



Janet T. Mills
GOVERNOR

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

Dale F. Doughty
ACTING COMMISSIONER

October 3, 2025
Subject: Large Culvert 47382
Replacement
State WIN: 026630.08
Location: **Dennysville**
Amendment No. 2

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 October 2, 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)

REMOVE Sheet 3 titled GENERAL PLAN dated 8/6/2025 and **REPLACE** with attached GENERAL PLAN dated 9/16/2025.

REMOVE Sheet 25 titled ROCK SOCKET DETAILS dated 8/6/25 and **REPLACE** with the attached Sheet 25 titled ROCK SOCKET DETAILS dated 9/16/25.

REMOVE Sheet 31 titled RIGHT OF WAY MAP dated 8/12/2025 and **REPLACE** with attached RIGHT OF WAY MAP dated 9/30/2025.

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: 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 Dennysville. 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 Dennysville project. It is suggested that the bidders visit the MaineDOT website to review the contract documents for any projects in the vicinity of this Dennysville 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: Plan sheet 27 Note 7 is missing. **Please clarify and/or correct.**

Response: Note 7 was omitted from the plan set and does not apply.

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 shall be incidental to Item 502.261 – Structural Concrete Roadway and Sidewalk Slabs on Concrete Bridges. The reinforcing steel for the intermediate diaphragms shall 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 plan set does not show a detour alignment/profile and bridge length. In the permit embedded in the Bid Book (page 246 of 299), there is a "Detour Plan" sheet 12, that identifies an alignment, profile, as well as a span length of 100' for the temporary bridge. Based on the bid plan set this span length does not seem to be required. **Please confirm what the requirements are, relative to the detour alignment, profile, span length, and if a bridge or culvert can be used.**

Response: Permitted impacts for the on-site detour as shown on the permit plan include the temporary crossing structure, cofferdam areas, and fill as necessary to support a temporary span or culvert. Filling across the stream without conveyance is not permitted.

Consider these changes and information prior to submitting your bid on **October 22, 2025**.

Sincerely,



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

Town: Dennysville
WIN #: 26630.08
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. Wilson Stream 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. All in-water work shall be conducted within a cofferdam or behind turbidity controls.
 5. 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.
 6. 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.
 7. Sheet pile driving (if utilized) will be completed using a vibratory hammer.
 8. 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.
 9. 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.
 10. 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.).

Town: Dennysville
 WIN #: 26630.08
 Date: October 2, 2025

11. 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.
12. Grubbing (removal) of roots and stumps in wetlands shall only occur in those areas subject to permanent impacts.
13. 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.
14. 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.
15. 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.
16. 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).
17. 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	1,495
Green on impact plan	Approximate area <i>restored</i> from existing road fill to riprap subject to tidal action (using post-construction HAT)	1,485
Tan on impact plan	Area of culvert removal/channel <i>restored</i>	660
Temporary Construction Access		
Yellow on impact plan	Temporary Impact for construction access and onsite detour	6,800

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:

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".

Town: Dennysville
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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.

