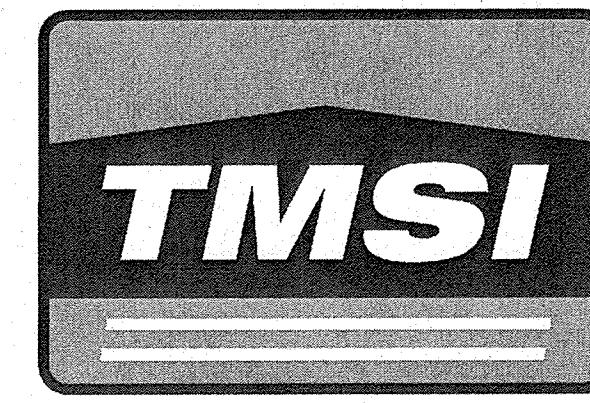


# STATE OF MAINE DEPARTMENT OF TRANSPORTATION

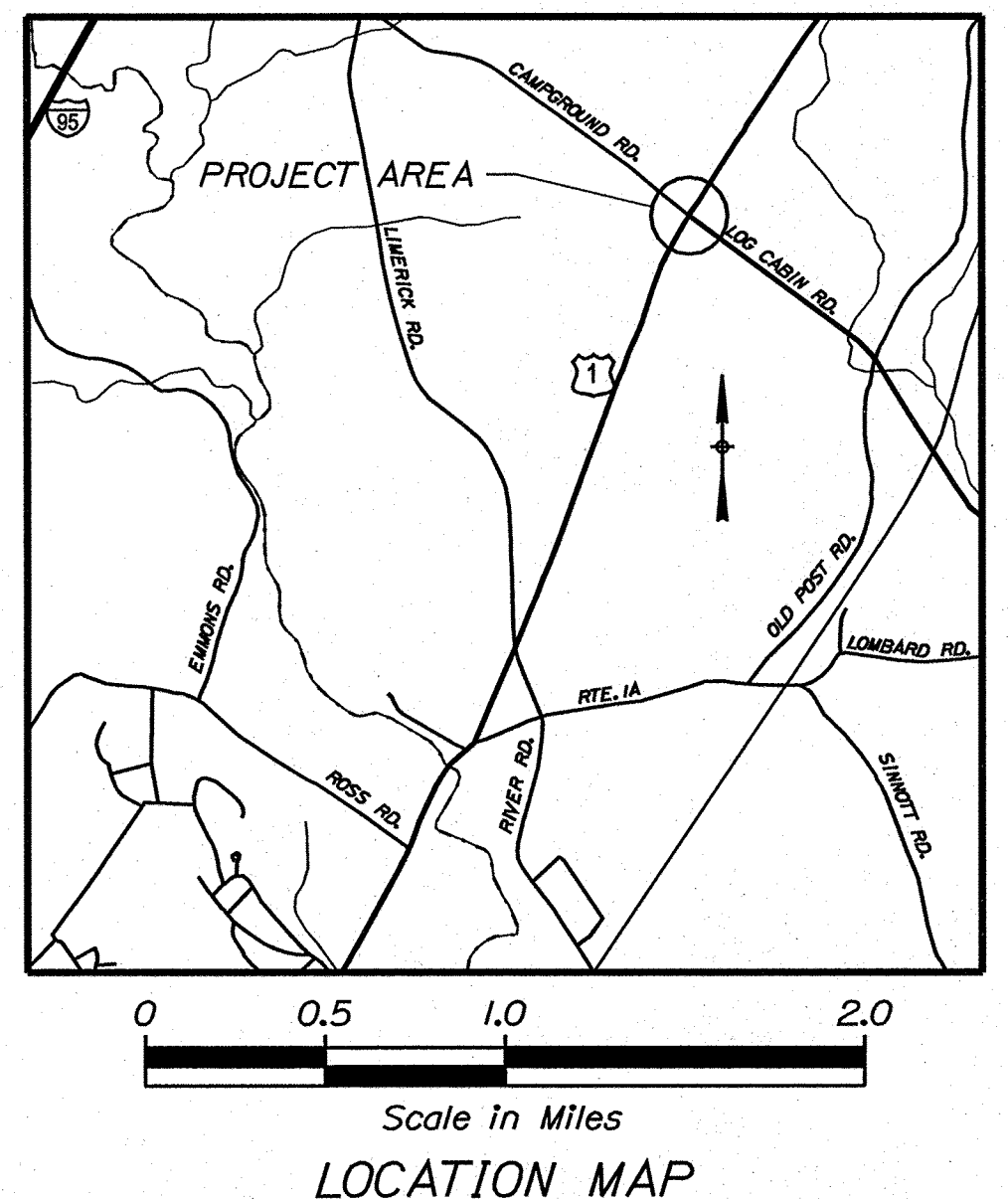
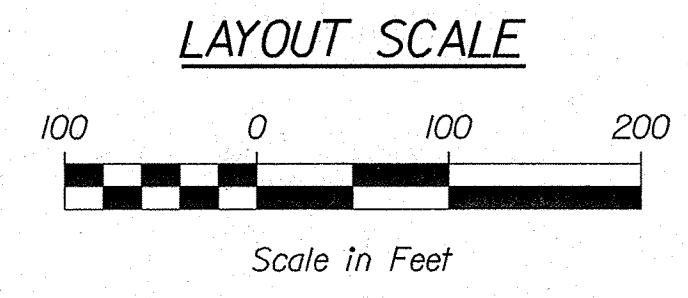
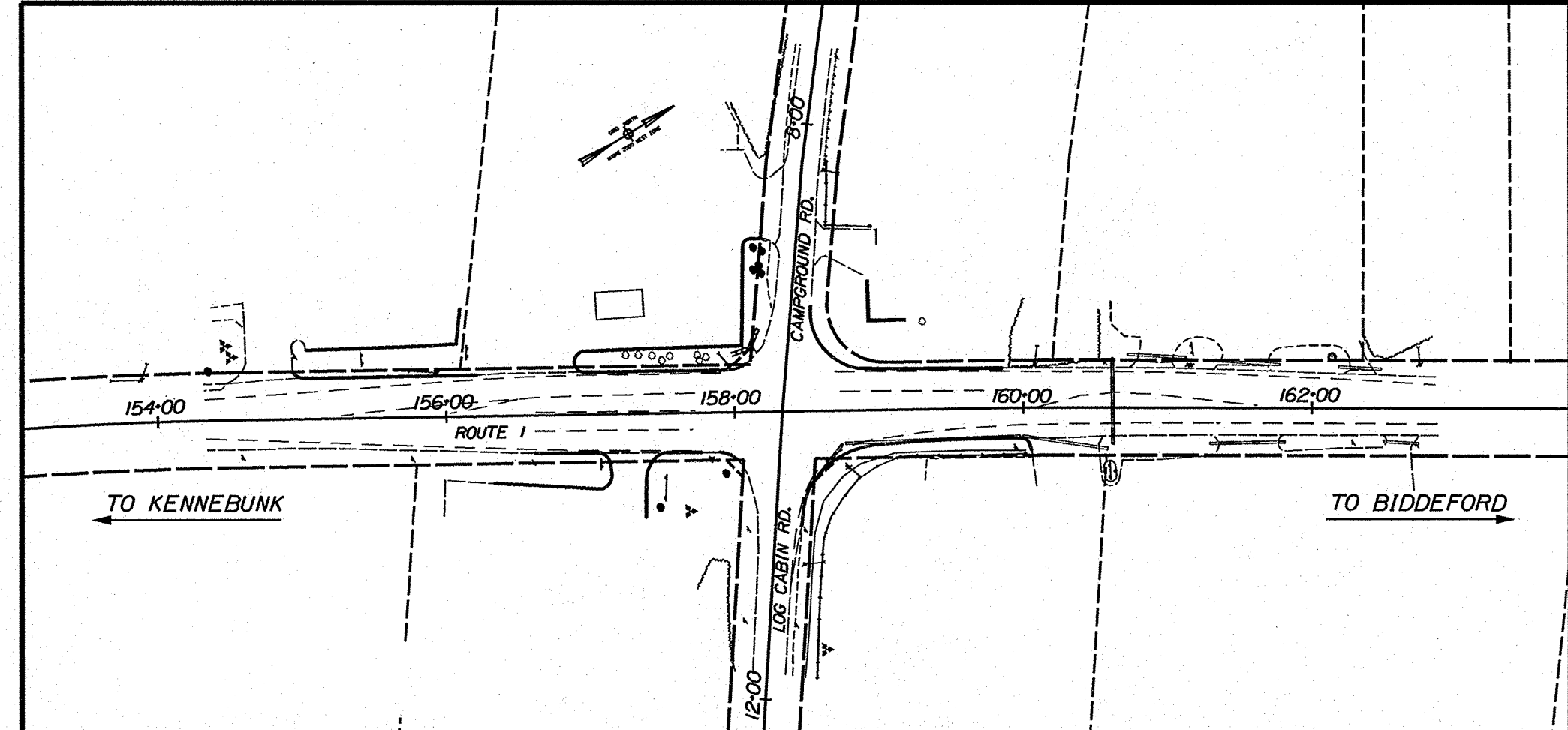


