



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

Janet T. Mills  
GOVERNOR

Dale F. Doughty  
ACTING COMMISSIONER

October 2, 2025  
Subject: Mill Cove New Bridge  
Bridge Replacement  
State WIN: 026630.06  
Location: Robbinston  
**Amendment No. 1**

Dear Sir/Ms.:

**REMOVE** pages 51 through 53 titled Special Provision Section 105, General Scope of Work (Environmental Requirements) and **REPLACE** with the attached Special Provision Section 105, General Scope of Work (Environmental Requirements) dated September 29, 2025 (3 pages).

**REMOVE** page 62 titled Special Provision 107, Time (Scheduling of Work, Supplemental Liquidated Damages & Contract Completion Date) and **REPLACE** with the attached Special Provision 107, Time (Scheduling of Work & Contract Completion Date) dated 10/2/2025 (1 page)

The following questions have been received:

**Question:** Please confirm that all excavation required to remove the existing culvert/bridge and form the new stream channel will be paid under 203.20 or 206.082.

**Response:** The following General Construction Note is added to the contract documents: "Payment for all excavation required to remove the existing 15 ft. diameter pipe culvert and the former (abandoned) Route 1 Bridge to form the new stream channel will be considered incidental to Pay Items 202.19, Removing Existing Bridge- Abandoned, 202.19, Removing Existing Bridge and 610.16, Heavy Riprap." In the *Bridge Excavation Detail* on Sheet 49, cross out the annotation "Pay Limits of Common Excavation" in pen and ink.

**Question:** Please confirm that all excavation required to place the rip rap stabilization layer will be paid under 203.20.

**Response:** The question does not reference a specific location on the project and it's unclear what is meant by "rip rap stabilization layer". However, in general, please refer to Standard Specification 2 Section 610, Stone Fill, Riprap, Stone Blanket, and Stone Ditch Protection, Subsection 610.06, Basis of Payment.

**Question:** Special Provision 105 (environmental) note 6 states that bridge pier demolition is excluded from needing to be in cofferdam. There are no bridge piers on the project, so we interpret this to mean bridge abutment demo is not required to be in cofferdam. **Please confirm our interpretation is correct.**

**Response:** Abutment demolition shall be conducted within a cofferdam or behind turbidity controls. See Revised Special Provision 105.

**Question:** Special Provision 105 (environmental) note 5 states that in water excavation is to be in cofferdam or turbidity controls. Note 6 goes on to discuss specific scopes excluded from cofferdam requirement. Based on note 5, we interpret that anything not excluded in note 6 can be done within turbidity controls or cofferdam. Please confirm our interpretation is correct.

**Response:** All in-water work shall be conducted within a cofferdam or behind turbidity controls. See revised Special Provision 105.

**Question:** Special Provision 105 (cooperation) states the Department has projects within or adjacent to the project. **Please provide details about this/these adjacent projects.**

**Response:** The MaineDOT Bridge Program, Highway Program, Regional Program and Bureau of Maintenance will potentially have numerous projects under construction concurrently with, and in the vicinity of, this project in Robbinston. Because of the flexibility in the schedules of all these projects, it is unknown at this time what each contractor's schedule will be for these other projects and how they may affect this Robbinston project. It is suggested that the bidders visit the MaineDOT website to review the contract documents for any projects in the vicinity of this Robbinston project.

**Question:** Special Provision 105 (BABA) indicates that iron/steel in construction materials and manufactured products must satisfy Buy America requirements; and that construction materials exclude cement and cementitious materials. Can precast concrete products be made outside of the United States if all the iron/steel used in the precast satisfies the requirements?

**Response:** Provided that the precast concrete product does not contain more than 50% iron or steel by cost of the product as delivered to the project site, it would be classified as a Manufactured Product. Special Provision 105 in this contract exempts Manufactured Products from the requirements of Build America Buy America (BABA) except that the predominately iron or steel components contained within the manufactured product must meet FHWA's Buy America requirements under 23 CFR 625.10. To answer the specific question, precast concrete products may be made outside of the United States provided that they can be classified as a Manufactured Product and all the iron/steel used in the precast concrete product meets Buy America. Please note that this Special Provision is under revision as BABA requirements will change for projects advertised after October 1, 2025.

