

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



FORT KENT

AROOSTOOK

E. MAIN ST./MARKET ST./SOUCY ST.

FEDERAL PROJECT NO. 2286300

MAINE DOT WIN 22863.00

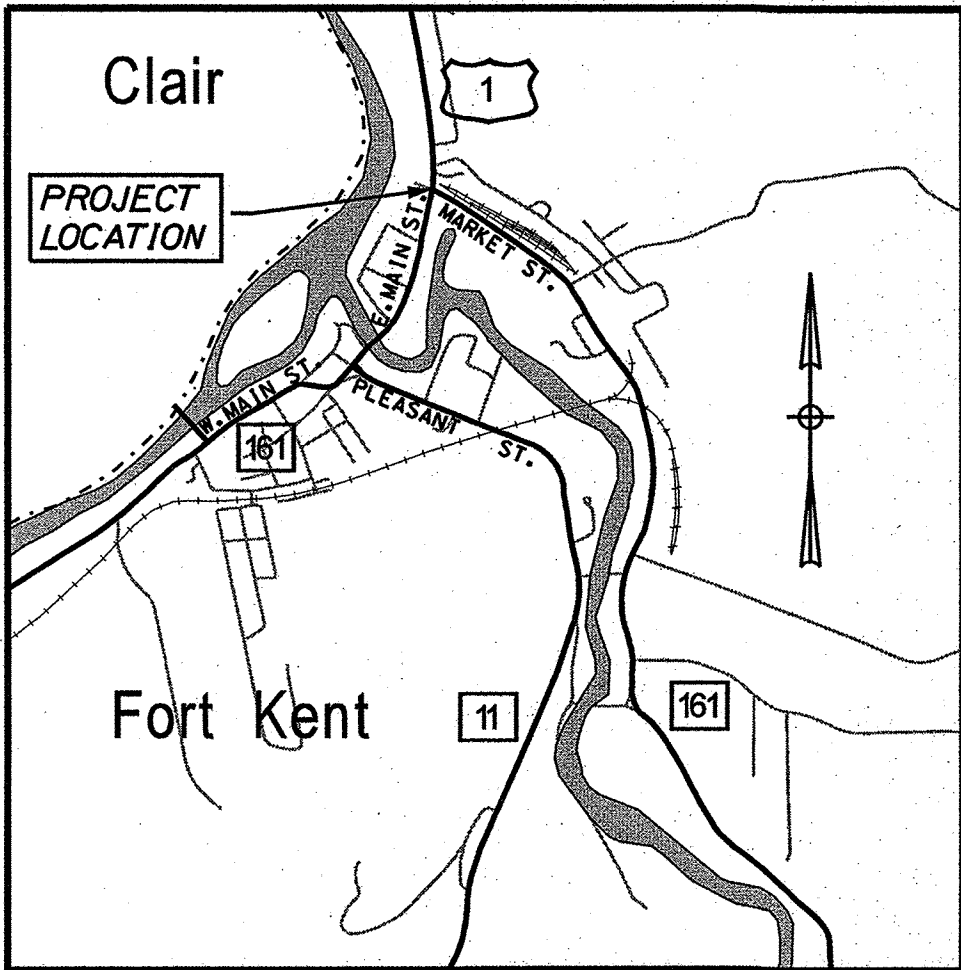
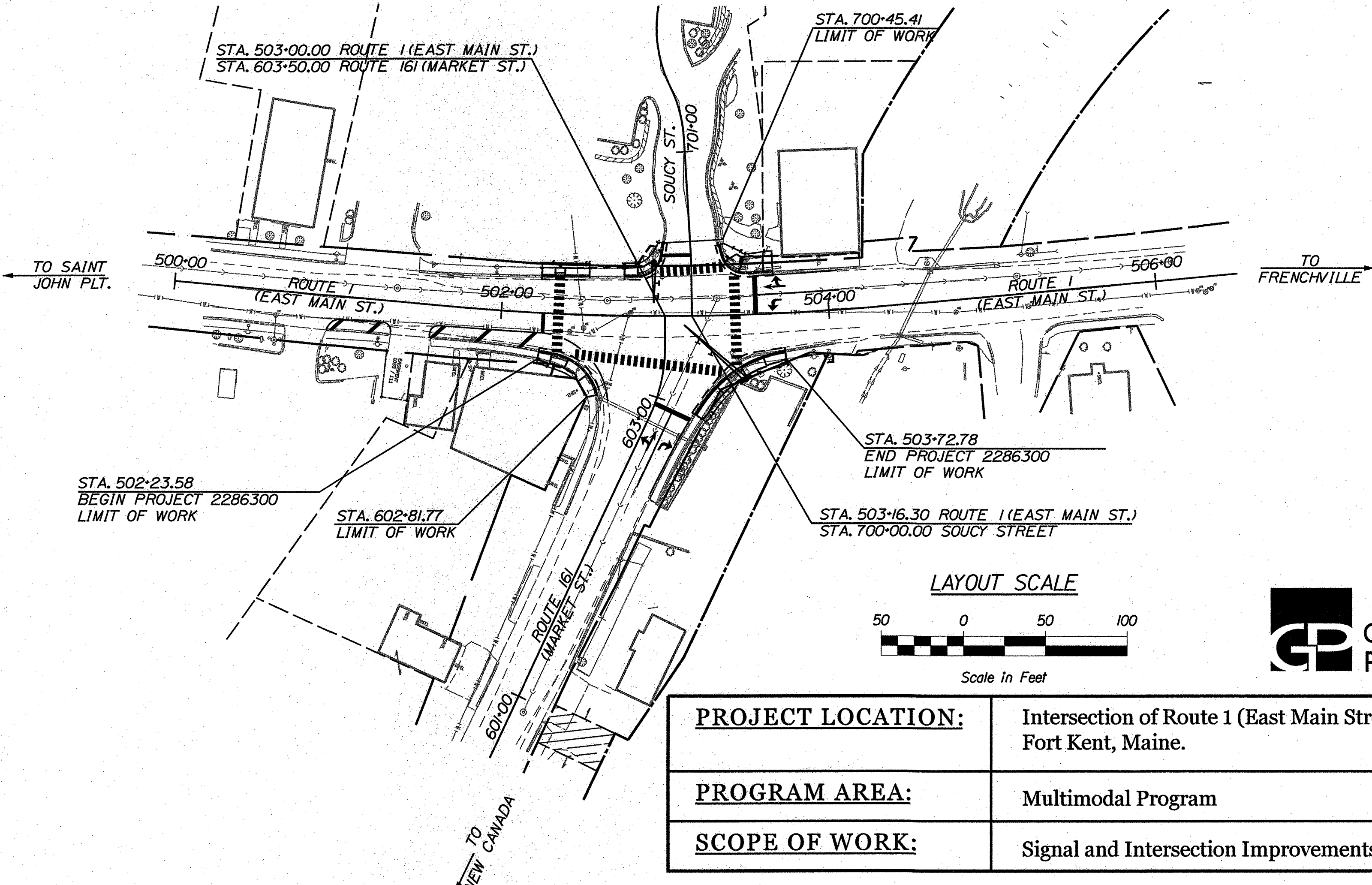
INTERSECTION : 0.03 MILES

