



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

Janet T. Mills
GOVERNOR

Bruce A. Van Note
COMMISSIONER

July 24, 2025
Subject: Fish Passage
WIN: PH20250514WFP
Location: **Woodland**
Amendment No. 10

Dear Sir/Ms.:

REMOVE, “Notice to Contractors” dated June 27, 2025, and **REPLACE** with the attached revised “Notice to Contractors” dated July 24, 2025. The bid due date has been extended to August 6, 2025.

The following questions have also been received:

111. Question: Detail E on DWG 200-04 states to remove/replace tube strut and severely corroded steel if needed on Gate 12. Is this referring to just gate 14 or all gates that were completed in phase 1? This work is included in a lump sum bid item. The contractor cannot quantify the replacement of members based on the current information provided. Unless the work will be considered a change order, the contractor will have to assume all members will need replacement. Please confirm removal and replacement of severely corroded members identified in consultation with the engineer during the project will be considered a change order.

Response: This refers to all intake bent frames (these members are not part of the gates). The intent is to remove steel that is severely corroded to prevent material from becoming dislodged and going through the generating units. It is anticipated that only the top struts from the original intake frame [TOS ~EL. 138.8 (NAVD88)] will need to be removed based on the previous observations during dewatering in front of Unit No. 8 and 9; refer to dewatered intake inspection photographs provided via Amendment No. 5. These top struts also coincide with the original headpond elevation of the station and were subjected to more frequent wetting/drying cycles. The new steel has been designed to span top to bottom; therefore, there is no need to replace this steel member. However, Bidders shall estimate per-bent unit pricing for removal of the struts and associated supports. The Contractor shall perform a detailed inspection and verify the need for corroded steel removal with the Engineer by submitting a Request for Information. The Price Component Schedule will be revised to add this new pricing item, to be awarded at DMR’s option, and distributed to Bidders via Amendment.

112. Question: Section 36 of Exhibit B-Woodland Pulp LLC General Requirements states, "The Contractor agrees to be the generator of any hazardous waste that results from his activity and agrees and is required to comply fully with all federal, state and/or local statutes, regulations and ordinances." Please confirm that Woodland Pulp LLC will be considered the generator of any contaminated or hazardous waste which is currently owned or part of the property owned by Woodland Pulp LLC. For example, Woodland Pulp LLC would be considered the generator of lead waste if it was determined that paint on existing steel to be removed or blasted and painted was lead-based. Similarly, if the soil in the berm shown for removal on the drawings is found to contain contaminated or hazardous material, Woodland Pulp LLC would be considered the generator of such waste. Please confirm the contractor is only responsible as the generator for materials and consumables brought on site by the contractor to perform the contracted scope of work.

Response: The response to this question will be provided in a subsequent Amendment.

113. Question: Trash rack drawing 300-02 states to field confirm the presence of a concrete shelf and retainers in place at bent 0. If either item needs to be repaired or replaced, please confirm this be performed as a change order.

Response: Bidders shall estimate replacement of the shelf on a time-and-materials basis should field verification find extensive deterioration or the absence of a shelf. The Contractor shall perform a detailed inspection and verify the need for repair or replacement with the Engineer by submitting a Request for Information. The Price Component Schedule will be revised to add this new pricing item and distributed to Bidders via Amendment. A steel bracket detail will be added to retain the stoplog.

114. Question: Please confirm the contractor only needs to provide (60) Type 2 stop logs for the trash rack. Type 1 & 3 are already fabricated with no need for modifications. Refer to the table on drawing 300-10.

Response: That is mostly correct. There will need to be modifications to (3) of the existing stoplogs to accommodate the eel bypass piping; refer to the note below the table on 300-10 and the details on 500-04. This assumes the Contractor does not need to dewater the intake in front of both Unit 7/10 and Unit 8/9 simultaneously. The stoplogs already fabricated can dewater either Unit 8/9 or Unit 7/10 (using the same stoplogs) assuming there are not deviations in bent spacing in front of Unit 7/10. The new Type 2 stoplogs are intended to dewater in front of Unit 4/5/6.

115. Question: Please provide further clarification on which part of the trash rack requires a new concrete footing? Is the footing only required at "bents" 0-15 or the entire trash rack?

Response: The footing needs to be placed along the entire trash rack. This was not completed in front of Units 8/9 during the prior work.

116. Question: Please provide more detail on the "3 phase" outage for trash rack install. Please clarify how many gates will be allowed to be closed out of service to facilitate this

work. Does the engineer anticipate this work, including the new concrete footing will be performed in the dry?