Dennysville
Benjamin Lincoln Bridge #6740
WIN 026630.08
October 2, 2025

SPECIAL PROVISION

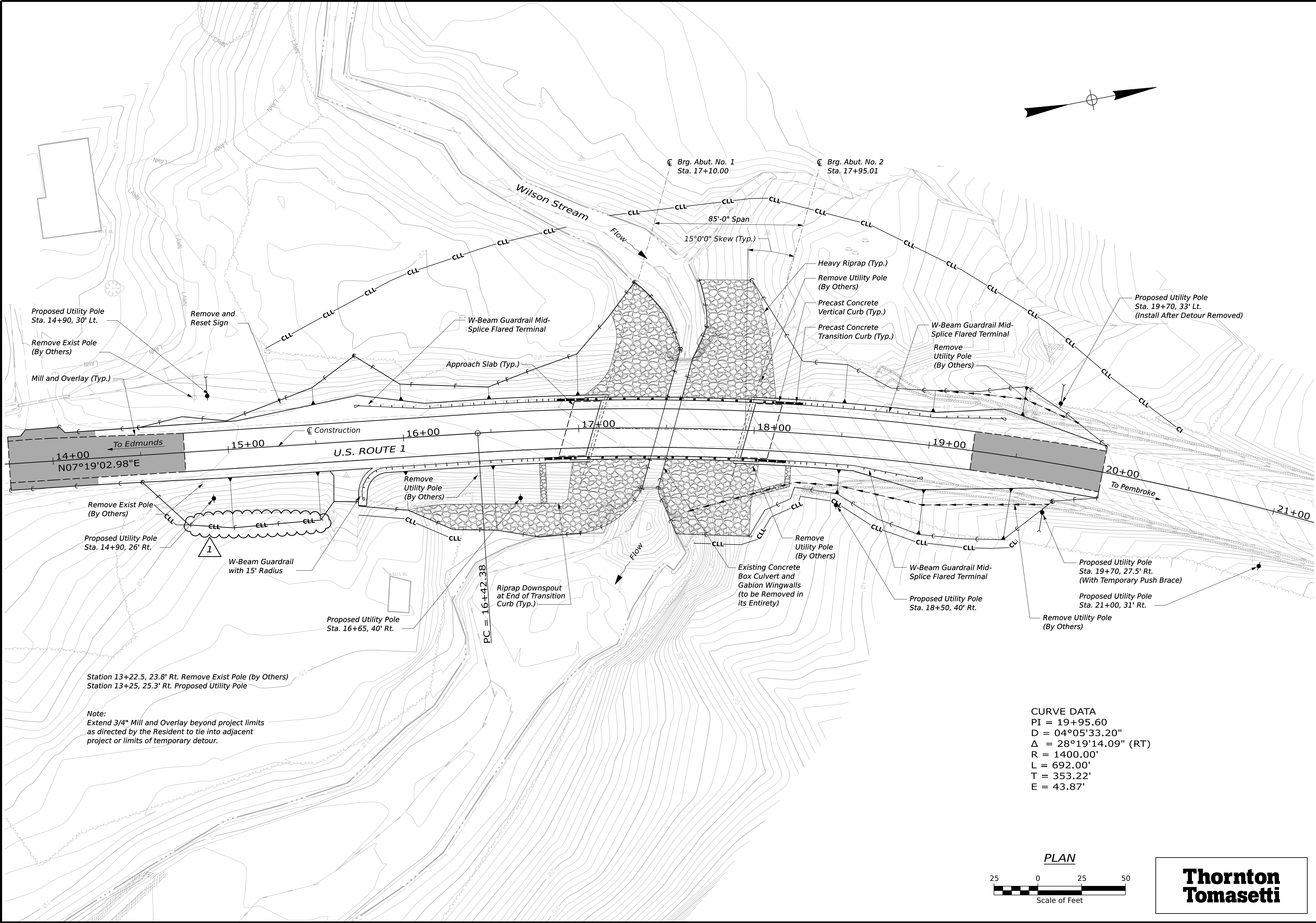
SECTION 107

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.

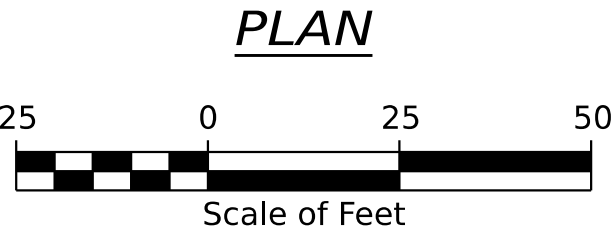
The specified Contract Completion Date is July 1, 2027.



