



Janet T. Mills
GOVERNOR

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

Dale F. Doughty
ACTING COMMISSIONER

October 6, 2025
Subject: Smelt Brook Bridge
Replacement
State WIN: 026630.07
Location: **Perry**
Amendment No. 3

Dear Sir/Ms.:

REMOVE pages 50 through 52 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 10/6/2025 (3 pages).

REMOVE page 61 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: 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: 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 Perry. 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 Perry project. It is suggested that the bidders visit the MaineDOT website to review the contract documents for any projects in the vicinity of this Perry 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 predominantly 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: The plan sheets appear to be mis-numbered. Temporary Detour Plan-1 & Temporary Detour Plan-2 are numbered 12 & 13 of 35 respectively but are listed as sheets 20 & 21 on the coverpage List of Drawings. **Please clarify and/or correct.**

Response: Temporary Detour Plan – 1 and Temporary Detour Plan – 2 should be numbered 20 and 21 of 35 as noted on the List of Drawings.

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: The "Temporary Detour Plan" sheet in the plan identifies the location of the detour span labelled as "Temporary bridge". In the permit embedded in the Bid Book (page 247 of 302), this same plan sheet depicts this location identifying it as a " Temporary Bridge or Culvert" and shows temporary fill for on-site detour through the immediate stream area. **Please confirm this area can be filled as shown in the permit drawing and that we can use a culvert in place of a bridge.**

Response: The on-site detour must include a span or culvert crossing of the stream to convey water. Permitted impacts for the on-site detour as shown on the permit plan include the temporary crossing structure, and cofferdam areas, and fill as necessary to support a temporary span or culvert. Filling across the stream along the fill line without conveyance is not permitted. In addition to hydraulic requirements, the temporary bridge or culvert will have a minimum clear span of 6 feet perpendicular to the stream.

Question: Special Provision Section 652 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 striping is required each night. **Please confirm what the requirement is. Please also confirm if all temporary striping and/or marking will be paid for in 627.78 or will some be incidental to this pay item.**

Response: Assuming that "stick-down temporary pavement markers" are Temporary Bi-directional Delineators, or Temporary Object Markers (TOMs), then TOMs will be allowed in lieu of temporary pavement marking lines, except that painted pavement marking lines shall be applied within five days of installing TOMs. Temporary painted pavement marking lines shall be paid for in accordance with Standard Specification Section 627, Pavement Markings, under Pay Item 627.78, Temporary 4" Painted Pavement Marking Line, White or Yellow, and replaced in accordance with Standard Specification Section 652, Maintenance of Traffic, under Pay Item 652.361, Maintenance of Traffic Control Devices. Payment for TOMs will not be made directly but shall be considered incidental to related items.

Consider these changes and information prior to submitting your bid on **October 15, 2025.**

Sincerely,



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

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WIN #: 26630.07
Date: October 6, 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 completed in the dry is allowed anytime.
- IV. In-Water work window applies to the following water bodies at the following station #'s:
 1. Smelt Brook at project location
- V. Tree Clearing is allowed November 1 – April 14
- 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); National Marine Fisheries Service staff (Roosevelt Mesa - NOAA Affiliate roosevelt.mesa@noaa.gov).
 3. The following special conditions apply for protection of endangered Northern Long-Eared Bats:
 - a. Temporary lighting shall be focused on the work area and directed away from surrounding trees
 - b. Tree removal outside of the clearing limits is not permitted
 4. The contractor shall contact Kelby Houtz of MaineDOT Environmental Office (207- 441-1512; Kelby.Houtz@maine.gov) at least 2 weeks prior to installation of any cofferdams to coordinate fish evacuation.
 5. A zone of unimpeded fish passage shall be maintained within the stream channel throughout construction.
 6. All in-water work shall be conducted within a cofferdam or behind turbidity controls.
 7. 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.
 8. 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.
 9. Sheet pile driving (if utilized) will be completed using a vibratory hammer.
 10. 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.
 11. 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

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- period will be repeated two additional times, followed immediately by pile-driving at full rate and energy.
12. 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.).
 13. 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.
 14. Grubbing (removal) of roots and stumps in wetlands shall only occur in those areas subject to permanent impacts.
 15. 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.
 16. 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.
 17. 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.
 18. 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).
 19. 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 (+/- <u>s.f.</u>) |
|--------------------------------------|--|-------------------------|
| Permanent | | |
| Purple on impact plan | New Riprap area below HAT that is not in existing fill or riprap | 4,246 |
| Blue on impact plan | Riprap/fill below HAT on existing riprap | 2,705 |
| Green on impact plan | Approximate area <i>restored</i> from existing road fill to riprap subject to tidal action (using post-construction HAT) | 4,605 |
| Tan on impact plan | Area of culvert removal/channel <i>restored</i> | 853 |
| Temporary Construction Access | | |
| Yellow on impact plan | Temporary Impact for construction access | 5,029 |
| Yellow on impact plan | Temporary fill for on-site detour | 5,702 |

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

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for the following:

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.

Perry
Smelt Brook Bridge #2774
WIN 026630.07
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 29, 2027.