DEP.

Brewerk

LOCATION MAP

A PORTION OF PENOBSCOT COUNTY

Scale in Miles

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



Sheet No.



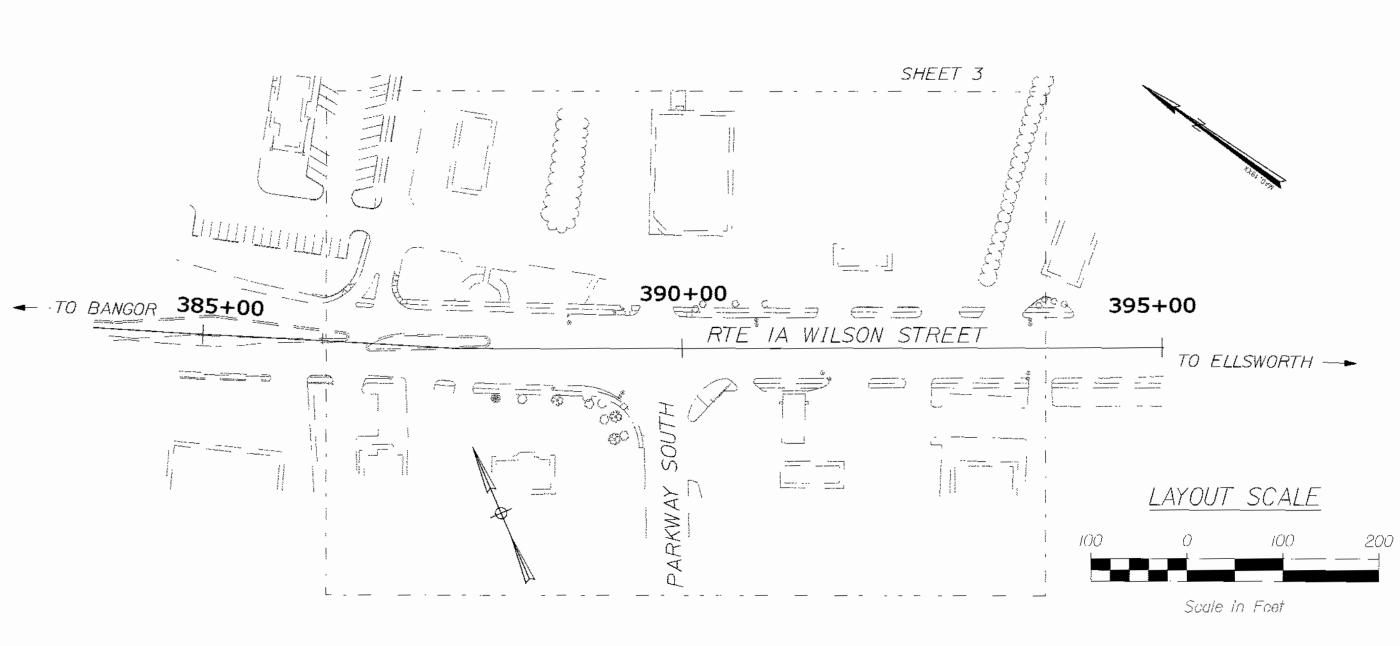
BREWER

PENOBSCOT

WILSON STREET / PARKWAY SOUTH

NH-1732(500)E

PROJECT LENGTH: 0.000 MILES TRAFFIC SIGNAL MODIFICATION



<u>Plan l</u>	EGEND
Town, County, State———————————————————————————————————	Centerline-Existing Centerline-Proposed Travelway-Existing Travelway-Proposed Railroad ;
Culvert-Existing ————————————————————————————————————	Catch Basins ■ Existing ■ Proposed Manholes ← Existing ● Proposed Proposed Underdrain —> Proposed Ditch — Existing Ditch — — — — — — — — — — — — — — — — — — —
Type 5 Outline of Bodies of Water—— Ledge SIISIISIISIISIISIISIISIISIISIISIISIISII	Utlity Poles ⊕ Existing ♠ Proposed Fire Hydrants ⊕ Existing ⊕ Proposed Existing Water Line ————————————————————————————————————
Trees ** Conifer (3) Deciduous Tree Line CLL——CLL——CLL——CLL————————————————————	Guardrail-Existing France Constitution Guardrail-Proposed Constitution Guardrail-Cable, Other Constitution Co