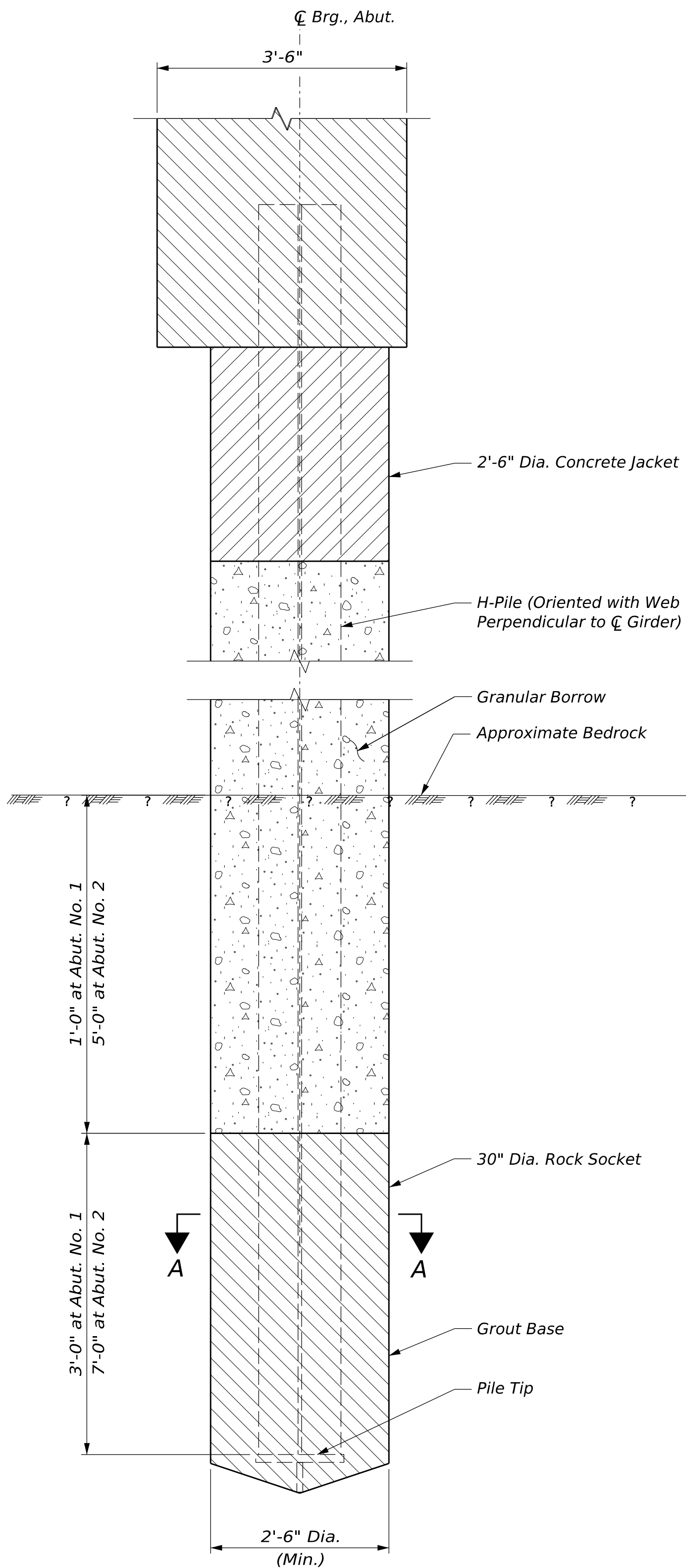
Station 13+22.5, 23.8' Rt. Remove Exist Pole (by Others)
Station 13+25, 25.3' Rt. Proposed Utility Pole

Note:
Extend 3/4" Mill and Overlay beyond project limits
as directed by the Resident to tie into adjacent
project or limits of temporary detour.