## ARUNDEL YORK COUNTY

U.S. ROUTE 1/CAMPGROUND RD./LOG CABIN RD.  
**STATE PROJECT 22823.00**  
PROJECT LENGTH : 0.00 MILE

Description	Sheet No.
Title Sheet .....	1
Signal Plan .....	2
Signal Details .....	3
Signal Notes .....	4
Right of Way Plan .....	5

PLAN LEGEND	
Town, County, State _____	Catch Basins <input type="checkbox"/> Existing <input type="checkbox"/> Proposed
Property Lines - - - - -	Manholes <input type="circle"/> Existing <input type="circle"/> Proposed
R/W Lines-Existing - - - - -	Proposed Underdrain _____
R/W Lines-Proposed _____	Proposed Ditch _____
Culvert-Existing _____	Existing Ditch _____
Culvert Proposed _____	Utility Poles <input type="circle"/> Existing <input type="circle"/> Proposed
Curbing Existing Proposed	Fire Hydrants <input type="circle"/> Existing <input type="circle"/> Proposed
Type 1 _____	Existing Water Line _____
Type 3 _____	Existing San. Sewer _____
Type 5 _____	Existing San. Sewer Manhole <input type="circle"/>
Outline of Bodies of Water _____	Guardrail-Existing _____
Exposed Bedrock _____	Guardrail-Proposed _____
Buildings _____	Guardrail-Cable, Other _____
Trees <input type="circle"/> Conifer <input type="circle"/> Deciduous	Centerline-Existing _____
Tree Line _____	Centerline-Proposed _____
Clearing Limit Line _____	Travelway-Existing _____
Railroad _____	Travelway-Proposed _____
Boring <input type="circle"/> HB-XXX-###	Probe <input type="circle"/> P-#.X
Pavement Core <input type="circle"/> PC-#	#. = Depth
Test Pit <input type="square"/> TP-XXX-###	X = W (Weathered Rock)
	R (Refusal)
	NR (No Refusal)



<b>PROJECT LOCATION:</b>	INTERSECTION OF U.S. ROUTE 1, CAMPGROUND RD. AND LOG CABIN RD. IN ARUNDEL
<b>PROGRAM AREA:</b>	MULTIMODAL
<b>SCOPE OF WORK:</b>	TRAFFIC SIGNAL

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
APPROVED: \_\_\_\_\_  
COMMISSIONER: \_\_\_\_\_  
CHIEF ENGINEER: \_\_\_\_\_

DATE: 6-9-23  
6-8-2023

PROJECT INFORMATION  
 PROGRAM: MULTIMODAL  
 PROJECT MANAGER: B. KEIZER  
 DESIGNER: A. GODFREY  
 CONSULTANT: TMSI  
 PROJECT RESIDENT CONTRACTOR: \_\_\_\_\_  
 PROJECT COMPLETION DATE: \_\_\_\_\_

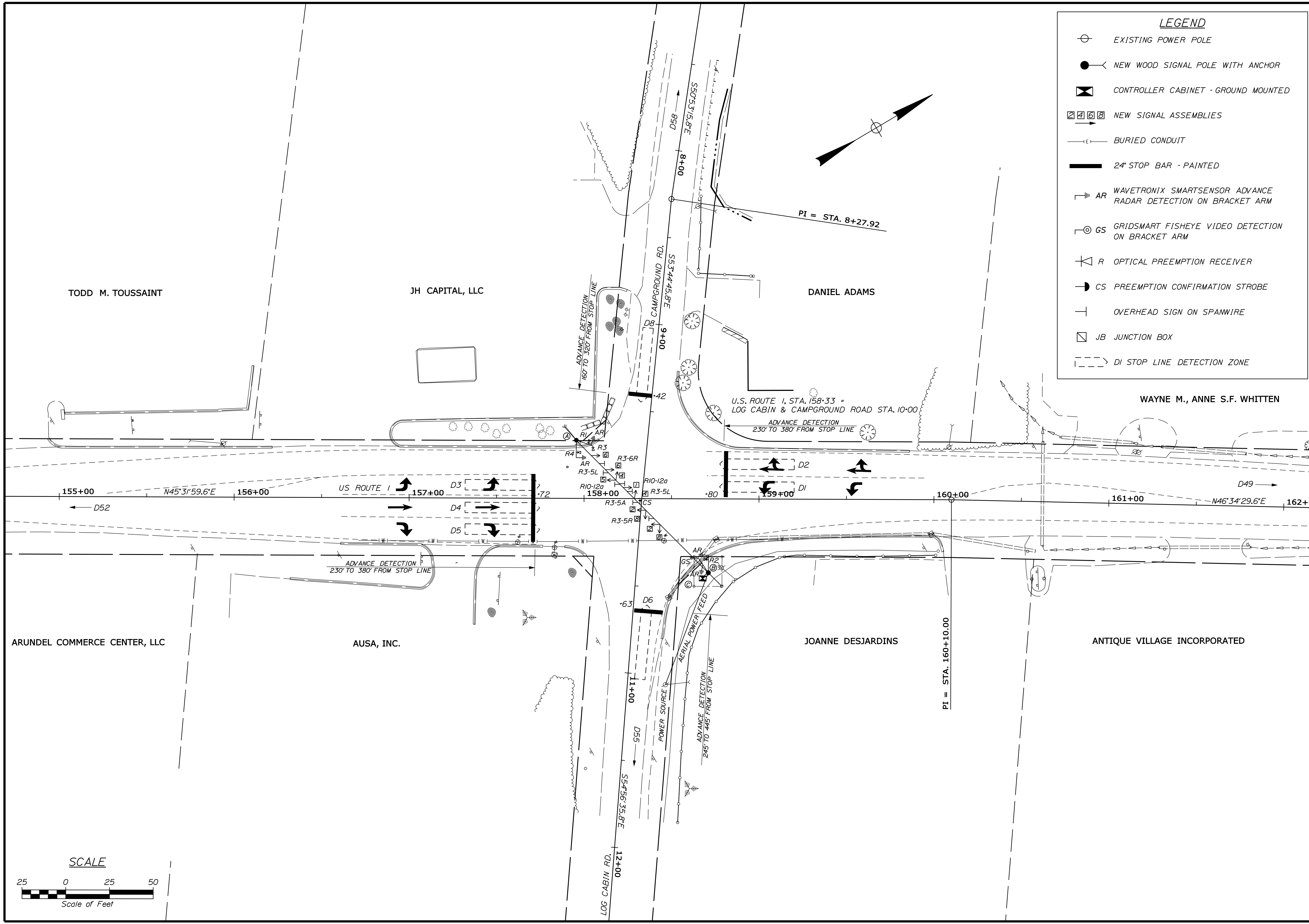
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 P.E. NUMBER: 4226  
 DATE: 1/30/23