Response: Closure walls called out on the Kleinschmidt design plans were installed in 2022 and allow each of the three segments of unit intakes (Units 4/5/6, Units 7/10, and Units 8/9) to be isolated. It is assumed all intake gates within each segment will be closed and locked out and that only one segment will be isolated and dewatered at a time.

This work is anticipated to be performed in the dry but may be supported by divers as part of the means and methods determined by Bidders and proposed in the written work plan by the awarded Contractor. Prior work by WPLLC maintained adequate dewatering of leakage with 2" trash pumps.

117. **Question:** Sheet S-458, Note 4 states that the bond length for micropiles shall be 8 feet in competent bedrock. The Micropile schedules contained on sheets S-455, 456, and 457 state minimum penetration in competent bedrock to be 13 feet. Please clarify. Note 1 on Sheets S-455, 456, and 457 state that competent rock shall be determined by the geotechnical engineer in the field. The current bid structure incorporates the micropile as part of a lump sum item. Please confirm additional micropile length, beyond that shown in the micropile schedules, needed to meet the embedment requirements determined by the geotechnical engineer in the field will be considered a change order.

Response: Refer to the 13-foot total length breakdown below. The Price Component Schedule will be revised to reflect unit pricing for micropile accompanied by the Engineer's estimated quantity and guidance on any contingency built into the estimate. The Price Component Schedule will be revised to update this pricing item and distributed to Bidders via Amendment.

Bond length = 8 feet

Casing plunge length into bedrock = 5 feet

Total length of micropile (cased + uncased) below top of bedrock surface = 13 feet

118. **Question:** Please provide the weight of embedded C15 on dwg 300-04

Response: It is assumed that this question refers to the existing channel embedded in the sill. If this is correct, historical drawings indicate that it is a 33# channel.

119. **Question:** Trash rack drawing 300-04 does not show rail supports/grating and/or fall restraint. Please confirm if this drawing is accurate or if support/grating is needed.

Response: The intent of this drawing was to highlight details of the closure wall. A note will be added to this sheet that indicates the trash racks, trash raker, support beams, and grating are not shown for clarity.

120. **Question:** On Sheet C-183 the Access Roads Section Plan depicts the eastern retaining wall ending at station 1+05. On Sheet C-184 the Access Road Section for station 1+25 and

1+31.27 shows the retaining wall continues Until 1+31.27. Please clarify what station the eastern wall ends at.

Response: Extend both walls to Station 1+31.27.

121. **Question:** Drawing 400-02 section B references new concrete between bents 1-12. This call out contradicts other drawings in package. Please clarify which bents require new concrete.

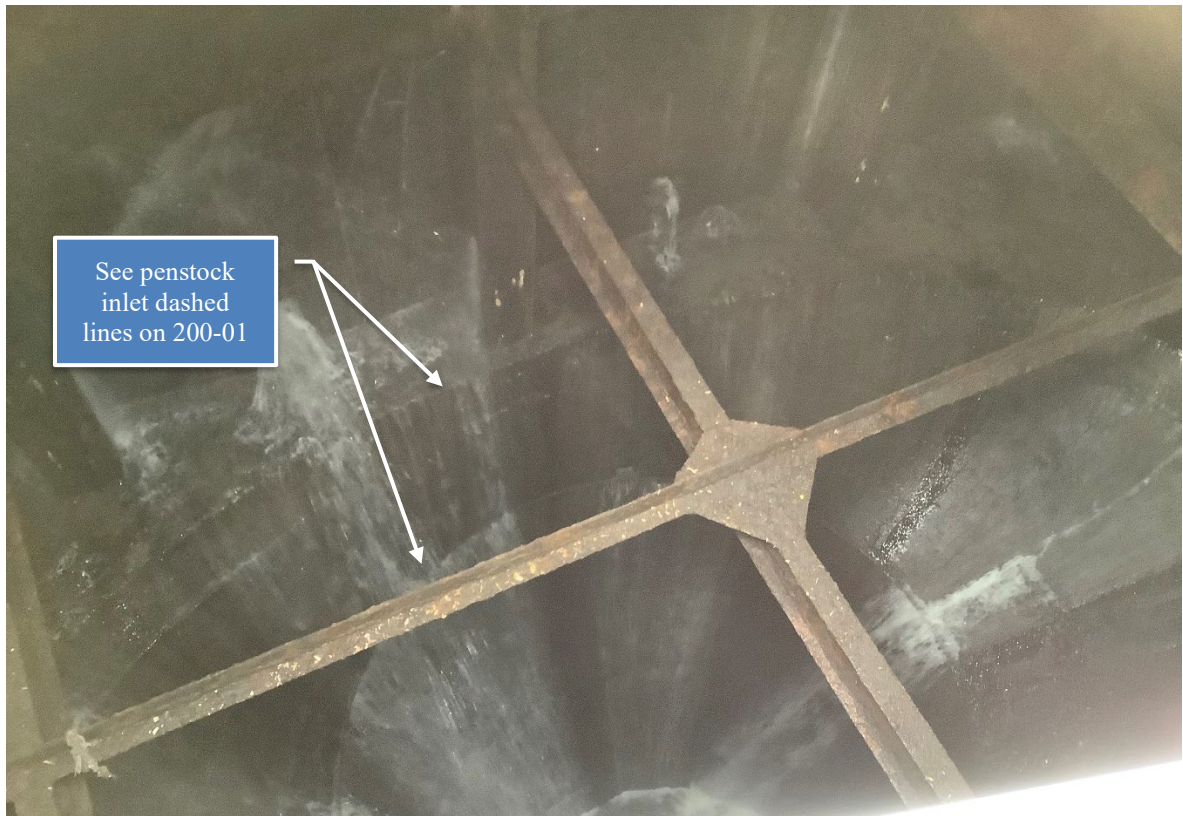
Response: Section B is not applicable at Bents beyond Bent 6 as new concrete ends between Bents 6 and 7; refer to the darker shading of the concrete surface on Sheets 300-01, 300-10, and 400-01 for extents of new concrete. The plan view on Sheet 400-02 was delineated this way because it was the halfway point, allowing retention of the plan on a single sheet at the same/largest drawing scale possible.