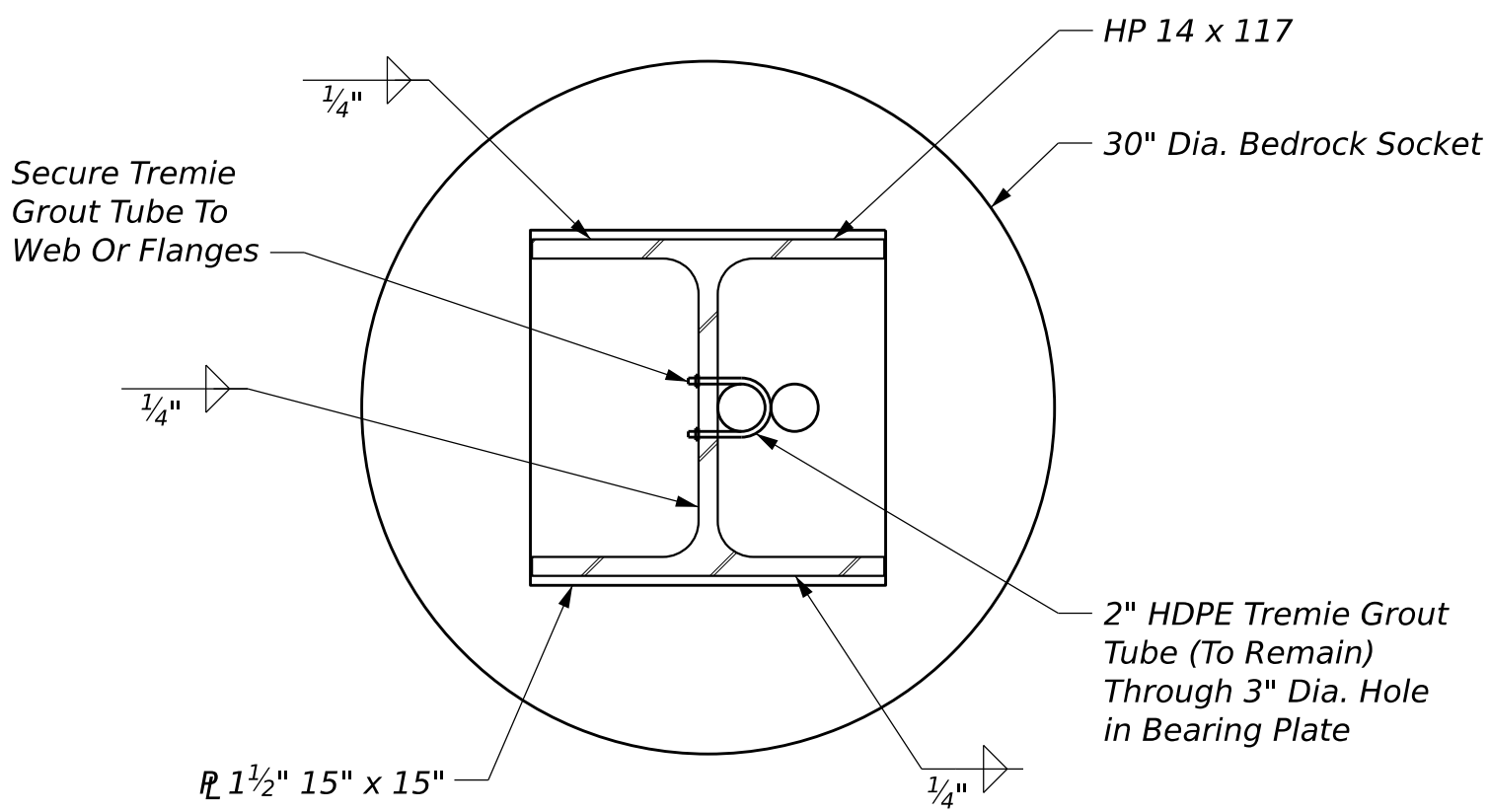
CURVE DATA
PI = 19+95.60
D = 04°05'33.20"
Δ = 28°19'14.09" (RT)
R = 1400.00'
L = 692.00'
T = 353.22'
E = 43.87'



