



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

Janet T. Mills
GOVERNOR

Dale F. Doughty
ACTING COMMISSIONER

January 27, 2026
Subject: Highway Improvements
WIN: 018595.11
Location: **Bangor**
Amendment No. 4

Dear Sir/Ms.:

Make the following changes to the Bid Documents:

In the Bid Book:

REMOVE pages 261-264, titled “SPECIAL PROVISION, SECTION 652, MAINTENANCE OF TRAFFIC (Staged Construction and Traffic Control)”, 4 pages, dated November 10, 2025, and **REPLACE** with the attached “SPECIAL PROVISION, SECTION 652, MAINTENANCE OF TRAFFIC (Staged Construction and Traffic Control)”, 4 pages, dated January 27, 2026.

The following questions have been received:

Question: The I-95 SB ramp intersection has only 1 mast arm and 2 stop bar approaches. Will 2 Miovision fish eye cameras still be required, as noted in the Signal Notes #16?

Response: Yes. Per Signal Note 16, when 360-degree cameras are used, two cameras are required at each signalized intersection, regardless of the number of mast arms or stop bar approaches.

Question: At the I-95 NB intersection with Hogan Rd for the stop bar detection, based on the layout of the intersection, fish eye cameras do not seem optimal but they are specified in Note 16 of the signal note plans. Would (4) direct approach cameras be accepted at this location? If yes, would a combined radar and video detection unit be acceptable for both stop bar and advance detection?

Response: Signal Note 16 specifies that the actual number of devices and mounting locations shall be per the manufacturer’s recommendation. The locations of devices shown in the plans are conceptual and assume one type of device (stop bar and/or advance) per approach. If an approach requires both stop bar and advance detection, the plans show two devices: one stop-bar detection device and one advance device. If 360-degree cameras are utilized, there must be two per intersection. Either 360-degree cameras (with a minimum of 2 per intersection) or directional approach cameras (one per approach) are required for the stop bar detection. Miovision Detection Plus is available with both the “Miovision

SmartView 360” device (360-degree camera) and the “Miovision Smart View Approach” (approach camera). Combined stop bar and advance detection units have not previously been accepted by MaineDOT at this time. The Contractor may submit a combination device for consideration but shall be responsible for providing a compliant system if it is not accepted as an alternative. Decisions by MaineDOT as to acceptable detection systems will not be justification for additional compensation.

Question: Special Provision 652-Staged Construction and Traffic Control states “the SCTCP shall include a list of five previous MaineDOT and/or Maine Turnpike projects where the proposed Traffic Control Supervisor has experience as the TCS on the project.” Will this requirement for five previous projects for a TCS be enforced? Or is this a copy/paste from a previous project?

Response: The contractor will be required to provide a list of a minimum of 3 MaineDOT and/or Maine Turnpike projects where the proposed Traffic Control Supervisor has experience as the TCS on the project. See revised Special Provision 652 Staged Construction and Traffic Control.

Question: Are Temporary Structural Earth Supports anticipated for pier construction on Bridge 6787? There is no 524 Item for this work. Please advise.

Response: Response: Yes. This work is included Special Provision Section 524, Temporary Structural Supports (Approaches) on page 179 of the Contract Bid Book.

Question: Note 7 on Sheet 375 discusses existing pile for removal, however, Sheets 376 & 377 note piles to remain. Please advise if existing piles are to be removed or if they remain.

Response: Existing piles shall remain except for the upper portions that must be cut and removed for the construction of the new abutments as shown in the Plans. The Contractor shall verify the location of the existing piles so that new pile layout can be evaluated and confirmed by the Department to avoid conflicts with the existing piles to remain.

Question: Due to the impending snow storm on Monday the 26th, and potential of office closures, can the bid be extended one week to February 4, 2026.

Response: No.

Question: Please provide the required coating system for the elastomeric bearing assemblies. Contract drawings call for masonry plates to be metalized, but it is not clear what the structural steel coating is, which is what is to be applied to the balance of the bearings.

