



Janet T. Mills
GOVERNOR

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

Dale F. Doughty
COMMISSIONER

February 25, 2026
Subject: Sabattus River Bridge
replacement
WIN: 026184.00
Location: **Sabattus**
Amendment No. 3

Dear Sir/Ms.:

In the contract bid book:

REMOVE pages 104 to 108 titled SPECIAL PROVISION SECTION 510 SPECIAL DETOURS dated July 16, 2025 and **REPLACE** with the attached SPECIAL PROVISION SECTION 510 SPECIAL DETOURS (6 pages) dated February 25, 2026.

The following questions have been received:

Question: The geotechnical report indicates that special provision 510 shall require the contractor to demonstrate slope stability in their design. Special provision 510 does not have this requirement. Will the contractor be required to provide a global stability analysis for the temporary detour?

Response: Yes, the temporary detour shall be designed for slope stability. Please see the aforementioned changes to the contract bid book.

Consider these changes and information prior to submitting your bid on **March 11, 2026**.

Sincerely,

A handwritten signature in blue ink that reads "George Macdougall".

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

SPECIAL PROVISION
SECTION 510
SPECIAL DETOURS

Section 510 is removed in its entirety and replaced with the following:

510.01 Description This work shall consist of the design, construction, maintenance in good condition and removal of temporary structures and approaches required for the satisfactory maintenance of vehicular and pedestrian traffic.

Easements or right-of-way for the Special Detour will be furnished by the Department and will be shown on the Contract Plans. If the Contractor proposes an alternative location for the Special Detour, and the alternative location is approved by the Department, that easement may only be acquired by the Department. All additional costs associated with the acquisition, including, but not limited to, obtaining easements, environmental mitigation, restoration and Department time, shall be borne by the Contractor.

510.02 Materials Materials used for the Special Detour structure and approaches shall conform to the detailed plans and specifications submitted by the Contractor.

510.03 Vehicular and Pedestrian Traffic Not Separated The Special Detour shall be located as close as practicable to the new Work, or as shown on the Plans.

The Special Detour, including the temporary structure and approaches, shall be designed and sealed by Professional Engineers, licensed in accordance with the laws of the State of Maine. Temporary approaches shall be designed to achieve minimum acceptable factors of safety for slope stability. The embankment design shall be conducted by a geotechnical consulting firm from the *MaineDOT Prequalified Consultants* List (Service #804.10 – Geotechnical Investigations and Engineering Services) retained by the Contractor. The Contractor shall submit the design computations, supporting analyses, and detailed plans of the temporary structure and approaches that will serve as the temporary detour to the Resident. Construction shall not begin on the temporary approach embankments prior to review and acceptance of the submittal by the Department.

If the Department requires changes to the Special Detour plans or computations, based on Contract requirements, then the Contractor shall implement the changes at no additional cost to the Department.

The Department shall have no obligation to review or comment on any design, construction, maintenance or removal of Special Detours. No review or comment by the Department, or any lack of review or comment by the Department, shall relieve the Contractor of its responsibility to properly design, construct, maintain in good condition, and remove Special Detours in accordance with the Contract, or shall shift any responsibility to the Department. The

Contractor shall be responsible for all damages resulting from the failure of temporary structures or approaches.

The Special Detour shall not be opened to traffic until the Contractor's Professional Engineer inspects the temporary structure and provides the Department with a signed and sealed document certifying that the structure was built in accordance with the previously submitted sealed plans and design details of the structure and approaches.

510.031 Structure Design Temporary structures shall be designed in accordance with the current edition of the AASHTO LRFD Bridge Design Specifications, except as noted herein, and meet live load requirements of HL-93, Maine Modified. Overstress will not be permitted for any structural or foundation element. Structural elements considered as bracing shall be proven by calculation to meet strength and stiffness requirements.

a. Deflections Primary structural members shall be designed so that deflection due to live load plus impact shall not exceed 1/300 of the span.

b. Fatigue Stresses Fatigue stresses for steel need not be considered if the steel is judged by the Contractor's Professional Engineer to be in sound structural condition.

c. Bridge Railing Loads Bridge railing shall be designed in accordance with the current edition of the AASHTO LRFD Bridge Design Specifications meeting the geometry and load demands of Test Level 3.

