



Janet T. Mills
GOVERNOR

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

Bruce A. Van Note
COMMISSIONER

December 13, 2019
Subject: Little River Bridge
Replacement
State WIN: 023909.00
Location: **Gorham**
Amendment No. 2

Dear Sir/Ms.:

Please make the following changes to the Bid Documents:

In the Bid Book:

ADD the attached SPECIAL PROVISION - SECTION 510 - SPECIAL DETOURS, 1 page, dated October 1, 2019.

REMOVE pages 125 to 126, SPECIAL PROVISION - SECTION 643 - TRAFFIC SIGNALS – (Temporary Traffic Signals), 2 pages, dated September 20, 2019, and **REPLACE** with the attached, revised SPECIAL PROVISION - SECTION 643 - TRAFFIC SIGNALS – (Temporary Traffic Signals), 2 pages, dated September 23, 2019.

Consider these changes and information prior to submitting your bid on **December 18, 2019**.

Sincerely,

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

SPECIAL PROVISION
SECTION 510
SPECIAL DETOURS

Amend the following Subsections of Standard Specifications Section 510, Special Detours, as described below:

510.03 Vehicular and Pedestrian Traffic Not Separated *Replace the 2nd paragraph with the following:*

The Special Detour, including the temporary structure and approaches, shall be designed and sealed by Professional Engineers, licensed in accordance with the laws of the State of Maine. Temporary approaches shall be designed to achieve minimum acceptable factors of safety for slope stability. The embankment design shall be conducted by a geotechnical consulting firm from the *MaineDOT Prequalified Consultants* List (Service #804.10 – Geotechnical Investigations and Engineering Services) retained by the Contractor. The Contractor shall submit the design computations, supporting analyses, and detailed plans of the temporary structure and approaches that will serve as the temporary detour to the Resident. Construction shall not begin on the temporary approach embankments prior to review and acceptance of the submittal by the Department.

510.031 Structure Design

e. Foundations *Add the following paragraph:*

The global stability computations and plans submitted by the Contractor shall demonstrate that the approach embankment side slopes achieve a minimum factor of safety of 1.3 and the embankment slopes that contain or support an abutment or retaining wall achieve a minimum factor of safety of 1.5.

SPECIAL PROVISION
SECTION 643
TRAFFIC SIGNALS
 (Temporary Traffic Signal)

The Contractor shall install and maintain a temporary traffic signal system for the project duration. See Temporary Traffic Figure.

Signal heads at each end of the bridge work area shall be mounted on a temporary structure supplied by the Contractor and approved by the Resident. Two heads shall face traffic on each approach. All signal heads shall have 12" R-Y-G circular LED indications with 5" backplates and yellow retroreflective tape along all borders.

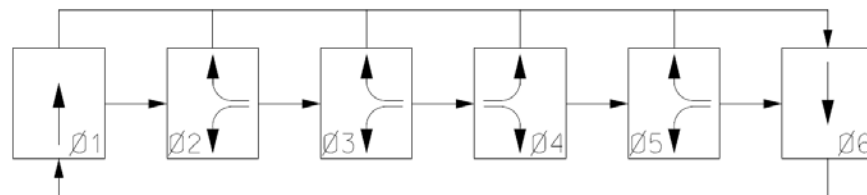
Signal heads shall also be provided for the drives within the work zone and mounted on a temporary structure supplied by the Contractor and approved by the Resident. Two heads shall face each drive as shown in the Temporary Traffic Figure. All signal heads shall have 8" minimum R-Y-G circular indications with 5" backplates. A "No Right Turn On Red" sign shall be installed at each drive.

Stop bar detection shall be provided on each approach. The Contractor shall determine the method of detection with the Resident's approval.

The Contractor shall program the signal controller with the following phasing and timing (in seconds):

	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6
Min Green	5	5	5	5	5	5
Extension	3	3	3	3	3	3
Max Green	55	10	10	10	10	55
Yellow Cl.	5	3	3	3	3	5
All Red	25	7	6	5	1	25
Recall	Off	Off	Off	Off	Off	Off

*Calls to Ø2, Ø3, Ø4, and Ø5 shall also place a locking call on Ø6.



Ø1 – Mosher Road northbound
 Ø6 – Mosher Road southbound
 Ø2 – Sta. 120+25 drive RT
 Ø3 – Sta. 120+60 drive RT
 Ø4 – Sta. 121+00 drive LT
 Ø5 – Sta. 122+20 drive RT