022823.00 2282300

ARUNDEL  
U.S. ROUTE 1/CAMPGROUND RD./  
LOG CABIN RD.  
TITLE SHEET

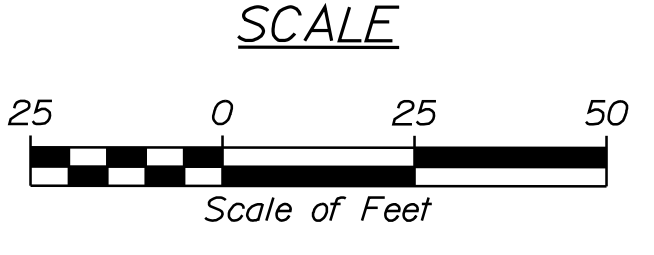
SHEET NUMBER  
**1**  
OF 5

Filename: ...:\00\HIGHWAY\AMSTA\001\_Title.dgn    Date: 1/29/2023    Username: morin    Division: HIGHWAY

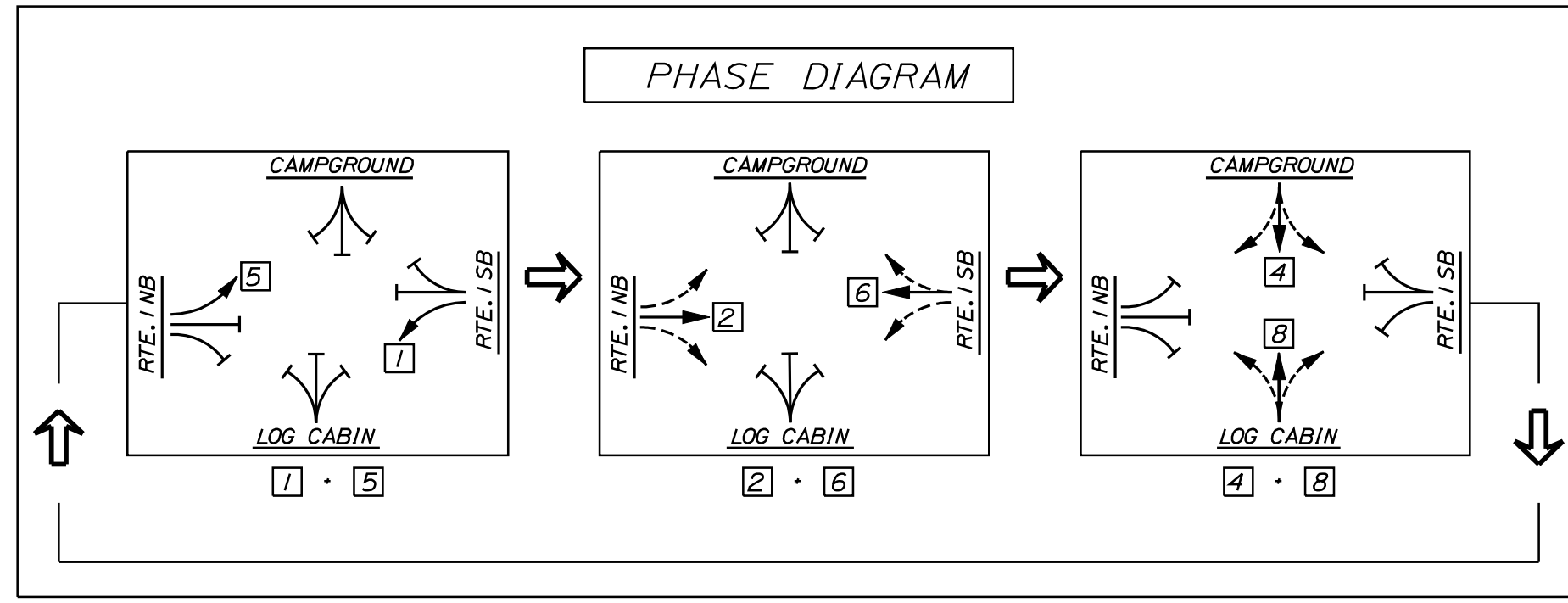


**LEGEND**

- ⊕ EXISTING POWER POLE
- NEW WOOD SIGNAL POLE WITH ANCHOR
- ⊠ CONTROLLER CABINET - GROUND MOUNTED
- ⊡ ⊡ ⊡ ⊡ NEW SIGNAL ASSEMBLIES
- BURIED CONDUIT
- ▬ 24" STOP BAR - PAINTED
- AR WAVETRONIX SMARTSENSOR ADVANCE RADAR DETECTION ON BRACKET ARM
- GS GRIDSMART FISHEYE VIDEO DETECTION ON BRACKET ARM
- R OPTICAL PREEMPTION RECEIVER
- CS PREEMPTION CONFIRMATION STROBE
- OVERHEAD SIGN ON SPANWIRE
- ⊠ JB JUNCTION BOX
- ⊡ ⊡ ⊡ ⊡ DI STOP LINE DETECTION ZONE

