



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

Janet T. Mills
GOVERNOR

Dale F. Doughty
COMMISSIONER

June 15, 2026
Subject: Large Culvert Replacement
WIN:025509.00
Location: Lincoln Plantation
Amendment No. 2

Dear Sir/Ms.:

Remove Pages eighty two through eighty seven Titled SPECIAL PROVISION SECTION 643 TRAFFIC SIGNALS (Temporary Traffic Signals) dated May 22,2026 and **Replace** with the attached SPECIAL PROVISION SECTION 643 TRAFFIC SIGNALS (Temporary Traffic Signals)

The Following Questions have been Received:

Question: We respectfully request that you use a different spec on the paving. There is only 170 ton of asphalt for the project and it would be a cost benefit to MDOT if you would allow a smaller paver versus the heavy machine and automatic controls. It is a challenge to get get one of the big boys way up in Lincoln Plantation for that small a quantity.

Response: Without additional information regarding the intended equipment, the Department will not reduce the requirements as specified in the 403. Should the successful bidder propose a reasonable alternative, the Department may consider the proposal with an appropriate monetary credit applied.

Consider these changes and information prior to submitting your bid on **June 17, 2026**.

Sincerely,

A handwritten signature in blue ink, reading "George Macdougall".

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

SPECIAL PROVISION
SECTION 643
TRAFFIC SIGNALS
(Temporary Traffic Signal)

The following is added to Standard Specifications Section 643:

The Contractor shall install and maintain temporary traffic signals so that at all times alternating one-way traffic is maintained. The work shall consist of:

Furnishing and installing a temporary traffic control signal system for traffic control consisting of a one lane, two-way alternating traffic along Route 16/ Wilsons Mills Road at Magalloway Outlet Bridge, Bridge #6769 in the town of Lincoln PLT as specified herein. The signal system will also include Residential Driveway Temporary Signals (RDTs) at the unsignalized driveways within the construction boundaries.

Signal heads at each approach to the 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 inch red, yellow and green circular LED indications with 5 inch back plates and yellow retroreflective tape along each border.

The RDTs within the work area shall be mounted on a portable support or trailer supplied by the Contractor and approved by the Resident. The RDTs shall be equipped with ample batteries, solar charging capabilities, and a 110v charger to facilitate external charging. One signal head with three LED indications in a doghouse configuration with one 12" red ball indication on top of one 12" yellow left bimodal flashing and solid arrow and one 12" yellow right bimodal flashing and solid arrow shall face the driveway. A "NO TURN ON RED (R10-11b)" sign and "TURN ONLY IN DIRECTION OF ARROW (IA-23-1P)" sign shall be located on the portable post or trailer.

Temporary stop bars shall be provided for all approaches (both ends of Route 16/ Wilsons Mills Road). Temporary stop lines shall be removed by the Contractor at the completion of the temporary signal operations. The Contractor shall locate the stop lines based on the proposed lane closures and the locations shall be approved by the Resident (minimum of 40 feet from signal heads). Stop bar vehicle detection shall be provided on each approach. The Contractor shall determine the method of detection with the Resident's approval.

The Town Office entrance shall be barreled off to utilize the fire station entrance during the use of the temporary signal.

The phasing and timing were determined based on the assumed speed and assumed stop bar to stop bar distance noted in the following table. If the field placement of the stop bars results in a distance longer than the assumed distance or most vehicle speeds are slower, then the Resident may increase All Red Clearance times as necessary for the safety of the traveling public. The

Extension timer was determined based on an estimated 40 foot detection zone; depending on the vehicle detection, the Resident may adjust the Extension time to ensure that the signal equitably services each of the approaches. The Contractor shall program the signal controller with the following phasing and timing (in seconds):

	Phase 1	Phase 2
Approach	Route 16 Northbound	Route 16 Southbound
Min Green	8	8
Extension	2.5	2.5
Max Green	20	20
Assumed Speed (MPH)	20	20
Assumed Distance (Feet)	300	300
Yellow Cl.	5.0	5.0
All Red	14	14
Recall	Min.	Min.

The following driveway entrance shall receive a RDTS:

11+10 RT – Driveway Entrance

The Residential Driveway Temporary Signals shall be programmed in conjunction with the signal controller phasing and timing.

Fire Preemption

1. Preemption signals shall be serviced on a first come-first served basis.
2. Minimum green and normal vehicle clearance times shall be provided on phases that are to be terminated by preemption demand.
3. Upon receipt of signal from emergency vehicle, all signals shall transition to an all red for the duration of the preemption event
4. Location of emergency vehicle preemption receivers and the duration of preemption events shall be determined in the field by the Contractor, the Resident, and the Wilsons Mills Fire Department.