TRAFFIC DATA	WILSON SE/0	PARKWAY	WILSON NW/0
	PARKWAY	SW/0 WILSON	PARKWAY
Current (2010) AADT	21,010	11,550	20,740
Future (2020) AADT	23,110	12,710	22,810

PROGRAM AREA: TRAFFIC

SCOPE OF WORK:TRAFFIC SIGNAL MODIFICATION

INDEX OF SHEETS

Construction Notes

Plan
Signal Details
Right of Way

Description

Title Sheet _

STA DEPARTMEN APPR COMMISSIONER:	
ALBERT L. ALBERT L. ALBERT L. ACENSED NO. 4226	
ATURE TUMBER BER 15, 2010	

		PROJECT INFO	NFO.
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AVMADVD / LD	CONTINUE	PROJECT MANAGER	
_		DESIGNER	#
		CONSULTANT	131
		PROJECT RESIDENT	
		CONTRACTOR	
		PROJECT COMPLETION DATE	

SHEET NUMBER

OF 6

BANGOR HYDROELECTRIC COMPANY
FAIR POINT COMMUNICATIONS
TIME WARNER CABLE
MID-MAINE TELECOM
BANGOR GAS COMPANY
BREWER WATER DISTRICT
CITY OF BREWER (SANITARY SEWER)
OXFORD NETWORKS

NO UTILITY INVOLVEMENT IS ANTICIPATED.

- 2. ANY CLEARING OR TRIMMING WITHIN THE RIGHT OF WAY THAT IS CONSIDERED BY THE RESIDENT TO BE NECESSARY FOR SATISFACTORY COMPLETION OF THE PROJECT SHALL BE PERFORMED INCIDENTAL TO PAYMENT FOR ITEM 643.80. CLEARING AND TRIMMING SHALL BE LIMITED TO THE MINIMUM AMOUNT PRACTICABLE.
- 3. ANY DAMAGE TO SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATIONS SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT, WITH NO ADDITIONAL PAYMENT.
- 4. EXISTING POLES, ANCHORS, TRAFFIC SIGNAL AND DETECTION HARDWARE, AND SIGNAGE THAT ARE NOT INTENDED TO BE REUSED OR TO REMAIN SHALL BE REMOVED BY THE CONTRACTOR. HOLES CREATED BY REMOVALS WILL BE FILLED AND COMPACTED WITH APPROVED MATERIALS AS DIRECTED BY THE RESIDENT. MATCH GRADE AS DIRECTED, SOIL REMOVED FOR INSTALLATION OF NEW FOUNDATIONS, JUNCTION BOXES AND CONDUIT SHALL BE DISPOSED OF AT LOCATIONS APPROVED FOR DISPOSAL OF SUCH MATERIAL. ALL DISTURBED GRASS AREAS SHALL BE RESTORED WITH 4" DEPTH LOAM, SEEDED WITH SEEDING METHOD NO. 2 AND MULCHED.
- 5. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008. PAYMENT FOR TEMPORARY EROSION CONTROL MEASURES WILL BE INCIDENTAL TO THE CONTRACT.
- 6. TRENCH JOINTS BETWEEN NEW AND EXISTING PAVEMENT SHALL BE SAWCUT VERTICAL AND TACK COATED. PAYMENT FOR MILLING OF ROADWAY PAVEMENT SURFACE FOR PLACEMENT OF HMA SURFACE COURSE OVERLAPPING TRENCH JOINTS WILL BE INCIDENTAL TO ITEM 626.221.
- 7. PAYMENT FOR RESTORATION OF ROADWAY PAVEMENT, SIDEWALKS, GRASS AREAS AND RESETTING CURBING REMOVED IN CONJUNCTION WITH THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE RESPECTIVE CONTRACT PRICES FOR EACH RELATED ITEM.
- 8. PLANS HAVE BEEN DEVELOPED FROM PLANS AND RIGHT OF WAY MAPPING OF PREVIOUS PROJECTS AND FROM GENERAL FIELD REVIEW. NO GROUND SURVEY HAS BEEN DONE FOR THIS PROJECT. STATIONS REFERENCED ARE APPROXIMATE.
- 9. PETROLEUM CONTAMINATION MAY BE ENCOUNTERED IN EXCAVATION OF SOIL FOR FOUNDATIONS AND CONDUIT ON THE SOUTHWEST CORNER OF THE INTERSECTION (GULF EXPRESS/CUMBERLAND FARMS). THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM-IMPACTED SOILS. IF EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION IS ENCOUNTERED, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA, AND IMMEDIATELY NOTIFY THE RESIDENT. THE RESIDENT SHALL CONTACT THE HYDROGEOLOGIST IN MAINEDOT'S ENVIRONMENTAL OFFICE AT 207-624-3100 AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT.