**Question:** Please clarify what is paid in 202.19 "Remove Existing Bridge - Abandoned (500cy)" and item 202.19 "Remove Existing Bridge (50cy)" respectively.

**Response:** Item 202.19 "Remove Existing Bridge – Abandoned (500 cy)" includes removal of the abandoned bridge along the old Route 1 alignment upstream of the existing bridge to the limits shown on the plans. Item 202.19 "Remove Existing Bridge (50 cy)" includes removal of the existing metal culvert along the existing Route 1 alignment. See also the response to the first question in this Amendment.

**Question:** Please provide existing structure drawings the bridge on old Rt. 1 prior to 1966.

**Response:** Existing drawings for the old Route 1 bridge have been provided.

**Question:** Sheet 49 of 60 Pile Note 9 refers to stages of construction which require 4ea (4) dynamic load tests; and this contradicts the bid quantity of 2 in the schedule of items. **What stages are being referred to here, and what is the correct number of dynamic load tests?**

**Response:** Note 9 on Sheet 49 is revised to read "The Contractor shall perform a total of two (2) dynamic load tests with 24-hour (minimum) restrike tests at the abutments, to confirm the nominal resistance of the piles. One dynamic pile test will be performed on the first production pile driven at each abutment. The required nominal resistance for the pile is the factored axial pile load divided by a resistance factor of 0.65 per LRFD Specifications.

**Question:** We assume the intermediate girder diaphragms' reinforcing and concrete are incidental to other item(s) but is unclear which item. **Please confirm.**

**Response:** The concrete for the intermediate diaphragms will be incidental to Item 502.261 – Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges. The reinforcing steel for the intermediate diaphragms will be paid for under Item 503.19 Low Carbon Chromium Reinforcement, Fabricated and Delivered and 503.20 Low Carbon Chromium Reinforcement, Placing as applicable.

**Question:** Special Provision Section 525 is requiring temporary centerline on all new pavement. It goes on to discuss "reflectorized traffic paint" when specified. It is unclear if stick-down temporary pavement markers are allowed for lifts of pavement or if paint is required each night. Please confirm what the requirement is. Please also confirm if all temporary striping and/or marking are considered incidental to this pay item (there is not pay item for temporary striping.

**Response:** It is assumed that this question is in reference to Special Provision 652, as there is not a Special Provision Section 525 on this project. Stick-down temporary pavement markers will be allowed for lifts of pavement and where temporary pavement markers are required overnight. Temporary striping and pavement markings for lifts of pavement will be considered incidental to related Contract Items. Temporary pavement markings for the temporary detour will be considered incidental to Item 510.10 Special Detour, Vehicular and Pedestrian Traffic Not Separated.

**Question:** Will a turbidity curtain be required on this project or just "land-based" erosion control measures?

**Response:** All in-water work shall be conducted within a cofferdam or behind turbidity controls. See revised Special Provision 105 and Standard Specification 656.

Consider these changes and information prior to submitting your bid on **October 8, 2025**.

Sincerely,



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

Town: Robbinston  
WIN #: 26630.06  
Date: October 2, 2025

SPECIAL PROVISION  
SECTION 105  
General Scope of Work  
(Environmental Requirements)

In-Water work consists of any activity conducted below the highest astronomical tide as identified in the tide tables published by the National Ocean Service. <http://www.oceanservice.noaa.gov/>

- I. In-Water Work is allowed July 1 – March 14
- II. In-water work below Highest Annual Tide Elevation is prohibited between March 15 and June 30.
- III. Work below the Highest Annual Tide Elevation that is completed in the dry is allowed anytime.
  