d. Waterway Opening The minimum waterway opening of the temporary structure shall be designed to pass the Design Discharge indicated in the Contract Specifications, without any overtopping of the roadway.

e. Foundations Temporary foundations, embankment foundations and earth retaining structures shall be designed in accordance with the current edition of the AASHTO LRFD Bridge Design Specifications and AASHTO LRFD Bridge Construction Specifications, except as noted herein. The Contractor is responsible for determining the ultimate load carrying capacity of the foundation materials and foundation elements for the Special Detour. The determination of the ultimate load carrying capacity may require characterization of the subsurface conditions by the Contractor by means of subsurface investigation.

Foundations shall be designed for all applicable loads, forces, and load combinations. Load and force assumptions as well as load and resistance factors used for each foundation design shall be clearly stated in the submitted calculations.

The temporary detour design shall include calculations for transverse and longitudinal global stability of the bridge and approach embankments. If the contractor performs additional borings within the alignment of the temporary detour and at its abutments, a resistance factor, ϕ , of 0.75 may be used in the Strength I Load Combination, correlating to a minimum factor of safety of 1.3.

If additional borings are not performed within the alignment of the temporary detour and at its abutments, a resistance factor, ϕ , of 0.65 shall be used, correlating to a minimum factor of safety of 1.5. Compensation for borings drilled will be incidental to this item.

510.032 Geometric and Approach Design The geometric design of the Special Detour, except as otherwise shown on the Plans or as noted herein, shall be designed in accordance with the current AASHTO Specification "A Policy on Geometric Design of Highways and Streets".

a. Horizontal Alignment Horizontal curve radius shall not be less than 200 feet at the centerline of roadway, except as otherwise shown on the Plans.

The minimum roadway width, that is the clear distance between rails or curbs, shall be as indicated in the Contract. The approach roadway shall have a minimum of 2 feet wide shoulders, to the roadway berms, where guardrail is not required, in addition to the minimum roadway width stated above.

The roadway width shall be increased on curved portions of the Special Detour to account for the off tracking characteristics of a WB-62 vehicle in accordance with the AASHTO publication "A Policy On Geometric Design of Highways and Streets", Chapter 3 tables entitled "Derived Traveled Way Widths for Turning Roadways for Different Design Vehicles" and "Design Widths of the Traveled Way for Turning Roadways."

b. Vertical Alignment Grades shall not exceed 10 percent and any change in grade shall accommodate all legal highway vehicle components or attached loads.

c. Approach Road Guardrail The Special Detour approaches shall have guardrail or concrete barrier where side slopes are steeper than 3 horizontal to 1 vertical, or as specified on the Plans. Approach guardrail shall be Type 3 guardrail or an approved equal and shall be attached to the bridge rail in a manner that develops the guardrail in tension. Approach barrier shall be attached to the bridge rail with a rigid connection with a similar strength capacity to the bridge rail. If the Plans specify a type of rail or barrier, that type shall be used.

The termination of approach guardrail or barrier and the end treatment of the rail shall be in accordance with the current AASHTO Roadside Design Guide.

d. Approach Embankments The earth material used for approach embankments shall have sufficient strength under the placement method specified in the Contractor's plans to maintain stability throughout the duration of the Special Detour.

e. Approach Road Base Drainage The approach road base structure shall consist of a 1 foot thick layer, minimum, of aggregate subbase course gravel, Type D or E. This layer shall be designed to support legal loads during the use of the detour. Drainage shall be designed to drain the approach area.

f. Approach Road Surface The approach road surface, including the shoulders, shall be paved with a 3 inch, minimum, thickness hot bituminous pavement layer, except when specified to be a gravel surface. When a gravel surface is specified, it shall consist of an approved gravel.

g. Design Speed The design speed of the Special Detour shall be not less than the construction area posted speed limit, or the advisory speed limit, as applicable, unless otherwise indicated in the Contract.

510.04 Pedestrian Traffic Only The provisions of Section 510.03 - Vehicular and Pedestrian Traffic Not Separated, shall apply to this Section with the following modifications:

- a. Structures shall be designed for a live load of 75 lb/ft² (unfactored).
- b. The Special Detour shall have a minimum clear width of 5 feet or as specified in the Contract.
- c. Vertical alignment and ramps shall be ADA compliant.
- d. Deflections due to live load shall not exceed 1/300 of the span.