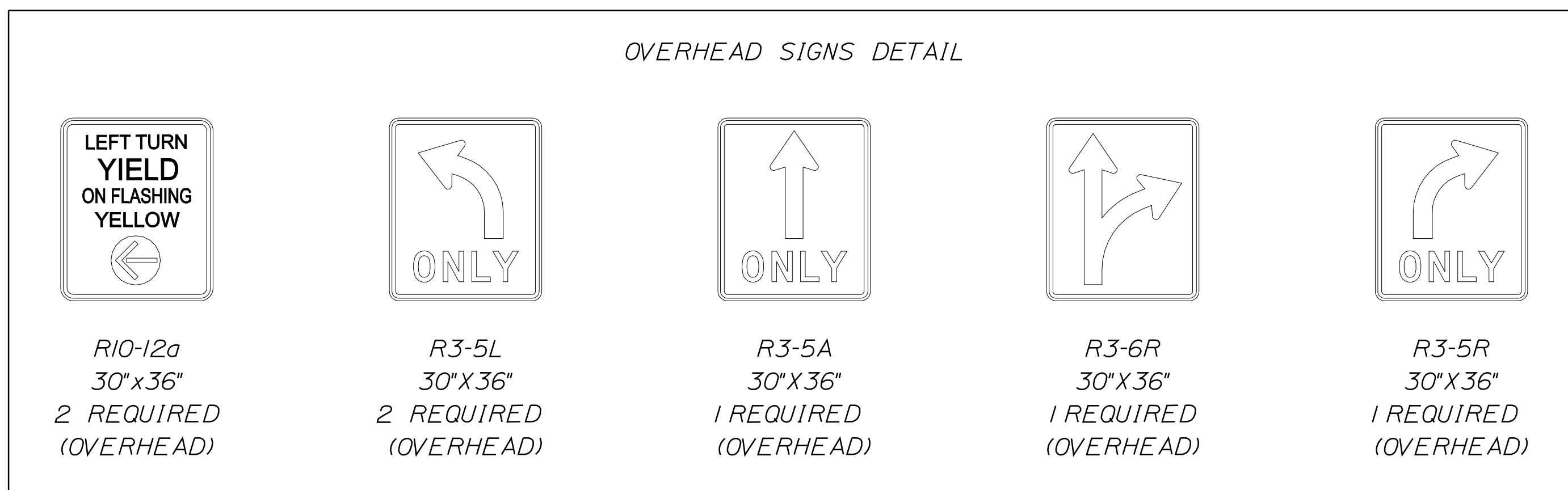
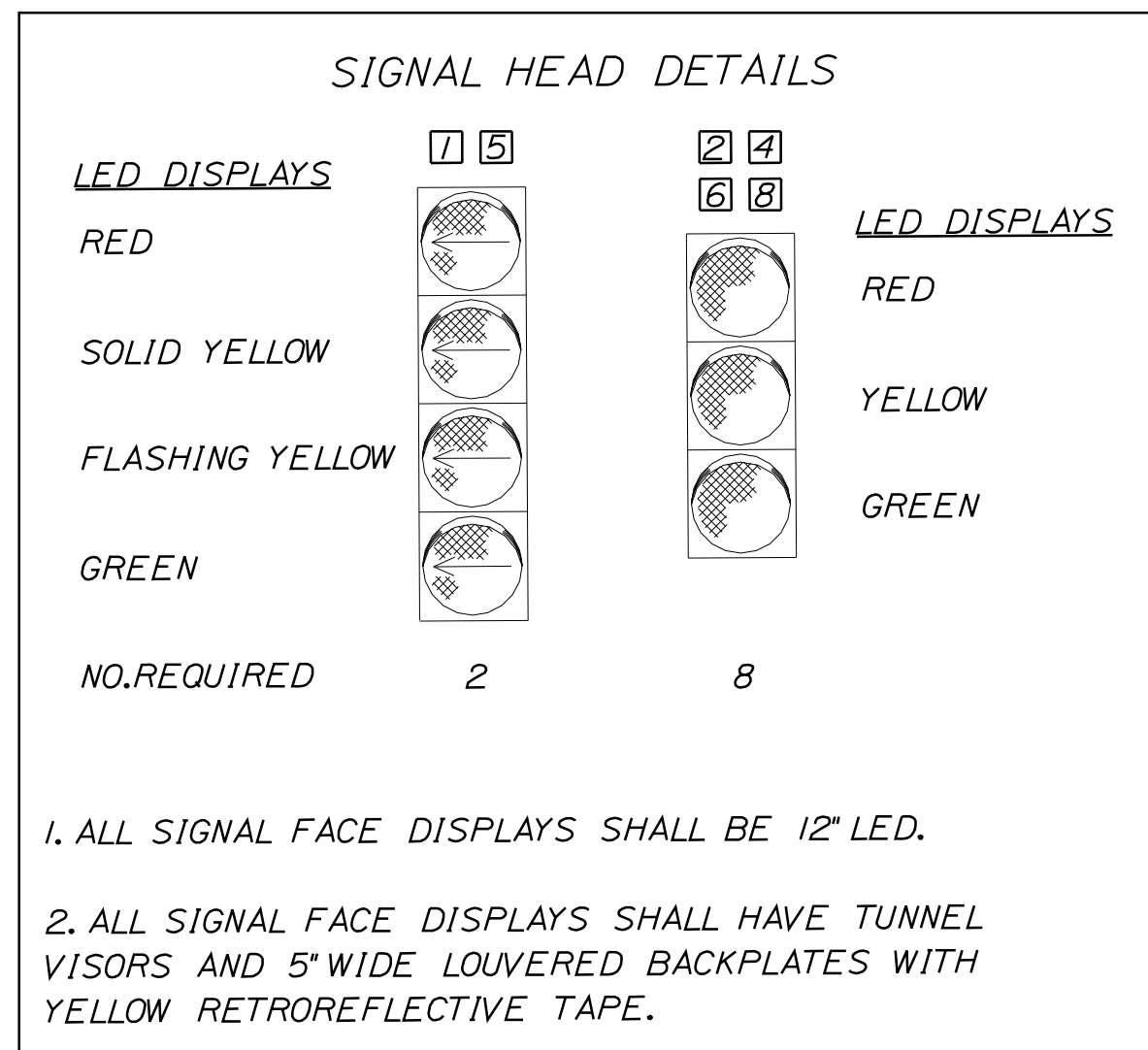


STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02282300		WIN		22823.00		HIGHWAY PLANS	
ARUNDEL		U.S. ROUTE 1/CAMPGROUND RD./		LOG CABIN RD.		SIGNAL PLANS		SHEET NUMBER		2	
ARUNDEL COMMERCE CENTER, LLC		AUSA, INC.		JOANNE DESJARDINS		ANTIQUE VILLAGE INCORPORATED		WAYNE M., ANNE S.F. WHITTEN		DANIEL ADAMS	
PROJ. MANAGER	BRIAN KEZLER	BY	MSM	DATE	1-23	DESIGN-DETAILED	ALC	SIGNATURE	P.E. NUMBER	DATE	
CHECKED-REVIEWED	ALC	DATE	1-23	DESIGN-DETAILED	ALC	REVISIONS 1					
DESIGN-DETAILED		REVISIONS 2				REVISIONS 3					
		REVISIONS 4				FIELD CHANGES					