Response: For Hogan Road/I95 Bridge (#5823), masonry plates and keeper angles shall be galvanized. Load Plates shall either be metallized or galvanized and sole plates shall be painted (since existing structural steel is painted).

For Hogan Road No.2 Bridge (#6787), masonry plates and keeper angles shall be galvanized. Load plates and sole plates shall be galvanized or metallized (since new structural steel is metallized).

Consider these changes and information prior to submitting your bid on **January 28, 2026.**

Sincerely,



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

SPECIAL PROVISION
SECTION 652
MAINTENANCE OF TRAFFIC
(Staged Construction and Traffic Control)

Description This work shall consist of furnishing, installing, coordinating, maintaining, and removing traffic control devices and staged construction items necessary to maintain the temporary arterial and ramp travelways as specified in the Contract Documents and Standard Specifications. This work shall also include designing, constructing, grading, maintaining, and dismantling of temporary slopes for the purpose of supporting the ramps and roadways during staged construction.

Use of staged construction and traffic control is anticipated to construct the diverging diamond interchange while maintaining traffic Hogan Road and the existing interchange ramps. This work excludes the temporary traffic control along I-95, which will be paid for under Item 652.361 Maintenance of Traffic Control Devices.

Submission Requirements A minimum of two weeks prior to the Pre-Construction Conference, the Contractor shall submit a Staged Construction and Traffic Control Plan (SCTCP) to the Department. The Contractor shall be prepared to describe the proposed SCTCP during the Pre-Construction Conference. The Department will review the SCTCP for completeness and conformity with Federal requirements, Contract provisions, the current edition of the FHWA Manual on Uniform Traffic Control Devices (MUTCD), latest edition, the AASHTO Policy on Geometric Design on Highways and Streets, latest edition (“Green Book”), and Department policies and procedures. No disruptions to traffic will be allowed before the SCTCP has been reviewed and approved by the Department.

The SCTCP shall include all the requirements of a Traffic Control Plan as described in Subsection 105.7 and Subsection 652.3.3. Additionally, the Contractor’s SCTCP shall include a narrative to describe the proposed staged construction and a traffic control plan to demonstrate the maintenance of traffic throughout all phases, including phase transitions. The staged construction plan shall include a description of any excavation, fill, drainage, and shoring necessary to maintain roadways. The traffic control plan shall show the placement of all flashing arrows, barricades, channelizing devices, sequential flashing warning lights, panel markers, tubular markers, construction signs, temporary pavement markings, portable changeable message signs (PCMS), arterial radar speed trailers, temporary concrete barrier, work zone crash cushions, temporary guardrail, temporary traffic signals, temporary lighting, and all other temporary traffic control devices necessary to maintain traffic throughout all phases of staged construction. The traffic control plans shall also include detour signing plans for ramp closures and diversions with a preliminary schedule for when detours are anticipated. The SCTCP shall be signed and sealed by a Professional Engineer licensed in the State of Maine.

The Contractor shall allow for the review times described in Subsection 105.7.2 for MaineDOT to review and respond to the SCTCP submissions. No review or comment by

the Department, or any failure to review or comment, will absolve the Contractor of its responsibility to design and implement the plan in accordance with the Contract, or to shift any responsibility to the Department. If the SCTCP is determined by the Department to be operationally ineffective, the Contractor shall submit modifications of the SCTCP to the Department for review for the life of the project, and shall implement these changes at no additional cost to the Contract. Nothing in this Section shall negate the Contractor's obligations set forth in Section 110 - Indemnification, Bonding, and Insurance.