122. **Question:** Drawing 300-09 shows a concrete footing that needs to be installed behind the new trash rack and within the footprint of the existing trash rack. Is it the intent of the design for this concrete to be installed in the dry? If so, what is the engineer's intent for dewatering the area.

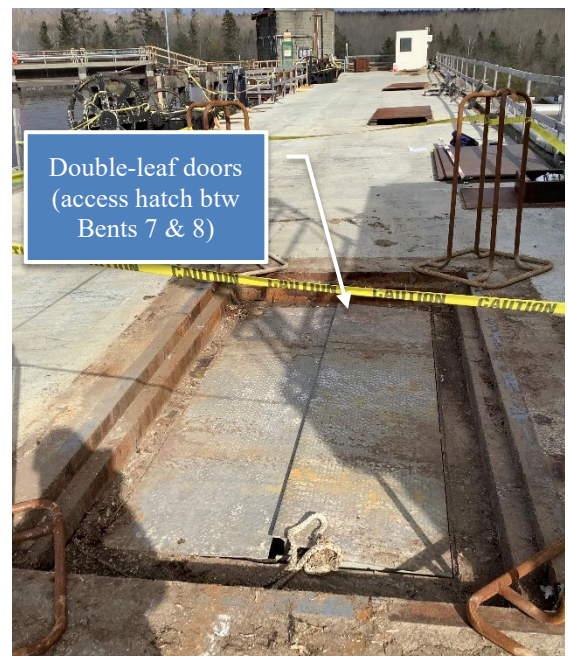
Response: Yes, the intent is to install the footing in the dry. Historical drawings indicate the existing intake column (24I) is attached to the embedded channel and anchored to the sill. The intent is to use the base of the existing column to support the lateral hydrostatic load of the new stoplogs and W24 in the interim prior to casting the concrete footing. This was performed by Demo Salvage in front of Unit No. 8 and 9 during the 2022 work. The concrete footing is intended to provide support for the new trash raker as well as long term lateral support for hydrostatic loads on the intake.

123. **Question:** All fish bypass piping in the trash rack shows the need to core drill 2 holes with a void spanning 18'9". This "void" isn't labeled, please provide details of the area and information on what the access will be to stage the area for access to the work.

Response: The "void" acts as an inner forebay chamber between the intake gates and open penstock inlets. The first photograph below shows a representative penstock inlet, denoted by dashed lines on Sheet 200-01, with the inner forebay chamber in a dewatered state. Dewatering occurs through a drain valve in the penstock, and trash pumps discharging into the penstock opening can be used to maintain workable conditions. The Contractor will be responsible for safety measures if proposing to work within the inner forebay in the dry, such as scaffolding, ladders, stairways, man baskets, and/or temporary railing around the penstock inlet.

