of and agree upon the final limits of removal and rehabilitation.

518.03 Materials

A material from the Department's Qualified Products List (QPL) of concrete patching materials may be used instead of concrete for any depth of placement, at the Contractor's option, providing that all requirements of the manufacturer's published recommendations are met. All materials used for repair of concrete or reinforcing steel shall meet the applicable requirements of Division 700 as specified in Standard Specification Sections 502 and 503, respectively. When concrete is used as the repair material, it shall conform to the requirements of Table 1 of Section 502.05 for Class A Concrete.

A bonding material shall be used for bonding fresh concrete or patching material to existing hardened concrete or stone masonry. The bonding material shall be selected for the QPL, except when patching materials from the QPL are used in the repair areas. When a patching material from the QPL is used the manufacturer's published recommendations regarding application and use of bonding materials shall take precedence.

Where required, grout material shall be a high early strength, non-shrink polymer or epoxy grout. The grout shall have a minimum one-hour compressive strength of 1,000 psi and a minimum 24-hour compressive strength of 6,000 psi. Grout shall be approved for outdoor use, resistant to freeze-thaw cycles and approved for cyclical loading. Product literature and specifications shall be submitted for approval.

The grout shall be well bonded to the adjacent concrete or masonry and shall be placed under pressure to ensure that all anchor holes and the entire area under steel plates are free of voids.

518.04 Removal of Existing Concrete

Removal of existing concrete shall be accomplished without damage to the portion of the structure that is to remain. All removal of existing concrete shall be to the minimum depths shown on the Plans or until sound concrete is encountered, whichever is greater.

Deteriorated, delaminated, or cracked concrete shall first be removed from areas shown on the Plans and as designated by the Resident. The initial classification of an area as sound concrete does not prevent its subsequent reclassification upon further inspection. After the initial removal of unsound concrete, the Resident shall inspect the area again to determine whether additional areas of unsound concrete were revealed by removal operations and if additional concrete removal is required in the areas to be repaired. This process shall continue until additional areas of unsound concrete are not revealed. After the Resident has determined that the deteriorated concrete has been completely and satisfactorily removed, the perimeter of each cavity created by the removal of concrete shall be saw cut to a minimum depth of 1 inch, unless a lesser depth is required to avoid reinforcing steel. The saw cut shall be approximately perpendicular to the original surface. Edges of the cavity shall not be feathered.

Unless otherwise approved by the Resident, the equipment used for removal of unsound concrete shall be chipping hammers weighing a maximum of 35 pounds and only chisel point bits will be allowed.

518.05 Reinforcing Steel

The provisions of MaineDOT Standard Specification section 518.04, Reinforcing Steel shall apply.

518.06 Surface Preparation

The provisions of MaineDOT Standard Specification section 518.05, Surface Preparation shall apply.

518.07 Application of Bonding Agent

The provisions of MaineDOT Standard Specification section 518.06, Application of Bonding Agent shall apply.

518.08 Placing of Repair Materials

The provisions of MaineDOT Standard Specification section 518.07, Placing of Repair Materials shall apply.

518.09 Curing

The provisions of MaineDOT Standard Specification section 518.08, Curing shall apply.

518.10 Inspection

The provisions of MaineDOT Standard Specification section 518.09, Inspection shall apply.

518.11 Method of Measurement

Rehabilitate Structural Concrete Substructure will be measured for payment by the cubic yard of material in place, complete and accepted.

Supplementary reinforcing steel will be measured for payment by the pounds of steel provided and installed and paid for under Item 503.12, Reinforcing Steel, Fabricated and Delivered, and Item 503.13 Reinforcing Steel, Placing, respectively, except that Reinforcing Steel, Placing, will be measured for payment as 1.5 times the actual number of pounds placed. Reinforcing steel required to supplement reinforcing steel damaged by the Contractor shall be supplied and installed at the Contractor's expense.

518.12 Basis of Payment

The provisions of MaineDOT Standard Specification section 518.11, Basis of Payment shall apply.

Payment will be made under the following pay items:

<u>Pay Item</u>	<u>Pay Unit</u>
518.211 Rehabilitate Structural Concrete Substructure	CY



MP 113.14 – Grindstone Truss – Looking North



MP 113.14 – Grindstone Truss – Between Stringers



MP 113.14 – Grindstone Truss – Floorbeam and Stringer Connection



MP 113.14 – Grindstone Truss – Portal Frame



MP 113.14 – Grindstone Approach – Looking North



MP 113.14 – Grindstone Approach – Framing



MP 113.14 – Grindstone Approach – Stringer Connection



MP 113.14 – Grindstone Approach – Impact Damage



MP 139.56 – Fish River – East Elevation



MP 139.56 – Fish River – North Abutment



MP 139.56 – Fish River – South Abutment



MP 139.56 – Fish River – Gusset Plate Deterioration



MP 139.66 – W. Branch Mattawamkeag River – East Elevation



MP 139.66 – W. Branch Mattawamkeag River – North Abutment



MP 139.66 – W. Branch Mattawamkeag River – South Abutment



MP 139.66 – W. Branch Mattawamkeag River – Center Pier, Looking North



MP 139.66 – W. Branch Mattawamkeag River – Center Pier, Looking South



MP 139.66 – W. Branch Mattawamkeag River – Framing



MP 151.54 – E. Branch Mattawamkeag River – West Elevation



MP 151.54 – E. Branch Mattawamkeag River – Looking North



MP 151.54 – E. Branch Mattawamkeag River – North Abutment



MP 151.54 – E. Branch Mattawamkeag River – South Abutment



MP 154.59 – Dudley Brook – Looking South



MP 154.59 – Dudley Brook – Typical Shelf Angle Assembly above Bottom Flange



MP 154.59 – Dudley Brook – North Abutment



MP 154.59 – Dudley Brook – South Abutment



MP 161.03 – Smith Brook – Looking South



MP 161.03 – Smith Brook – Looking Upstream



MP 161.03 – Smith Brook – South Abutment



MP 161.03 – Smith Brook – North Abutment



MP 164.74 – Howe Brook – South Abutment



MP 164.74 – Howe Brook – North Abutment



MP 167.76 – Beaver Brook – West Elevation



MP 167.76 – Beaver Brook – Typical Bearing Pedestal



MP 167.76 – Beaver Brook – South Abutment



MP 167.76 – Beaver Brook – North Abutment



MP 179.34 – N. Branch Blackwater River – North West Elevation



MP 179.34 – N. Branch Blackwater River – Looking North



MP 179.34 – N. Branch Blackwater River – North Abutment



MP 179.34 – N. Branch Blackwater River – South Abutment



MP 185.84 – Squapan Stream – Looking North



MP 185.84 – Squapan Stream – Typical Bearing Pedestal



MP 185.84 – Squapan Stream – South Abutment



MP 185.84 – Squapan Stream – North Abutment



MP 236.44 – Wallagrass Stream – Looking North



MP 236.44 – Wallagrass Stream – North Abutment



MP 236.44 – Wallagrass Stream – South Abutment



MP 236.44 – Wallagrass Stream – Deterioration at South Abutment Wingwall