The specified signal timing may be adjusted by a Licensed Professional Engineer as operation requires. If the All Red Clearance time exceed the controller's maximum allowable All Red Time, the Contractor shall propose an active clearance phase between applicable vehicle phases such that the active clearance phase shall always be called when the preceding phase is called.

When signals are not in use, all signal heads shall be bagged or the trailer removed from the side of the road and out of view from the traveling public.

Installation will be considered complete when the Contractor shows the vehicle detection system consistently places calls to the controller and the appropriate phase based on vehicle presence in the detection zone.

643.18 Method of Measurement Replace the third paragraph with the following:

Each stop bar vehicle detection system installed, connected to appropriate phases in the controller cabinet, complete and operational will not be measured for payment but will be considered incidental to the Temporary Traffic Signal Pay Item.

RDTs will be measured for payment by the unit each, satisfactorily installed, operated, and removed.

643.19 Basis of Payment Replace the fourth paragraph with the following:

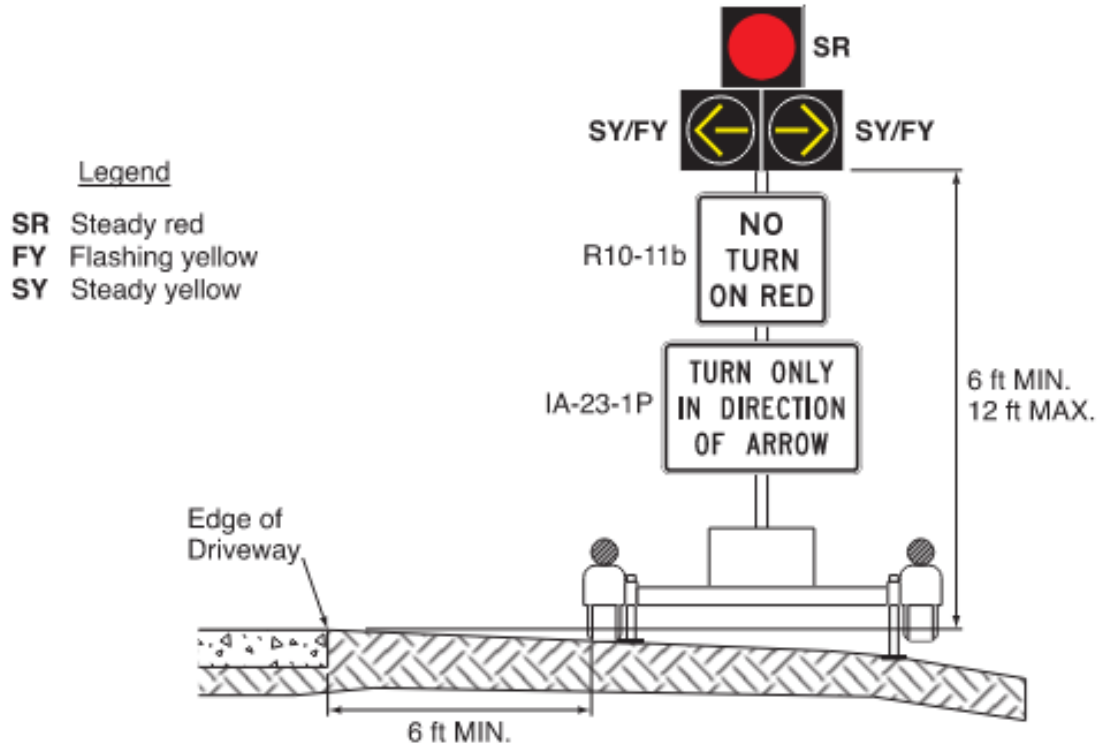
The stop bar vehicle detection system will be considered incidental to the Temporary Traffic Signal, which will be full compensation for materials, labor, and equipment for each detection system installed, fully operational, and removed. If loop detectors are used as the stop bar detection system, loops may be abandoned in place.