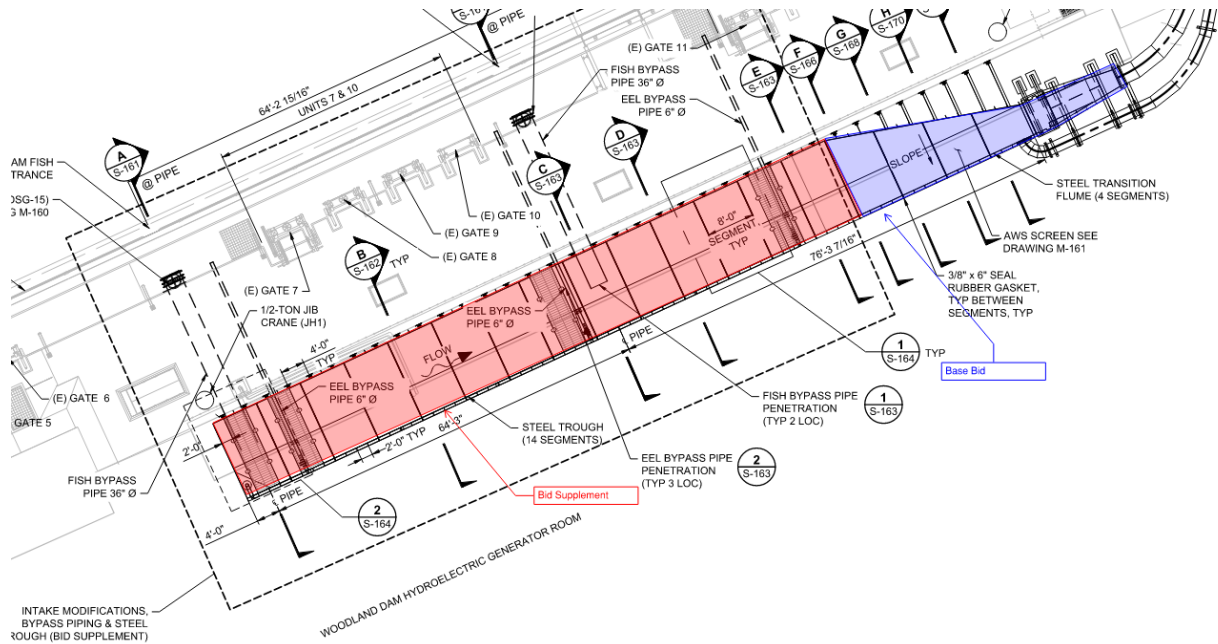


Refer to the access hatch and vents noted on C-160 and 200-002 for the Contractor's access into the chamber, which are also shown in the following photographs. The vents are comprised of timber supports topped with steel cover plates. The access hatch has double-leaf hinged doors.



160. **Question:** What is the demarcation for Section 1 to Section 2 for the Bypass Trough. Is it Sheet 166 where the transition starts?

Response: The base bid portion of the bypass flume starts on S-166. Below is the plan view from Sheet S-160 denoting the base bid (Section 1) and the bid supplement (Section 2, dashed area) portions of the bypass flume.



161. **Question:** Can the bid date be extended to August 6, 2025?

Response: The attached Notice to Contractors extends the bid due date to August 6, 2025.

Questions 124 through 159 will be answered in a subsequent Amendment.

Consider these changes and information prior to submitting your bid on **August 6, 2025**.

Sincerely,

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

STATE OF MAINE DEPARTMENT OF TRANSPORTATION NOTICE TO CONTRACTORS

The Maine Department of Marine Resources (Department) is soliciting Bids for fish passage improvements at the Woodland Pulp LLC dam and mill site in Baileyville, Maine. The bidding process is hosted and assisted by the Maine Department of Transportation (MaineDOT or MDOT).

Sealed Bids addressed to the **Maine Department of Transportation, Augusta, Maine 04333** and endorsed on the wrapper “**Bids for Woodland Fish Passage System in the Town of Baileyville, Maine**” will be received from contractors at the Reception Desk, Maine DOT Building, Capitol Street, Augusta, Maine, until 11:00 o’clock A.M. (prevailing time) on **August 6, 2025**. Bids will be accepted from all bidders. The lowest responsive bidder must have completed, or successfully complete, **Marine Construction prequalification category**, with project specific prequalification requirements indicated below to be considered for the award of this contract.

Description: Maine Project No. PH20250514WFP

Location: In Washington County, the Project is located at the Woodland Pulp LLC mill property in Baileyville, Maine.

Outline of Work: This Project partially removes and replaces an existing fish ladder and includes construction of a new fish lift with exit flume, attraction water supply system, downstream migrant bypass system, access bridge, and other incidental work.

The basis of award will be Section 1 (Base Bid). Bidders must also complete Section 2 (Bid Supplement) for additional Intake Work Items. However, Section 2 may be awarded or excluded solely at the Department’s discretion.