SIGNAL NOTES

- I. ALL WORK SHALL BE COMPLETED IN CONFORMANCE WITH THE LATEST REVISIONS
 OF THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS
 FOR HIGHWAYS AND BRIDGES AND THE 2003 MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
 ALL PAYMENT SHALL BE INCLUDED WITHIN THE BID ITEMS OF THE CONTRACT. ALL
 EQUIPMENT AND WORK REQUIRED TO PROVIDE A COMPLETE, SAFE AND OPERABLE
 TRAFFIC SIGNAL SYSTEM WILL BE CONSIDERED SUBSIDIARY TO THESE ITEMS.
- 2. LOCATION OF ALL STRUCTURES SHALL BE VERIFIED BY THE RESIDENT PRIOR TO CONSTRUCTION.
- 3. LOCATION OF EXISTING UNDERGROUND UTILITIES SHOWN IS APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE PRESENCE OF UNDERGROUND UTILITY FACILITIES PRIOR TO COMMENCING ANY EXCAVATION WORK OR INSTALLATION OF POLE FOUNDATIONS, JUNCTION BOXES, CONDUIT OR GROUND-MOUNTED SIGNAGE AND SHALL NOTIFY UTILITIES OF PROPOSED WORK IN ACCORDANCE WITH MRSA TITLE 23 SECTION 3360-A, MAINE "DIG SAFE" SYSTEM. CONTRACTOR SHALL CONTACT DIG SAFE AT LEAST THREE WORKING DAYS PRIOR TO THE BEGINNING OF EXCAVATION. ALL UTILITIES SHALL BE LOCATED BEFORE BEGINNING EXCAVATION.
- 4. THE FOUNDATION AND ASSOCIATED JUNCTION BOXES AND BURIED CONDUIT AT MAST ARM POLE "B" AT STA. 389+36 RT ARE LOCATED NEAR A 2" GAS MAIN OF BANGOR GAS COMPANY. PRELIMINARY SURFACE MARKING OF THE GAS MAIN LOCATION BY THE UTILITY INDICATED THAT THE DESIGNED LOCATIONS SHOULD NOT IMPACT THE MAIN. HOWEVER, THE CONTRACTOR SHALL EXPOSE THE GAS MAIN IN THAT VICINITY TO CONFIRM THE LOCATION AND DEPTH OF THE MAIN PRIOR TO AUGERING FOR THE SIGNAL FOUNDATION OR EXCAVATION FOR RELATED JUNCTION BOXES OR CONDUIT. REFER TO "SPECIAL NOTES TO THE CONTRACTOR" IN SPECIAL PROVISION SECTION 104.
- 5. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY OPERATIONS ARE CONDUCTED THAT POTENTIALLY COULD CONFLICT WITH AERIAL UTILITIES.
- 6. THE CONTRACTOR SHALL COORDINATE WITH ALL UTILITIES TO ASSURE THAT REQUIRED CLEARANCES FROM AERIAL CONDUCTORS ARE MET.
- 7. MAST ARM POLE "A" TO BE INSTALLED AT STATION 389-52 LEFT SHALL INCLUDE AN IES FULL CUTOFF, TYPE III DISTRIBUTION, LIGHT EMITTING DIODE LUMINAIRE MOUNTED AT A NOMINAL HEIGHT OF 35' AND ORIENTED TOWARD THE CENTER OF THE WILSON STREET AND PARKWAY SOUTH INTERSECTION. THE LUMINAIRE SHALL BE A COOPER LIGHTING FOUR BAR OVH LED COBRAHEAD, ORDER NUMBER OVHAO4LEDEUT3SWH4 WITH NEMA TWISTLOCK PHOTO CONTROL, GASKETED AND DOUBLE FUSED WITH TERMINAL BLOCK AND NEMA DECAL, OR APPROVED LED EQUAL PROVIDING ILLUMINATION COMPARABLE TO A 150 WATT HPS FIXTURE.
- 8. THE MAST ARM FOR SIGNAL POLE "C" TO BE INSTALLED AT STATION 390-26, 48' RIGHT IS EXPECTED TO PASS BETWEEN AERIAL UTILITY CONDUCTORS. APPROXIMATE ELEVATIONS OF UTILITY CONDUCTORS ABOVE THE WILSON STREET OUTSIDE EDGE OF SHOULDER AT THAT LOCATION ARE AS FOLLOWS:

