



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

Janet T. Mills  
GOVERNOR

Bruce A. Van Note  
COMMISSIONER

September 30, 2021  
Subject: Station 46 Bridge Replacement &  
Pleasant Cove Bridge Replacement  
State WINs: 023929.00 & 023929.01  
Location: **Woolwich**  
**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 from “October 6, 2021”, to read “**October 13, 2021**”. Make this change in pen and ink.

In the Plan Set:

On sheet 165, **CHANGE** note 5 to read: “5. The Contractor shall submit to the Department, for review and acceptance, their proposed pile driving equipment with a compiled “Pile and Driving Equipment Data Form,” Figure 1, of the Standard Section 501 – Foundation Piles. Approval of the proposed pile driving equipment by the Department will be based on Department conducted wave equation analysis and the criteria specified in Section 501 and Subsection 501.042, Equipment for Driving Piles. If the Department conducted wave equation analysis show that the proposed driving system(s) is unacceptable, the Contractor shall modify or replace the proposed driving equipment in an amendment of the QCP, at their own expense, until subsequent wave equation analysis by the Department indicate the pile can be driven to the required resistance, without damage or excessive blows.” Make this change in pen and ink.

The following questions have been received:

**Question:** Due to the complexity of the project and level of effort required to complete the Contractor design elements we respectfully request a 3-week extension of the bid date from October 6th to October 27th.

**Response:** See above changes to the NOTICE TO CONTRACTORS, the Department has extended the bid opening one week, to October 13, 2021.

**Question:** Given the ACOE permit has not been finalized and is not anticipated until the scheduled bid date, would the Department consider postponing the bid 1 week?

**Response:** Yes, the bid opening will be moved to October 13, 2021.

**Question:** A request for a 3 week extension was submitted on 9/21 but was not responded to in Addendum 1. We ask that this request be addressed in an addendum issued by 10/1 so we can plan accordingly.

**Response:** The bid opening will be moved to October 13, 2021.

**Question:** Note 15 on Contract Drawing sheet 137 reads: “Reinforcing Straps shall be stainless steel. Reinforcing bars shall be stainless steel meeting Standard Specification 503.”

Stainless steel reinforcing bars, for reinforcing the precast concrete wall panels, are commercially available and have been used in recent years for Maine DOT projects.

Stainless steel Reinforcing Straps for reinforcing the soil are not readily available\*. Requiring stainless steel reinforcing straps is not standard and will effectively eliminate the MSE wall option. Per MDOT standard specification 677 Mechanically Stabilized Earth Retaining Wall, The straps and connecting hardware shall be hot dip galvanized, the electrochemistry of the backfill controlled, and the specified metal loss rates for design assure a 100 year service life of the structure. To prevent infiltration of runoff containing road salts, an impervious membrane should be installed near the top of the wall in accordance with specification section 677 to collect and discharge the runoff. The bottom (lowest) elevation of reinforcing strips will be at approximately elevation 20 which is significantly above the MHW elevation of 4.2 in this area.

Please eliminate the requirement for stainless steel Reinforcing Straps. Please require galvanized steel Reinforcing Straps and connecting hardware, **and** an impervious membrane over top of the MSE wall structure volume.

\*The size of the retaining wall on this project is too small to warrant a special rolling (or fabrication) of stainless steel, as a significant tonnage will be required by the mill/fabricator.

**Response:** Please see the revised sheet 137 from Amendment No. 1. Note 15 has been revised to only require Stainless steel for the reinforcing within the MSE wall. Galvanized straps will be accepted per the MaineDOT Standard Specification.

**Question:** Please provide bottom of seal elevations or minimum seal thickness used in the design.

**Response:** The following are the minimum seal thicknesses used for design and quantity development on the Station 46 Bridge.

Abutment 1: Seal down to bedrock, varies.

Pier 1: Seal Depth = 7 Feet

Pier 2: Seal Depth = 7 Feet

Pier 3: Seal Depth = 9 Feet

Abutment 2: Seal down to bedrock, varies.

**Question:** The plans do not appear to indicate the bottom of seal elevation for the Station 46 bridge pier seal placements. Can the bottom of seal elevations be provided?

**Response:** Please see depth of seal definitions above.

**Question:** Please provide the past project geotechnical reports at the Station 46 Bridge. In particular the last widening project in the 70's.

**Response:** Soils Report 79-12 dated March 1979 has been uploaded to the MaineDOT web site.

**Question:** Sheet 165 Note 5 of the plans states that “the Contractor shall perform and submit a wave equation analysis”, while sheet 123 Note 4 states that “approval of the proposed pile driving equipment by the department will be based on Department – conducted wave analysis equation”  
Will the contractor be required to submit a wave equation analysis for pile associated with the Station 46 bridge?

**Response:** The Department will perform the wave equation analysis. Please see the above pen and ink change to note 5 on sheet 165 for more information.

Consider these changes and information prior to submitting your bid on **October 13, 2021**.

Sincerely,



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