- IV. In-Water work window applies to the following water bodies at the following station #'s:
  1. Mill Cove at project location
  
- V. Tree Clearing can occur at any time of year  
(there is no winter tree clearing window here)
  
- VI. Special Conditions:
  1. Special Conditions of US Army Corps of Engineers (USACE) General Permit apply (see permit and conditions in contract documents).
  2. The Contractor shall hold a pre-construction meeting with appropriate MaineDOT Environmental Office staff, other MaineDOT staff, and the Contractor(s) to review all procedures and requirements for avoiding and minimizing environmental effects. The following individuals/agencies shall be invited: USACE (Rachel Antieau; [rachel.h.antieau@usace.army.mil](mailto:rachel.h.antieau@usace.army.mil)); National Marine Fisheries Service staff (Roosevelt Mesa - NOAA Affiliate [roosevelt.mesa@noaa.gov](mailto:roosevelt.mesa@noaa.gov)).
  3. The contractor shall contact Kelby Houtz of MaineDOT Environmental Office (207- 441-1512; [Kelby.Houtz@maine.gov](mailto:Kelby.Houtz@maine.gov)) at least 2 weeks prior to installation of any cofferdams to coordinate fish evacuation.
  4. A zone of unimpeded fish passage shall be maintained within the stream channel throughout construction.
  5. All in-water work shall be conducted within a cofferdam or behind turbidity controls.
  6. Bypass pumps will be sized according to the expected flows during construction. See Section III(F)3 in the MaineDOT BMP Manual (MaineDOT 2008) for guidance on pump capacity.
  7. All intake pumps within fish bearing streams will have a fish screen installed, operated, and maintained. To prevent Atlantic salmon juvenile entrainment related to water diversions, the contractor will use a screen on each pump intake large enough so that the approach velocity does not exceed 6.10 meters per second (0.20 feet per second). Square or round screen face openings are not to exceed 2.38 millimeters (3/32 inch) on a diagonal. Criteria for slotted face openings will not exceed 1.75 millimeters (approximately 1/16 inch) in the narrow direction. These screen criteria follow those indicated by the NMFS (2008). Intake hoses will be regularly monitored while pumping to minimize adverse effects to Atlantic salmon.
  8. Sheet pile driving (if utilized) will be completed using a vibratory hammer.
  9. A “soft start” is recommended to allow animals an opportunity to leave the project vicinity before sound pressure levels increase. In addition to using a soft start at the beginning of the workday for pile driving, one should also be used at any time following cessation of pile driving for a period of 30 minutes or longer.
  10. For vibratory pile installation: Pile driving will be initiated for 15 seconds at reduced energy followed by a one-minute waiting period. This sequence of 15 seconds of reduced energy driving, one-minute waiting period will be repeated two additional times, followed immediately by pile-driving at full rate and energy.
  11. All areas of temporary stream or wetland fill must be within the specified limits on the plans and shall be restored to their original contour and character upon completion of the project. Temporary fill includes fill

- that received authorization and fill that mistakenly enters a resource (i.e., from slope failures, accidental broken sandbag cofferdams, miscellaneous construction materials, etc.).
12. All areas of disturbed soil will be mulched and seeded with an approved native or noninvasive herbaceous seed mix following construction and/or planted with native woody vegetation and trees appropriate during the first available planting season. In areas where there is little to no slope and erosion and invasive species establishment is unlikely, the native woody vegetation on the site will be allowed to regenerate naturally.
  13. Grubbing (removal) of roots and stumps in wetlands shall only occur in those areas subject to permanent impacts.
  14. No heavy construction equipment will travel into or through any flowing streams with erodible substrate (e.g., sand, silt, and clay). Travel of heavy construction equipment into or through flowing streams and on stream substrate will only occur when the stream substrate is non-erodible (e.g., ledge, cobble) and the contractor has received approval from the MaineDOT or the MTA environmental field office staff.
  15. All off-road equipment shall be cleaned to remove all soil, seeds, vegetation, or other debris that could contain seeds or reproductive portions of plants prior to entering the area to minimize the spread of noxious weeds. All equipment shall be inspected prior to offloading to ensure it is clean.
  16. For activities requiring bypass pumping in streams, stabilization techniques (such as sheets of poly) will be used to protect the stream from scour caused by the high water velocity coming from the hose(s) at the downstream end.
  17. Temporary bypass systems will utilize non-erosive techniques, such as pipe or a plastic-lined channel that will accommodate the predicted peak flow rate during construction. These are reviewed as part of the contractor's SEWPCP. Predicted peak flows are provided to the contractor in the bid documents; these values are derived from the USGS regression (USGS 2015).
  18. The contractor shall fully remove all cofferdams from the stream immediately following completion of instream work using techniques to minimize turbidity releases.