 OXFORD NETWORKS 20.7'

FAIR POINT COMMUNICATIONS 23.0' TIME WARNER CABLE 25.5'

THE CONTRACTOR SHALL MEASURE CONDUCTOR CLEARANCES IN THE FIELD BEFORE ORDERING THE MAST ARM POLE. THE POLE AND MAST ARM SHALL BE FABRICATED TO MAXIMIZE CLEARANCE FROM THE UTILITY CONDUCTORS ABOVE AND BELOW THE MAST ARM.

- 9. MINIMUM CLEARANCE FROM ROADWAY TO THE BOTTOM OF OVERHEAD VEHICULAR SIGNAL HEADS AND OVERHEAD SIGNAGE SHALL BE 16'.
- IO. ALL SIGNAL FACES SHALL HAVE BACKPLATES.
- II. ALL CONCRETE SIGNAL POLE FOUNDATIONS SHALL BE 36" DIAMETER. PEDESTAL POLES SHALL HAVE 18" FOUNDATIONS. ALL STATED OFFSETS ARE TO CENTER OF FOUNDATIONS.
- I2. ALL EXISTING SIGNAL HEADS, SIGNS, PREEMPTION AND RELATED HARDWARE SHALL
 BE INSPECTED AND REPAIRED IF NEEDED, AT CONTRACTOR'S EXPENSE, AND REUSED ON
 NEW MAST ARMS IF ACCEPTABLE TO THE RESIDENT. PAYMENT WILL BE MADE UNDER
 APPLICABLE ITEMS AS IF NEW SIGNS AND HARDWARE.
- 13. THE EXISTING CONTROLLER AND CABINET SHALL BE REPLACED. THE NEW CONTROLLER SHALL BE ECONOLITE TS-2. THE CONTROLLER AND CABINET SHALL BE CAPABLE OF FUTURE INTERCONNECTION WITH OTHER WILSON STREET TRAFFIC SIGNAL CONTROLLERS.
- 14. PROVIDE INTERSECTION VIDEO DETECTION. DETECTION SYSTEM SHALL BE AUTOSCOPE "SOLO" MANUFACTURED BY ECONOLITE CONTROL PRODUCTS. VIDEO DETECTION CAMERAS SHALL BE INDIVIDUALLY SURGE PROTECTED AND FUSED.
- IS. IF REPLACED, PREEMPTION EQUIPMENT SHALL BE TOMAR 2091-SD OPTICAL PREEMPTION RECEIVER WITH TOMAR 2097 DETECTOR CONFIRMATION LIGHT ASSEMBLY. PAYMENT FOR THE FULLY FUNCTIONING PREEMPTION RECEIVER SYSTEM WILL BE INCIDENTAL TO PAY ITEM 643.80.
- 16. PEDESTRIAN SIGNALS SHALL HAVE COUNTDOWN HEADS AND AUDIBLE/TACTILE FEATURES WITH DIRECTIONAL CALL BUTTONS AND SIGNAGE.
- IT. ANY EXISTING CONFLICTING PAVEMENT MARKINGS SHALL BE REMOVED AS DIRECTED BY THE RESIDENT.
- 18. AT THE TIME OF FINAL PROJECT INSPECTION, THE CONTRACTOR SHALL FURNISH TO THE RESIDENT THREE COMPLETE SETS OF AS-BUILT PLANS. ONE SET SHALL REMAIN IN THE CABINET.
- 19. ALL JUNCTION BOX COVERS TO BE FURNISHED AND INSTALLED SHALL BE LABELED "TRAFFIC SIGNAL".

- 20. THE CONTRACTOR SHALL INSTALL A SELF-CONTAINED METER SOCKET
 BYPASS (SINGLE PHASE 100 OR 150 AMP) WITH A SINGLE HANDLE LEVEROPERATED BYPASS FOR POWER SHUTOFF TO THE METER WITHOUT
 INTERRUPTING THE SIGNAL DISPLAYS.
- 21. ALL FIELD WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT, LEGIBLE, WEATHERPROOF TAGS SECURELY ATTACHED TO EACH CABLE.
- 22. THE MAINTENANCE OF SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE BY MAINEDOT.

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OF 6