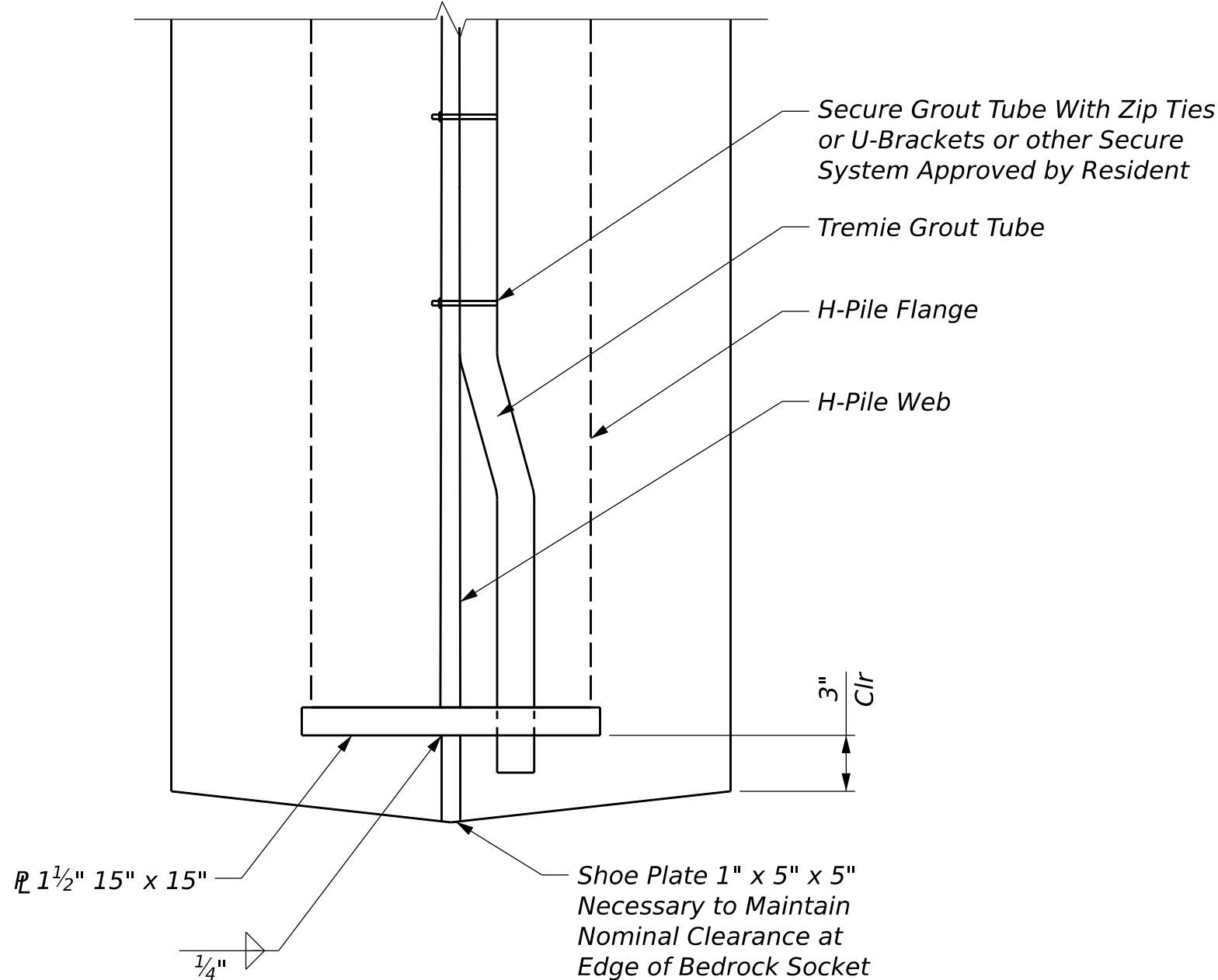
STATE OF MAINE DEPARTMENT OF TRANSPORTATION			U.S. ROUTE 1 BRIDGE NO. 6740 CROSSING WILSON'S STREAM DENNYVILLE		
Federal Project No. 02663008			GENERAL PLAN		
WIN 026630.08			SHEET NUMBER		
			3		
			OF 31		
PROJ. MANAGER	MARK PARLIN	DATE	8/6/2025	SIGNATURE	
DESIGN-DETAILED	LEBROWNELL	BY	8/6/2025	P.E. NUMBER	
CHECKED-REVIEWED	EBURGESS	DATE	8/6/2025	DATE	
DESIGN-DETAILED	EBURGESS				
DESIGN-DETAILED	EBURGESS				
REVISIONS 1	Stiffed Clearing Unit Line				
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					



ROCK SOCKET DETAILS



SECTION A-A
(Shown prior to grouting)



DETAIL A
(Shown prior to grouting)

Abutment	Bottom of Abutment (ft) Elevation	Approximate Top of Bedrock Elevation (ft)	Estimated Top of Grout Elevation (ft)	Estimated Bottom of Pile Elevation (ft)	Estimated Pile Length (ft)
1	19.00	5.00	4.00	1.00	25
2	23.25	18.25	13.25	6.25	20

PILE NOTES

1. Approximate top of bedrock elevations are based on widely spaced explorations. Actual bedrock elevations may vary.
2. Top of Bedrock is defined as the elevation at which the full diameter of the rock excavation equipment is beneath the bedrock surface, as determined by the Resident.
3. Estimated pile lengths are based on approximate bedrock elevation. Required pile lengths may vary, depending on actual bedrock elevation.
4. If actual bedrock elevations are shallower than shown on table, the Contractor shall notify the Engineer for direction prior to proceeding with pile installation.

1

U.S. ROUTE 1 BRIDGE NO. 6740
CROSSING WILSON'S STREAM
DENNYVILLE

SHEET NUMBER

25

OF 31

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
Federal Project No. 02663008
WIN 026630.08

PROJ. MANAGER	MARK PARLIN	BY	DATE
DESIGN-DETAILED	EBROWNELL	EBURGESS	8/6/2025
CHECKED-REVIEWED	BWELCH	EBURGESS	8/6/2025
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1	Table and Notes Revised		9/16/2025
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
P.E. NUMBER
DATE