Revisions to Subsection 652.3.3 for the SCTCP:

a) In addition to the name, phone number, and contact information for the Traffic Control Supervisor (TCS), the SCTCP shall include a list of three previous MaineDOT and/or Maine Turnpike projects where the proposed TCS has experience as the TCS on the project.

e) In addition to any certified flaggers employed by the Contractor, any proposed flagging Subcontractor shall submit a list of certified flaggers that will be used for each flagging operation described in the SCTCP.

f) The SCTCP shall include an emergency communication plan for 24/7 notification to the Resident, local emergency officials, and local government officials.

o) The SCTCP shall designate a qualified individual or subcontractor responsible for the maintenance of traffic signals for the project. This individual or subcontractor shall demonstrate experience working with traffic signals, controller programming, and coordinated traffic signal systems. Submit any training certifications demonstrating experience with traffic signal equipment and controllers.

Materials All materials utilized shall meet the appropriate requirements of the Standard Specification and the Contract Documents.

Geometric and Approach Requirements The design of horizontal and vertical geometry shall conform to the AASHTO Policy on Geometric Design of Highways and Streets, latest edition ("Green Book"). The assumed design speed along Hogan Road shall be not less than 40 mph while the design speed along I-95 shall not be less than 65 mph.

Construction Requirements

The Contractor shall hold a meeting with the Resident and invite any relevant cooperating contractors (see Special Provision 105, Cooperation Between Contractors) and City of Bangor officials for each traffic control phase transition a minimum of 14 days prior to the proposed phase transition. The intent of these meetings is to ensure that traffic control and construction changes are coordinated between the several projects and informs local officials of the proposed traffic controls.

Where temporary pavement markings are proposed, the Contractor shall provide a

layout for review by the Resident.

The Contractor shall provide positive protection of the work area at all times. Appropriate traffic control devices shall be deployed to maintain traffic in the approved travelway and prohibit traffic from entering the work areas.

All ramp closures shall be preceded by posting PCMS a minimum of 7 days prior to the closure of the ramp and throughout the duration of the ramp closure. The location and messages displayed on the PCMS shall be approved by the Resident.

Upon completion of the project, the Contractor shall removal all temporary pavement markings and provide the final permanent striping in accordance with the Contract Documents, or restore the pavement markings to their original configuration in areas with no new pavement.

Method of Measurement Staged Construction and Traffic Control will be measured as one lump sum for the approved SCTCP and for all authorized, installed, maintained, and removed traffic control devices included in the SCTCP.

Basis of Payment Staged Construction and Traffic Control will be paid for at the contract lump sum price. Such payment will be full compensation for the design, development, implementation, and maintenance of the SCTCP, and for furnishing, installing, maintaining, relocating, and removing all flashing arrows, barricades, channelizing devices, panel markers, tubular markers, construction signs, arterial automated trailer mounted speed limit signs, truck mounted attenuators, sequential flashing warning lights, temporary guardrail, temporary lighting, temporary concrete barriers and work zone crash cushions, and all other temporary traffic control devices necessary to maintain traffic along Hogan Road and the interchange ramps. Payment shall also be full compensation for all coordination and meetings with local officials, cooperating contractors, and the Resident. All shoring, excavating, placement of fill, temporary drainage and any other work associated with this item shall be considered incidental.

Temporary pavement will be paid separately under Item 461.131.

Temporary pavement markings will be paid separately under the appropriate Section 627 items.

Temporary signals will be paid separately under the appropriate Section 643 items.

Flaggers used for traffic control will be paid separately under Item 652.38.

Portable-Changeable Message Signs will be paid separately under Item 652.41.

All traffic control associated with the I-95 mainline will be paid separately under the appropriate Section 652 items.

Incremental payment will be made for Staged Construction and Traffic Control on the following schedule:

- a. 20% of the bid amount will be paid upon MaineDOT's written approval of the initial SCTCP.
- b. 50% of the bid amount will be paid in monthly installments throughout the project construction.
- c. 15% of the bid amount will be paid when traffic is shifted onto the new Hogan Road Bridge No. 2.
- d. The remaining balance of the bid amount, minus any traffic control violation penalties, will be paid at the completion of the entire project.
- e. There will be no payment for work done under this pay item after the expiration of contract time.

Payment will be made under:

<u>Pay Item</u>		<u>Pay Unit</u>
652.61	Staged Construction and Traffic Control	Lump Sum