Prequalification Requirements: Bidders must provide directly relevant previous project experience working on or within the operating footprint of hydroelectric facilities and constructing and commissioning of fish passage facilities or similar, complex flow control systems to meet Marine Construction prequalification requirements. Bidders must also identify their barge experience and anticipated engineering subcontractor for stability analysis if their work plan includes use of one or more crane barge(s). In addition to the MDOT Prequalification standard process, Bidders must submit project experience documentation described above completed within the last seven (7) years. Contractors who are already prequalified may separately e-mail the additional experience documentation to both contractor.prequal@maine.gov per the MDOT process and to the Project Manager at Sean.M.Ledwin@maine.gov. Project Experience beyond the last seven (7) years may be submitted but will be reviewed at the sole discretion of the Department.

For general information regarding Bidding and Contracting procedures, contact George Macdougall at (207) 624-3410. Our webpage at <http://www.maine.gov/mdot/contractors/> contains a copy of the Price Component Schedule, Plan Holders List, written portions of bid amendments, drawings, bid results and an electronic form for RFI submittal. For Project-specific information, use electronic RFI form or email bid questions to RFI-Contracts.MDOT@maine.gov. The Project

name and identification number should be in the subject line. Questions received after 12:00 noon of Thursday prior to bid date, or 4 business days prior to bid date if amended, will not be answered. Bidders shall not contact any other Departmental or MDOT staff for clarification of Contract provisions, and the Department and MDOT will not be responsible for any interpretations so obtained. TTY users call Maine Relay 711.

Bid Documents, specifications and bid forms can be viewed and obtained digitally at no cost at <http://www.maine.gov/mdot/contractors/>. They may be purchased from the Department by check only made payable to Treasurer, State of Maine, and sent to the Department of Marine Resources at 21 State House Station, Augusta, Maine 04330, Attn: Sean Ledwin. Full size plans **\$70.00** by mail. Half size plans **\$40.00** by mail. Specifications **\$30.00** if requested in addition to a plan set or **\$40.00** by mail. Bid Book and/or 8.5x11 Exhibits **\$10.00** if requested in addition to plans and/or specifications or **\$13.00** by mail. Payment must be made in advance, all non-refundable, and a print request specifying which document(s) and the shipment destination must be sent via e-mail to Sean.M.Ledwin@maine.gov and CHerrera@Verdantas.com.

Each Bid must be made upon blank forms provided by MDOT and must be accompanied by a bid bond at 5% of the bid amount or an official bank check, cashier's check, certified check, certificate of deposit, or United States postal money order in the amount of 5% of the bid amount, payable to Treasurer, State of Maine as a Bid guarantee. A Contract Performance Surety Bond and a Contract Payment Surety Bond, each in the amount of 100 percent of the Contract price, will be required of the successful Bidder.

ONLY PAPER BIDS WILL BE ACCEPTED. A courtesy electronic copy shall be transmitted by e-mail to Sean.M.Ledwin@maine.gov; multiple-part transmittals are acceptable to send large files.

This Contract is subject to all applicable Federal Laws and the laws of the State of Maine.

All work shall be governed by the Contract, *Division 100 General Conditions*, Plans, Specifications, and all documents incorporated by reference that comprise the Bid Documents (Exhibits A through H). The Bid Documents may be amended as necessary given RFIs or agency reviews.

A virtual Bidder's Conference/Informational Meeting will be held on May 27, 2025, from 9:00AM to 11:00AM Eastern Time via Microsoft Teams.

The purpose of the Bidder's Conference is to provide an opportunity to ask questions about the Project, including the Bid package and requirements. All questions will be responded to in writing and written responses will be posted on the MDOT website as indicated above. Any verbal response will be subject to review and only written responses should be considered when preparing the Bid. Although participation at the Bidders' Conference is not mandatory, it is strongly encouraged that interested Bidders participate.

A mandatory site visit will be held on June 5, 2025, from 9:00AM to 12:00 noon Eastern Time. All Bidders planning to attend the site visit must submit their intention to attend listing all

representative attendees and expected number of vehicles via email to Sean.M.Ledwin@maine.gov no later than 12:00 noon on May 29, 2025. Bidders who have not submitted their intention to attend prior to the date of the site visit will not be permitted on site. Each Bidder is required to have and use the following safety equipment: hard hat, eye protection, high visibility shirt or vest, safety shoes with hard toes. Requirements such as parking location, other PPE, safety, access, etc. for the site visit will be provided at the time of the virtual Bidder's Conference.