510.05 Vehicular and Pedestrian Traffic Separated The provisions of both Section 510.03 - Vehicular and Pedestrian Traffic Not Separated, and Section 510.04- Pedestrian Traffic Only, shall apply to this Section. If vehicles and pedestrians are carried on the same structure, each shall have its own lane as specified. The pedestrian lane shall be protected from vehicular traffic by being at least 9 inches above the roadway surface or suitably protected by means of an adequate curb at least 9 inches in height above the roadway surface. No bridge rail will be required between vehicle traffic and pedestrian traffic, unless otherwise specified, but shall be located at the exterior side of the pedestrian lane.

510.06 Special Detour Construction The Special Detour, including temporary structures and approaches, shall be constructed in accordance with the plans submitted by the Contractor. Barricades, warning signs, lights and other traffic control devices shall be provided in accordance with the Contract and the approved Traffic Control Plan.

The deck and floor members of the temporary structure shall be fastened or anchored so that all contact surfaces with adjacent supporting members bear continuously. If timber plank decking is used, it shall be secured into timber nailer strips with screw-type nails, or securely fastened by an alternate method that will prevent the decking from loosening. Immediate corrective action shall be taken by the Contractor to remedy any condition in the structure that results in objectionable or distracting noise levels, or results in the decking becoming loose, when subject to traffic loads.

Screw-type nails will not be required to anchor timber plank decking for pedestrian traffic use.

The approach road surface, including shoulders, whether paved or graveled, shall be maintained in a compacted and smooth condition. The temporary structure travel surface shall be constructed and maintained in an acceptably smooth condition, as determined by the Resident. Immediate corrective action shall be taken by the Contractor to remedy objectionable roughness of the Special Detour riding surface.

Provisions shall be made for a skid resistant wearing surface throughout the period of time the temporary structure is open to public travel for vehicular and pedestrian traffic. A steel grid floor may be used for vehicular traffic if installed in accordance with the design plans and these specifications.

Erosion control shall be accomplished in accordance with Section 656 - Temporary Soil Erosion and Water Pollution Control.

When the Project has been opened to traffic, the temporary structure and approaches shall be removed to, or below, the streambed, finish ground line or original ground line, as applicable. All approach materials shall be removed and the disturbed areas shall be stabilized to original, or better than original, conditions. The provisions of Section 104 - General Rights and Responsibilities, shall apply.

510.07 Contractor's Responsibility The Contractor shall be responsible for removal of snow from areas provided for pedestrian traffic as well as vehicular traffic in accordance with Section 105, General Scope of Work. In addition to normal maintenance, should any part, or all, of the Special Detour be damaged or destroyed by high water, or any other cause, prior to, or after, opening the Special Detour to traffic, it shall be repaired or replaced by the Contractor without additional compensation.

510.08 Method of Measurement Special Detours will be paid by the lump sum.

510.09 Basis of Payment The accepted Special Detour will be paid for at the Contract lump sum price which price shall be full compensation for the respective items, as called for in the Contract, including design, construction, maintenance, complete removal, rehabilitation and permanent stabilization including loaming, seeding and mulching. All gravel or borrow material and excavation needed to accommodate changes in elevation between temporary structures and existing roadways shall be incidental to this item. All guardrail or concrete barrier required solely for the Special Detour shall be incidental to this item. The lump sum price shall also include the cost of furnishing and revising, as necessary, all plans, computations and certifications, as called for in the Contract. Payment will be made as follows: 60 percent of the lump sum price will be paid when the Special Detour is acceptable and open to traffic; another 20 percent of the lump sum price will be paid when the Special Detour is no longer needed and is closed to traffic; the final 20 percent of the lump sum price will be paid when the Special Detour is removed and the area encompassing the Special Detour is acceptably restored.

Traffic control devices, work zone crash cushions, temporary erosion control, pavement, and dust control will be paid for in accordance with the applicable Contract items.

Sabattus
Sabattus River Bridge
WIN 026184.00
February 25, 2026

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
510.10 Special Detour, Vehicular and Pedestrian Traffic Not Separated	Lump Sum