**INITIAL SIGNAL TIMING**

PHASE	1	2	3	4	5	6	7	8
MIN. INITIAL	5.0	7.0	-	5.0	5.0	7.0	-	5.0
VEH. EXT.	-	3.0	-	3.0	-	3.0	-	3.0
MAX. GREEN	5.0	20.5	-	18.0	5.0	20.5	-	18.0
YELLOW	3.0	4.0	-	3.5	3.0	4.0	-	3.5
ALL RED	2.0	2.0	-	2.0	2.0	2.0	-	2.0
DYN MAX LIMIT	-	50	-	-	-	50	-	-
DYN MAX STEP	-	5	-	-	-	5	-	-
RECALL	-	SOFT	-	-	-	SOFT	-	-
FLASH	R	Y	-	R	R	Y	-	R
DUAL ENTRY	ON	ON	-	ON	ON	ON	-	ON



**DETECTOR SCHEDULE**

DETECTOR ZONE NO.	LOCATION	PHASE CALLED	PHASE EXT.	MODE A-ADV. S-STOP	DELAY TIME	EXT. TIME
D1	RTE. 1 SB LEFT	6	6	S	-	-
D2	RTE. 1 SB TH-RT	6	6	S	-	-
D3	RTE. 1 NB LEFT	2	2	S	-	-
D4	RTE. 1 NB THRU	2	2	S	-	-
D5	RTE. 1 NB RIGHT	2	2	S	5	-
D6	LOG CABIN WB	8	8	S	-	-
D7	CAMPGROUND EB	4	4	S	-	-
D49	RTE. 1 SB ADVANCE	6	6	A	-	-
D52	RTE. 1 NB ADVANCE	2	2	A	-	-
D55	LOG CABIN WB ADVANCE	8	8	A	-	-
D58	CAMPGROUND EB ADVANCE	4	4	A	-	-

ALL DETECTORS SHALL HAVE NON-LOCKING MEMORY.

**EMERGENCY VEHICLE PREEMPTION**

ID	PREEMPTION ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
-	1	RESERVED	
-	2	RESERVED	
R1	3	1	4
R2	4	2	2
R3	5	3	8
R4	6	4	6

**EMERGENCY VEHICLE PREEMPTION NOTES**

- EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS INSTALLED BY OTHERS IN EMERGENCY VEHICLES.
- CONTRACTOR SHALL CONFIRM OPERATIONAL COMPATIBILITY OF NEW OPTICAL PRE-EMPTION DETECTORS AND CONFIRMATION STROBE WITH EXISTING TOMAR PREEMPTION EQUIPMENT OF TOWN OF ARUNDEL EMERGENCY VEHICLES BEFORE INSTALLING.
- EMERGENCY OPTICAL PREEMPTION CONFIRMATION STROBE SHALL BE ATTACHED TO SPANWIRE WITH APPROVED SPANWIRE MOUNT HARDWARE AND SHALL BE BOTTOM TETHERED.
- PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1=HIGHEST, 4=LOWEST). PRIORITIES SHALL BE CONFIRMED BY THE CONTRACTOR WITH THE TOWN OF ARUNDEL DEPARTMENT OF PUBLIC SAFETY BEFORE INSTALLATION OF PREEMPTION HARDWARE.
- IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN INDICATION FOR A MINIMUM OF TEN SECONDS OR UNTIL THE PREEMPTION SIGNAL CEASES. THE CONTROLLER THEN SHALL TIME PREEMPTION PHASE CLEARANCE OF 4.0 SECONDS YELLOW AND 2.0 SECONDS ALL RED AND SERVICE SUBSEQUENT EMERGENCY VEHICLE PREEMPTION PHASES AS NECESSARY. THE CONTROLLER SHALL RESUME NORMAL SIGNAL OPERATION AFTER SERVICING THE LAST PREEMPTION CALL AND PREEMPTION CLEARANCE.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TERMINATED BY PREEMPTION DEMAND.
- THE CONFIRMATION STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION GREEN INDICATION IS ON.

Date: 1/29/2023

Username: morin

Division: HIGHWAY

Filename: ... \MSTA\004-SignalNotes.dgn

**POLE & CABINET NOTES**

'A' STATION 157-95.50, 32.00' LT. NEW UTILITY POLE

ATTACH NEW SPANWIRE AT 27.0' HEIGHT (SAME AS EXISTING).

INSTALL A 10' LONG BRACKET ARM ON POLE 'A', ANGLED PERPENDICULAR TO THE U.S. ROUTE 1 TRAFFIC LANES. INSTALL ADVANCE RADAR DETECTION ON THE BRACKET ARM AT A MOUNTING HEIGHT OF 20 FEET OVER THE ROADWAY FOR ADVANCE DETECTION OF U.S ROUTE 1 SOUTHBOUND TRAFFIC. INSTALL OPTICAL PREEMPTION RECEIVERS R1 AND R3 ON THE ARM FOR RECEIPT OF SIGNALS FROM EMERGENCY VEHICLES APPROACHING FROM CAMPGROUND ROAD AND LOG CABIN ROAD.

INSTALL A SECOND 10' LONG BRACKET ARM ON THE POLE, ANGLED FOR OPTIMAL DETECTION OF APPROACHING CAMPGROUND ROAD TRAFFIC. INSTALL ADVANCE RADAR DETECTION ON THE BRACKET ARM AT A MOUNTING HEIGHT OF 20 FEET OVER THE ROADWAY. INSTALL OPTICAL PREEMPTION RECEIVER R4 ON THE ARM FOR RECEIPT OF SIGNALS FROM ROUTE 1 SOUTHBOUND EMERGENCY VEHICLES.

'B' STATION 158-71.00, 42.00' RT.

INSTALL NEW 45' CLASS 3 WOOD TRAFFIC SIGNAL POLE WITH GUY ANCHOR.

ATTACH NEW SPANWIRE AT 27.0' HEIGHT.

INSTALL A 10' LONG BRACKET ARM ON THE POLE, ANGLED TOWARD THE CENTER OF THE INTERSECTION. INSTALL GRIDSMART GS-3 FISHEYE CAMERA ON THE BRACKET ARM AT A CAMERA MOUNTING HEIGHT OF 30 FEET OR HIGHER OVER THE ROADWAY. INSTALL ADVANCE RADAR DETECTION ON THE SAME BRACKET ARM AT A MOUNTING HEIGHT OF 25 FEET OVER THE ROADWAY AT A LOCATION ON THE BRACKET ARM FOR OPTIMAL DETECTION OF APPROACHING TRAFFIC ON LOG CABIN ROAD.

INSTALL A SECOND 10' LONG BRACKET ARM ON THE POLE, ANGLED PERPENDICULAR TO THE U.S. ROUTE 1 TRAFFIC LANES. INSTALL ADVANCE RADAR DETECTION ON THE BRACKET ARM AT A MOUNTING HEIGHT OF 25 FEET OVER THE ROADWAY FOR ADVANCE DETECTION OF U.S ROUTE 1 NORTHBOUND TRAFFIC. INSTALL OPTICAL PREEMPTION RECEIVER R2 ON THE ARM FOR RECEIPT OF SIGNALS FROM ROUTE 1 NORTHBOUND EMERGENCY VEHICLES.

'C' STATION 158-68.00, 45.50' RT.