VII. Approvals:

1. Temporary Soil Erosion and Water Pollution Control Plan
2. Permitted Resource Impacts (square feet), see USACE permit for locations:

Below HAT Line	Purpose	Area (+/- s.f.)
<b>Permanent</b>		
Purple on impact plan	New Riprap area below HAT that is not in existing fill or riprap	3,500
Blue on impact plan	Riprap/fill below HAT on existing riprap	9,000
Green on impact plan	Area <i>restored</i> from existing road fill to riprap subject to tidal action (using post-construction HAT)	9,000
Tan on impact plan	Area of culvert removal/channel <i>restored</i>	2,350
<b>Temporary</b>		
Yellow on impact plan	Construction access/cofferdams	5,447

VIII. All activities are prohibited (including placement and removal of cofferdams unless otherwise permitted by Regulatory Agencies) below the normal high water mark if outside the prescribed in-water work window, except for the following:

Town: Robbinston  
WIN #: 26630.06  
Date: October 2, 2025

1. Work within a cofferdam constructed according to MaineDOT's Standard Specifications and in adherence with the contractor's approved "Soil Erosion and Water Pollution Control Plan".

IX. No work is allowed that completely blocks a river, stream, or brook without providing downstream flow.

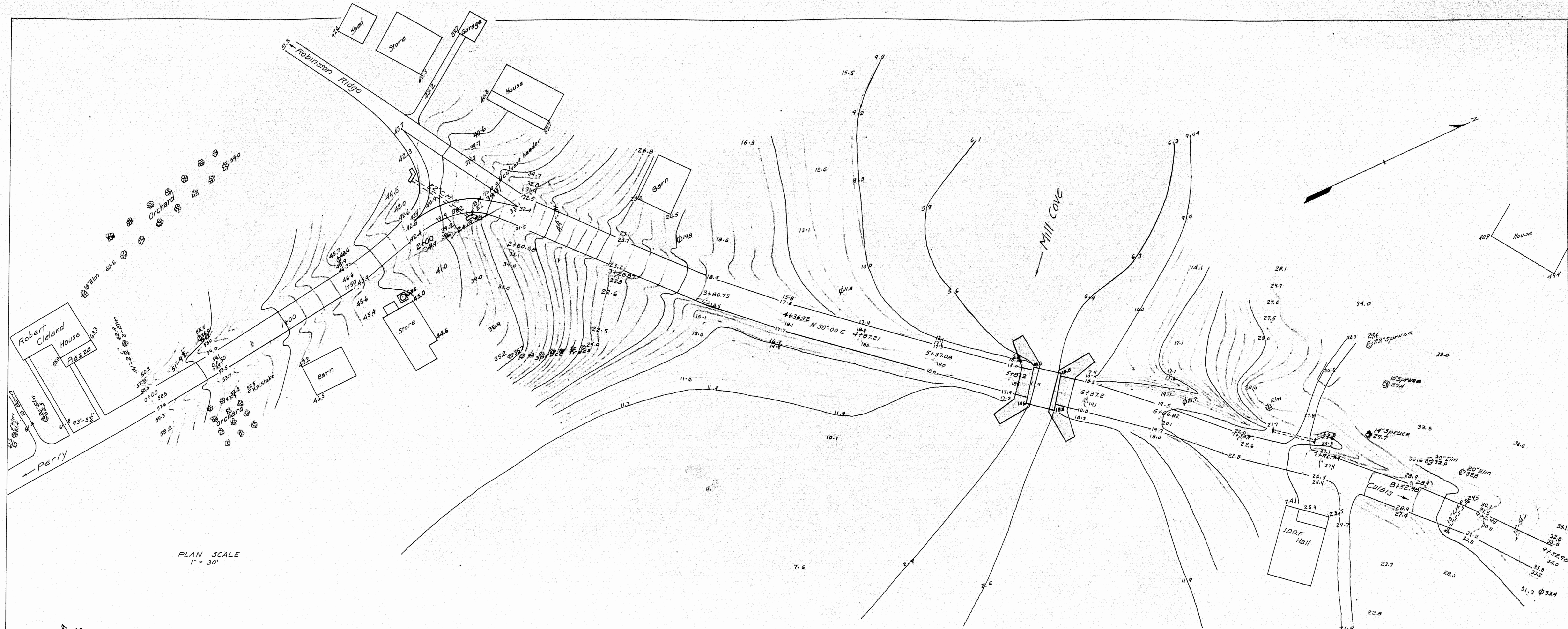
NOTE: Regulatory Review and Approval is required to modify the existing In-Water work window. Requests for work window extensions must be submitted to the MaineDOT Environmental Office. Approval of requests for work window extensions is not guaranteed and may result in delays in construction schedule that are the sole responsibility of the contractor.

