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

Paul R. LePage
GOVERNOR

David Bernhardt
COMMISSIONER

April 5, 2013
Subject: **Lexington**
Federal Project No: AC-BR-1929(100)X
State WIN: 19291.00
Amendment No. 1

Dear Sir/Ms:

Make to following changes to the Bid Document:

In the Bid Book (pages105 & 106) **REMOVE** and **DISCARD** "SPECIAL PROVISION, SECTION 503, REINFORCING STEEL" 2 pages dated February 5, 2013.

In the Bid Book (page 141) **REMOVE** and **DISCARD** "SPECIAL PROVISION, SECTION 709, REINFORCING STEEL AND WELDED STEEL WIRE FABRIC" 1 page dated February 5, 2013.

The following questions have been received:

Question: Reference Plan Sheet 20 Note #2. Does the note mean that on the side away from the bridge there is nothing for 21 feet (i.e. the existing abutment is no longer there)?

Response: That is correct. This reflects the estimated scour depth.

Question: Reference Plan Sheet 20 Note #2. Does the note mean that the wall has to be designed as a cantilever wall and that walers and or tiebacks are not allowed?

Response: This is incorrect. Walers and/or tiebacks are allowed so long as the system is designed to support 21 feet of soil behind the wall.

Question: What is the Contractor's scope of work regarding the temporary traffic signal? Special Provision 510 does not clearly specify the Contractor's role.

Response: There shall be two temporary traffic signals, one near each end of the project, to control alternating one-way traffic through the temporary detour. Once the traffic is switched over to the temporary detour, the temporary traffic signals shall be in operation continuously until the traffic is switched back over to the main alignment and open to two lanes. The Contractor is responsible for furnishing, installing, maintaining, operating, and removing the temporary traffic signals. The specific location of the temporary traffic signals as well as timing shall be described in the Contractor's Traffic Control Plan.

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Question: Detail on sht 20 shows existing abutments removed to elevation 373.50. Is this rough removal or does concrete need to be patched to provide a level surface at that elevation?

Response: This is a rough removal elevation.

Consider these changes and information prior to submitting your bid on April 17, 2013.

Sincerely,

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