INSTALL GROUND MOUNTED CABINET FOUNDATION.

**TRAFFIC SIGNAL NOTES**

1. TRAFFIC SIGNAL WORK FOR THIS PROJECT WILL INCLUDE, BUT NOT BE LIMITED TO, REMOVAL OF THE EXISTING TRAFFIC SIGNAL EQUIPMENT AND POWER SERVICE, WOOD POLE AND GUY ANCHOR; FURNISHING AND INSTALLING A COMPLETE NEW GROUND-MOUNTED ATCC TRAFFIC SIGNAL CABINET AND FOUNDATION, RACK-MOUNTED ATC CONTROLLER, FIELD MONITORING UNIT WITH HIGH GAIN COMMUNICATIONS ANTENNA, AND ANCILLARY EQUIPMENT; FLASHER UNIT; VEHICULAR TRAFFIC SIGNAL ASSEMBLIES WITH LED INDICATIONS; OVERHEAD SPANWIRE-MOUNTED SIGNAGE; NON-INVASIVE STOPBAR VIDEO DETECTION AND ADVANCE RADAR DETECTION FOR DILEMMA ZONE PROTECTION; EMERGENCY VEHICLE PREEMPTION EQUIPMENT; NEW WOOD POLE WITH GUY ANCHORAGE; SPANWIRE AND TETHER WIRE; AND RELATED INCIDENTAL WORK AND MATERIALS.

2. 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, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE NATIONAL ELECTRICAL CODE, AND ANY REQUIREMENTS OF THE POWER COMPANY.

3. LOCATIONS OF ANY EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE PRESENCE OF UNDERGROUND UTILITY FACILITIES PRIOR TO COMMENCING ANY EXCAVATION WORK OR INSTALLATION OF POLES, GUY ANCHORS 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 CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY OPERATIONS ARE CONDUCTED THAT POTENTIALLY COULD CONFLICT WITH AERIAL UTILITIES.

5. INSTALL NEW 120V/240V POWER SERVICE. THE SERVICE METER SHALL BE MOUNTED ON THE SIDE OF THE NEW ATCC TRAFFIC SIGNAL CABINET. AN EXTERNAL STANDALONE BREAKER TO DISCONNECT POWER TO THE CONTROL CABINET ALSO SHALL BE INSTALLED IN A LOCKABLE NEMA 3R ENCLOSURE MOUNTED ON THE SIDE OF THE CABINET.

6. THE CONTROL CABINET AND THE POWER DISCONNECT ENCLOSURE EACH SHALL BE MARKED WITH ARC FLASH WARNING LABELS. THE LABEL ON THE ATCC CABINET SHALL BE PLACED ON THE DOOR OF THE HIGHER VOLTAGE SIDE OF THE CABINET. LABELS SHALL STATE BOUNDARY DISTANCES AND ARC HAZARD TYPE 2, 3 OR 4. SEE SECTION 643.09 FOR OTHER REQUIREMENTS. VALUES SHALL BE DETERMINED BY THE ELECTRICAL CONTRACTOR BASED ON THE TRANSFORMER AND BREAKER RATINGS OF EQUIPMENT USED AT THIS SPECIFIC LOCATION.

7. POWER SERVICE CONDUIT BETWEEN THE POWER SOURCE AND THE METER SHALL BE RIGID METAL CONDUIT. ALL OTHER CONDUIT SHALL BE EITHER RIGID METAL CONDUIT OR PVC CONDUIT. ALL CONDUIT SHALL BE 3 INCHES DIAMETER OR LARGER. MINIMUM BURIAL DEPTH FOR CONDUIT SHALL BE 36 INCHES. ALL BURIED CONDUIT SHALL HAVE A WARNING TAPE INSTALLED AT A DEPTH OF ONE FOOT ABOVE THE TOP OF THE CONDUIT. TOP 3 INCHES OF CONDUIT SHALL BE SEALED TO PREVENT ENTRY BY RODENTS.

8. A SPARE 1-1/2 INCH DIAMETER CONDUIT SHALL BE INSTALLED IN THE CONTROL CABINET FOUNDATION. THE CONDUIT SHALL EXTEND TO THE NEW WOOD TRAFFIC SIGNAL POLE AND BE CAPPED FOR FUTURE USE.

9. THERE SHALL BE NO SPLICES OR JUNCTION BOXES EXCEPT AS NOTED ON THE PROJECT PLANS OR APPROVED BY THE RESIDENT. JUNCTION BOXES, IF SHOWN, ARE INTENDED FOR WIRE PULLING ACCESS ONLY.

10. JUNCTION BOX COVERS SHALL BE LABELED "TRAFFIC". METAL FRAMES AND CONDUCTIVE COVERS SHALL BE BONDED TO THE GROUNDING CONDUCTOR. JUNCTION BOXES SHALL BE RATED FOR TIER 22.

11. THE TRAFFIC SIGNAL CONTROLLER SHALL BE AN ADVANCED TRANSPORTATION CONTROLLER (ATC) CAPABLE OF SUPPORTING NTCIP PROTOCOLS, ECONOLITE MODEL EOS.

12. THE FMU SHALL BE APPLIED INFORMATION "GLANCE" MODEL AI-500-085 OR APPROVED EQUAL.

13. NON-INVASIVE STOP LINE DETECTION SHALL BE GRIDSMART 360-DEGREE "SMARTMOUNT" BELL CAMERA EQUIPMENT WITH FISHEYE OPTICS.

14. ADVANCE DETECTION ON EACH APPROACH SHALL BE WAVETRONIX "SMARTSENSOR ADVANCE" RADAR DETECTION EQUIPMENT.

15. DETECTION EQUIPMENT SHALL BE CONNECTED TO THE FIELD MONITORING UNIT WITH REMOTE MONITORING AND ADJUSTMENT CAPABILITY.

16. ALL DETECTION EQUIPMENT SHALL BE INDIVIDUALLY SURGE PROTECTED AND FUSED.

17. SIGNAL ASSEMBLIES SHALL BE POLYCARBONATE WITH DOUBLE SPANWIRE SUPPORT. ASSEMBLIES SHALL HAVE 5-INCH LOUVERED BACKPLATES AND 3-INCH MINIMUM WIDTH YELLOW RETROREFLECTIVE TAPE AROUND THE DISPLAY FACE PERIMETER OF THE BACKPLATES. ALL SIGNAL ASSEMBLIES AND SIGNAGE ATTACHED TO SPANWIRES SHALL BE STABILIZED WITH A BOTTOM TETHER.

18. SPECIFIED TRAFFIC SIGNAL POLE AND CONTROL CABINET LOCATIONS ARE MEASURED TO THE CENTER OF THE POLE AND/OR FOUNDATION.

19. DETECTION ZONES NOTED ON THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DETECTION ZONES SHALL BE LOCATED IN THE FIELD AND APPROVED BY MAINE DOT AND THE ENGINEER. THE PROJECT RESIDENT RESERVES THE RIGHT TO REQUIRE THE CONTRACTOR TO ADJUST DETECTOR MOUNTING HEIGHTS FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER INSTALLATION. ADJUSTMENTS WILL BE CONSIDERED TO BE INCIDENTAL TO THE CONTRACT.