Robbinston  
Mill Cove New Bridge #6205  
WIN 026630.06  
October 2, 2025

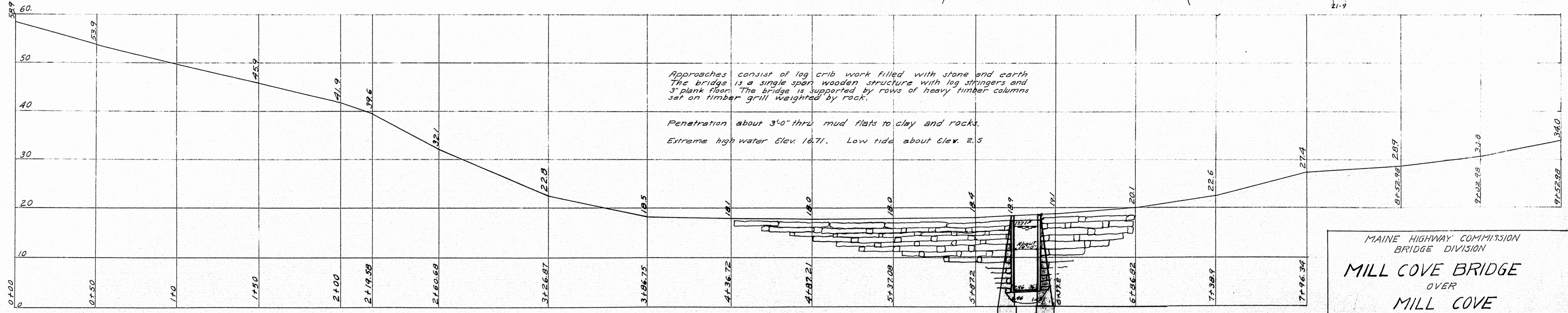
SPECIAL PROVISION  
SECTION 107  
TIME  
(Scheduling of Work & Contract Completion Date)

Temporary lane closures with one-way alternating traffic may be allowed during daylight working hours before and after the Special Detour is in service, as approved by the Resident, and controlled through work areas by Flaggers. Nighttime temporary lane closures will not be allowed.

**The specified Contract Completion Date is September 27, 2027.**



PLAN SCALE  
1" = 30'



Approaches consist of log crib work filled with stone and earth.  
The bridge is a single span wooden structure with log stringers and 3" plank floor. The bridge is supported by rows of heavy timber columns set on timber grill weighted by rock.  
Penetration about 3'-0" thru mud flats to clay and rocks.  
Extreme high water Elev. 16.71. Low tide about Elev. 2.5

PROFILE

Scale: H-1"=30'; V-1"=10'

MAINE HIGHWAY COMMISSION  
BRIDGE DIVISION  
**MILL COVE BRIDGE**  
OVER  
**MILL COVE**  
IN THE TOWN OF  
**ROBBINSON WASHINGTON CO.**  
Survey Plan  
Sheet 1 of 2 Augusta, Me Jan. 6, 1928

Survey BEL  
Plotted and Traced E.K.P.