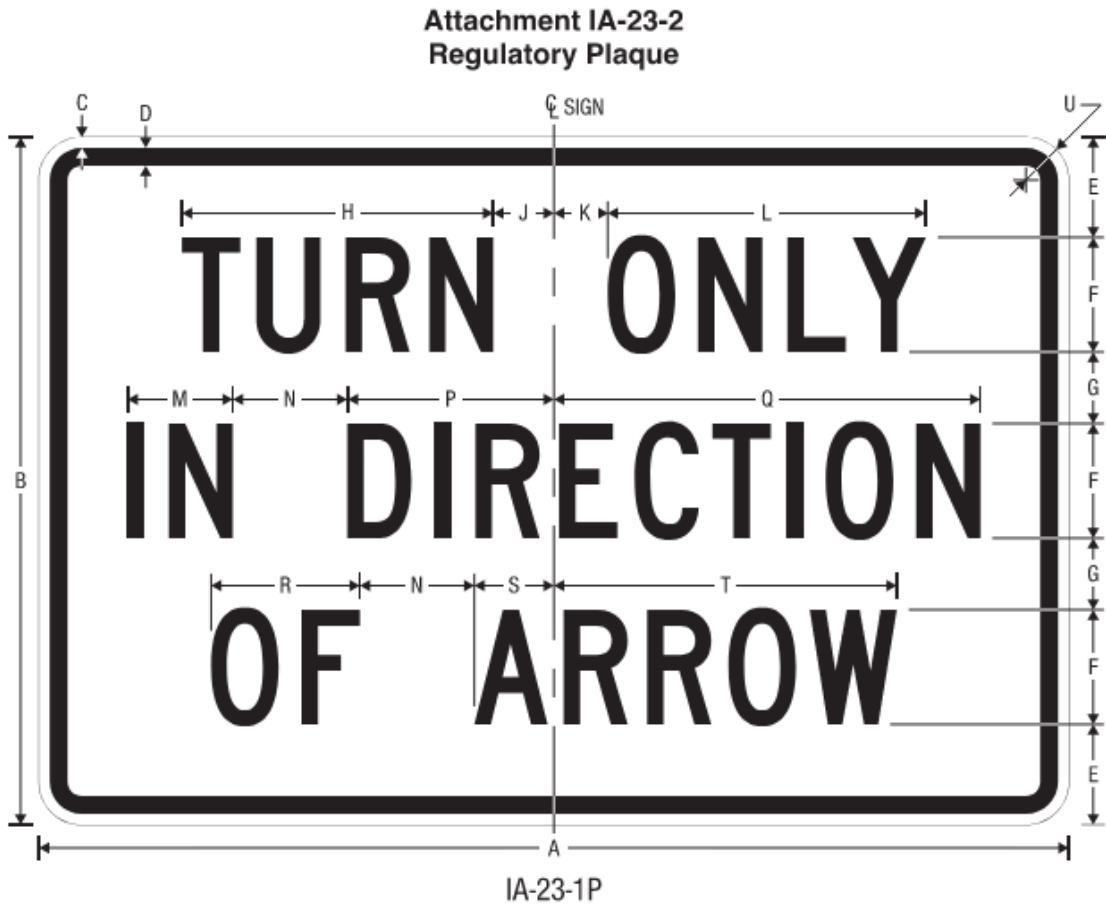
Payment will be made for each RDTs at contract price, which will be full compensation for the materials, labor, and equipment including for the removal of each of the unit(s) upon completion of the work. All materials used for RDTs will remain the property of the Contractor.

Payment will be made under:

<u>Pay Item</u>	<u>Pay Unit</u>
643.66 Residential Driveway Temporary Signals (RDTs)	Each
643.72 Temporary Traffic Signal	Lump Sum

Attachment IA-23-1 Residential Driveway Temporary Signal





A	B	C	D	E	F	G	H	J	K
36	24	0.375	0.625	3.5	4 C	2.5	10.844	2.120	1.880

L	M	N	P	Q	R	S	T	U
11.124	3.681	4	7.223	14.904	5.202	2.782	11.984	1.5

COLORS: LEGEND, BORDER — BLACK

BACKGROUND — WHITE (RETROREFLECTIVE)

**Attachment IA-23-2.2
 Dimension Descriptions**

IA-23-1P:

- A is the horizontal dimension of the plaque.
- B is the vertical dimension of the plaque.
- C is the inset from the edge of the plaque to the border.
- D is the border width.
- E is the distance from the top of the first line to the top of the sign and from the bottom of the last line to the bottom of the sign.
- F is the letter height and FHWA standard font for each line.
- G is the space between the lines.
- H is the width of the first word on the first line.
- J is the distance from the vertical center of the sign to the right edge of the first word on the first line.
- K is the distance from the vertical center of the sign to the left edge of the second word on the first line.
- L is the width of the second word on the first line.
- M is the width of the first word on the second line.
- N is the space between the words on the second and third lines.
- P is the distance from the vertical center of the sign to the left edge of the second word on the second line.
- Q is the distance from the vertical center of the sign to the right edge of the second word on the second line.
- R is the width of the first word on the third line.
- S is the distance from the vertical center of the sign to the left edge of the second word on the third line.
- T is the distance from the vertical center of the sign to the right edge of the second word on the third line.
- U is the corner radius.

**Attachment IA-23-3
 Phasing Sequence**