20. BUSHINGS SHALL BE INSTALLED ON ALL CONDUIT TERMINATIONS.

21. PULL WIRE SHALL BE INSTALLED IN ALL CONDUIT.

22. ALL EXPOSED STEEL FITTINGS AND HARDWARE SHALL BE GALVANIZED, EXCEPT NON-CONDUCTIVE BUSHINGS SHALL BE USED FOR CONNECTION OF RIGID METAL CONDUIT TO ALUMINUM CABINETS.

23. SECONDARY CIRCUIT WIRING FOR TRAFFIC SIGNALS SHALL BE STRANDED COPPER 1MSA 19J, 14 AWG.

24. ALL TRAFFIC SIGNAL EQUIPMENT SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

25. THE GROUND-MOUNTED CABINET FOUNDATION SHALL HAVE ONE OR MORE GROUND RODS LOCATED IN OR ADJACENT TO THE FOUNDATION THAT ARE BONDED TO THE GROUNDING CONDUCTOR. THE GROUND WIRE FOR THE GROUND ROD SHALL EXIT THROUGH A HALF-INCH DIAMETER CONDUIT INSTALLED IN THE FOUNDATION. PAYMENT FOR GROUND RODS, WIRING AND CONDUIT IN THE FOUNDATION WILL BE INCIDENTAL TO THE FOUNDATION PAY ITEM. GROUND RESISTANCE SHALL NOT EXCEED 5 OHMS.

26. ALL FIELD WIRING SHALL BE NEATLY BUNDLED AND CLEARLY IDENTIFIED WITH PERMANENT, LEGIBLE, WEATHERPROOF TAGS SECURELY ATTACHED TO EACH CABLE.

27. THE EXISTING TRAFFIC SIGNALS SHALL REMAIN OPERATIONAL UNTIL ACTIVATION AND ACCEPTANCE OF THE NEW TRAFFIC SIGNALS BY MAINE DOT. AT THE CONTRACTOR'S OPTION, TEMPORARY TRAFFIC SIGNALS MAY BE USED IF THE CONTRACTOR CHOOSES TO REMOVE THE EXISTING TRAFFIC SIGNAL EQUIPMENT BEFORE ACCEPTANCE OF THE NEW TRAFFIC SIGNALS. THE MAINTENANCE OF EXISTING AND NEW TRAFFIC SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE BY MAINE DOT. COST OF MAINTAINING EXISTING AND NEW TRAFFIC SIGNAL EQUIPMENT UNTIL FINAL ACCEPTANCE, INCLUDING TEMPORARY TRAFFIC SIGNALS IF INSTALLED AT THE OPTION OF THE CONTRACTOR, WILL BE CONSIDERED INCIDENTAL TO PAYMENT UNDER ITEM 643.80.

28. PLACE NEW INTERSECTION LANE USE MARKINGS AND STOP LINES AS SHOWN ON PLAN. REMOVE CONFLICTING EXISTING PAVEMENT MARKINGS.

29. AT THE TIME OF FINAL PROJECT INSPECTION, THE CONTRACTOR SHALL FURNISH TO THE RESIDENT THREE COMPLETE SETS OF AS-BUILT TRAFFIC SIGNAL PLANS, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MANUALS. ONE ADDITIONAL SET SHALL REMAIN IN THE CABINET.

30. PAYMENT UNDER ITEM 643.80 SHALL INCLUDE, BUT NOT BE LIMITED TO, POWER SERVICE AND METER, METER DISCONNECT AND ENCLOSURE, BRACKET ARMS, SPANWIRES, TETHER WIRES, VEHICULAR SIGNAL ASSEMBLIES AND LED LAMPS, BACKPLATES, VISORS, CONTROLLER AND CABINET, EMERGENCY VEHICLE PREEMPTION EQUIPMENT, WIRING, CABLE, POLE RISERS, AND ALL APPURTENANCES AND INCIDENTALS NECESSARY FOR A COMPLETELY FUNCTIONING TRAFFIC SIGNAL INSTALLATION, OTHER THAN RELATED LABOR, MATERIALS AND EQUIPMENT INCLUDED IN OTHER PAY ITEMS OF THE CONTRACT.

31. CONTRACTOR SHALL REMOVE ALL EXISTING TRAFFIC SIGNAL EQUIPMENT, POLES, GUYS AND ANCHORS, POWER SERVICE, CONTROL CABINET, AND OTHER HARDWARE AND MATERIALS RELATED TO THE EXISTING TRAFFIC SIGNALS UPON COMPLETION OF INSTALLATION OF NEW TRAFFIC SIGNAL EQUIPMENT. ALL EQUIPMENT AND MATERIALS WILL REMAIN THE PROPERTY OF THE CONTRACTOR AFTER REMOVAL. PAYMENT FOR REMOVAL AND DISPOSAL WILL BE INCIDENTAL TO ITEM 643.80.

32. GRASSED AREAS DAMAGED BY INSTALLATION AND REMOVAL OF POLES, ANCHORS OR OTHER NEW OR EXISTING EQUIPMENT SHALL BE REGRADED TO MATCH ADJACENT EXISTING GROUND. SURFACE SHALL HAVE 4 INCHES OF LOAM AND BE SEEDDED WITH SEEDING METHOD NUMBER 1. PAYMENT FOR REPAIR OF GRASSED AREA DAMAGE WILL BE INCIDENTAL TO ITEM 643.80.

33. PAYMENT UNDER ITEM 643.21 SHALL INCLUDE BOTH PRESENCE AND ADVANCE DETECTION.

34. THE ATC CABINET FURNISHED AND INSTALLED SHALL BE CAPABLE OF ACCEPTING FUTURE INSTALLATION OF A DUAL MODE DSRC/C-V2X ROAD SIDE UNIT IN THE CABINET.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2282300

WIN

022823.00

HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	MSM	1-23
CHECKED-REVIEWED	ALG	1-23
DESIGN-DETAILED	ALG	
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

ARUNDEL  
U.S. ROUTE 1/CAMPGROUND RD./  
LOG CABIN RD.

SIGNAL NOTES

SHEET NUMBER

4

OF 5

Town, County, State \_\_\_\_\_  
 Approx. Property Lines \_\_\_\_\_  
 Existing Right of Way \_\_\_\_\_  
 Limits of Wrought Portion \_\_\_\_\_  
 Control Of Access \_\_\_\_\_  
 New Right of Way \_\_\_\_\_  
 New Easement \_\_\_\_\_  
 New Temporary Rights \_\_\_\_\_  
 New R/W Within Existing R/W \_\_\_\_\_

New R/W Along Existing R/W \_\_\_\_\_  
 Building \_\_\_\_\_  
 Trees Conifer \_\_\_\_\_  
 Tree Line \_\_\_\_\_  
 Water Edge \_\_\_\_\_  
 Ledge \_\_\_\_\_  
 Fence \_\_\_\_\_  
 Sign \_\_\_\_\_

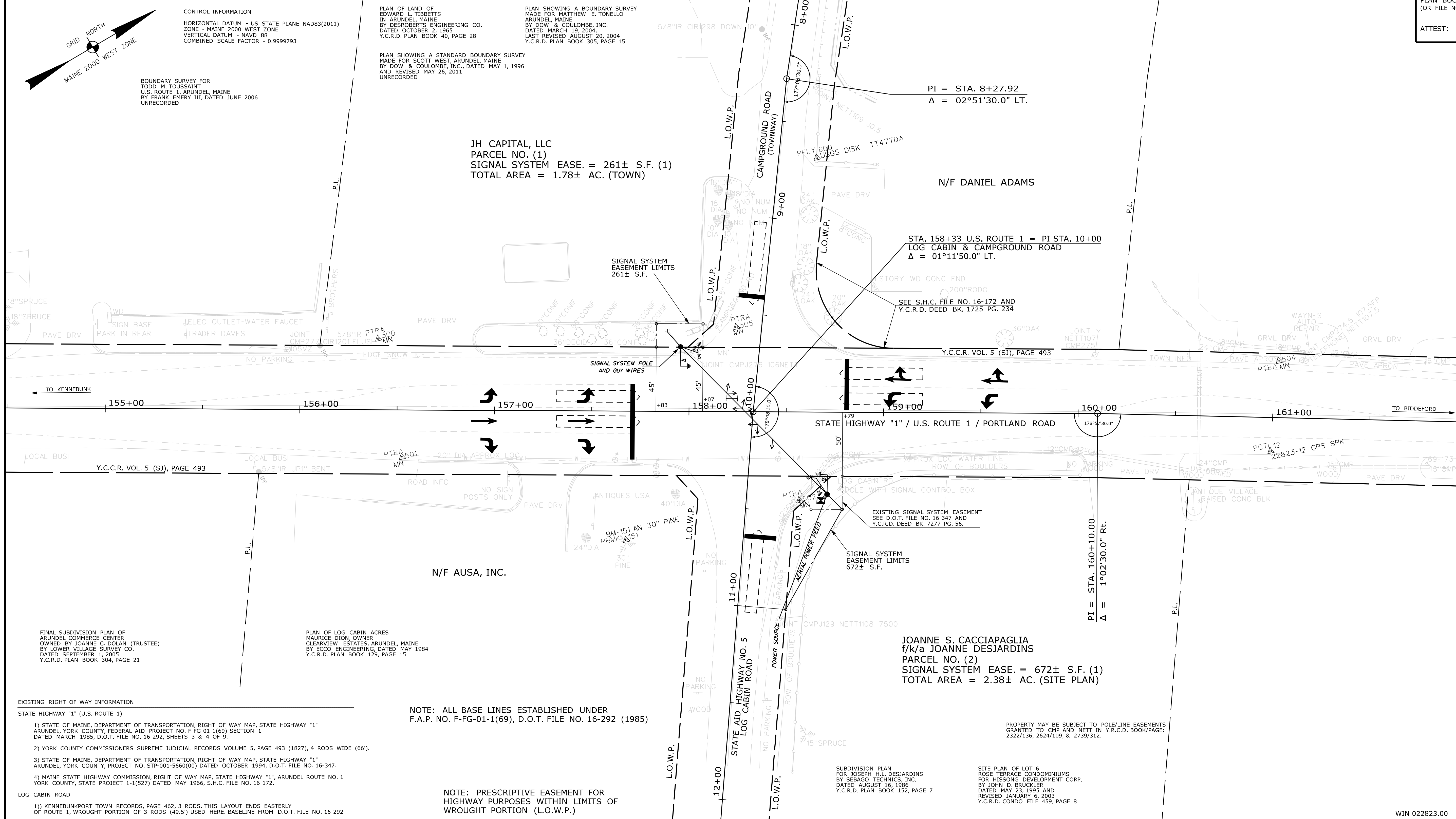
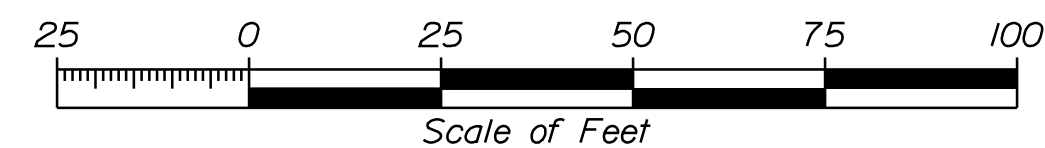
PLAN LEGEND  
 Existing \_\_\_\_\_  
 Proposed \_\_\_\_\_  
 Sanitary Sewer \_\_\_\_\_  
 Telephone Line \_\_\_\_\_  
 Electric Line \_\_\_\_\_  
 Water Line \_\_\_\_\_  
 Underdrain Line \_\_\_\_\_  
 Gas Line \_\_\_\_\_  
 Guardrail \_\_\_\_\_  
 Culvert \_\_\_\_\_

Travelled Way \_\_\_\_\_  
 Ditch \_\_\_\_\_  
 Catch Basin \_\_\_\_\_  
 Manhole \_\_\_\_\_  
 Sewer Manhole \_\_\_\_\_  
 Utility Pole \_\_\_\_\_  
 Fire Hydrant \_\_\_\_\_  
 Curbing \_\_\_\_\_

Cut Line \_\_\_\_\_  
 Stonewall \_\_\_\_\_  
 Baseline \_\_\_\_\_  
 Monument \_\_\_\_\_  
 Iron Rod Found \_\_\_\_\_  
 Replacement Pin Set \_\_\_\_\_

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

STATE OF MAINE  
 REGISTRY OF DEEDS  
 COUNTY OF \_\_\_\_\_  
 RECEIVED \_\_\_\_\_, 20\_\_\_\_  
 AT \_\_\_\_\_ HRS. \_\_\_\_\_ MINS. \_\_\_\_\_ M.  
 AND RECORDED IN \_\_\_\_\_  
 PLAN BOOK \_\_\_\_\_, PAGE \_\_\_\_\_  
 ATTEST: \_\_\_\_\_ REGISTRAR



ITEM	TECH	CHECKED	STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
			EXISTING CONDITION PLAN	FINAL RIGHT OF WAY	AREAS
			R.M.C.	J.H.	J.H.
			C.W.K.	B.D.M.	G.M.A.

Date: 1/30/2023

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\WSTA001\_RWP\PLAN1.dgn

REVISIONS			PLAN FILED IN PLAN BOOK			PAGE COUNTY RECORD		
NO.	DATE	DESCRIPTION	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE  
 COMMISSIONER  
 JOYCE NOEL TAYLOR  
 CHIEF ENGINEER  
 DATE \_\_\_\_\_

STATE HIGHWAY "1"  
 U.S. ROUTE 1 / S.A. HWY. NO. 5 (LOG CABIN ROAD)  
 ARUNDEL YORK COUNTY  
 FEDERAL AID PROJECT NO. 2282300

JANUARY 2023  
 SCALE 1" = 25'

RIGHT-OF-WAY MAP  
 SHEET 1 OF 1

D.O.T. FILE NO. 16-545

SHEET NUMBER  
**5**  
 OF 5