PLAN LEGEND

Town, County, State	_____	Catch Basins	Existing	Proposed
Property Lines	-----	Manholes	Existing	Proposed
R/W Lines-Existing	-----	Proposed Underdrain	-----	
R/W Lines-Proposed	-----	Proposed Ditch	-----	
Culvert-Existing	-----	Existing Ditch	-----	
Culvert Proposed	-----	Utility Poles	Existing	Proposed
Curbing	Existing	Fire Hydrants	Existing	Proposed
Type 1	-----	Existing Water Line	-----	
Type 3	-----	Existing San. Sewer	-----	
Type 5	-----	Existing San. Sewer Manhole	-----	
Outline of Bodies of Water	-----	Guardrail-Existing	-----	
Exposed Bedrock	-----	Guardrail-Proposed	-----	
Buildings	-----	Guardrail-Cable, Other	-----	
Trees	Conifer	Centerline-Existing	-----	
Tree Line	-----	Centerline-Proposed	-----	
Clearing Limit Line	-----	Travelway-Existing	-----	
Railroad	-----	Travelway-Proposed	-----	
Boring	HB-XXX-###	Probe	P-#.X	
Pavement Core	PC-#			
Test Pit	TP-XXX-###			

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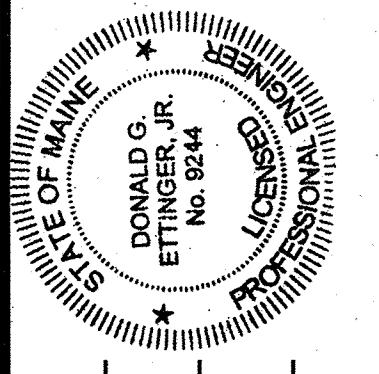


PROJECT LOCATION:	Intersection of Route 1 (East Main Street), Market Street and Soucy Street in Fort Kent, Maine.
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Signal and Intersection Improvements with Sidewalk Ramp Reconstruction



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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER		9-7-21
CHIEF ENGINEER		4-6-2021



SIGNATURE	DATE
7-2-21	12-30-2020

PROJECT INFORMATION	MULTIMODAL
PROGRAM	A. CORNEAU II
PROJECT MANAGER	D. ETTINGER
DESIGNER	GORRILL PALMER
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

FORT KENT E. MAIN ST./MARKET ST. /SOUCY ST.	TITLE SHEET
---	-------------

SHEET NUMBER

1

OF 10

WIN 22863.00

NOTES:

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN SPECIAL PROVISION 104.

2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.

3. FOR EASEMENTS, CONSTRUCTION LIMITS, AND RIGHT-OF-WAY LINES, REFER TO RIGHT OF WAY PLANS.

4. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 304.10.

5. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO 403 ITEMS.

6. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.

7. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" U.S.D.O.T. F.H.W.A. LATEST EDITION.

8. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.

9. ALL PAVED WALKS TO BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE - GRAVEL AND 2 INCHES HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

10. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF VEGETATIVE MATTER.

11. CROSS SLOPES FOR SIDEWALK SECTIONS SHALL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.

12. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.

13. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

14. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.

15. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS, ACTUAL PLACEMENT OF LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.

16. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.

17. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.

18. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS AS NOTED ON THE SIGNING PLANS OR AS DIRECTED BY THE RESIDENT, SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.

19. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

20. ANY DAMAGE TO THE EXISTING PAVEMENT, CURB AND SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
21. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINEDOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSION DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.

22. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.

23. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.

24. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.

25. STATIONS REFERENCED ARE APPROXIMATE.

26. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING PLANS IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.

27. REMOVE EXISTING SIGNAL FOUNDATIONS TO 2' BELOW PROPOSED GRADE. PAYMENT SHALL BE INCIDENTAL TO ITEM 203.20.

28. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.

29. IN AREAS WHERE THE RESIDENT DIRECTS THE CONTRACTOR NOT TO EXCAVATE TO THE SUBGRADE LINE SHOWN ON THE PLANS, PAYMENT FOR REMOVING EXISTING PAVEMENT, GRUBBING, SHAPING, DITCHING, AND COMPACTING THE EXISTING SUBBASE AND LAYERS OF NEW SUBBASE 6 INCHES OR LESS THICK WILL BE MADE UNDER APPROPRIATE EQUIPMENT RENTAL ITEMS.

30. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, STANDARD DETAILS, AND TOWN OF FORT KENT REQUIREMENTS.

31. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS, IN ACCORDANCE WITH THE MAINEDOT STANDARD SPECIFICATIONS, LATEST EDITION. REMOVAL OF EXISTING STRIPING SHALL BE INCIDENTAL TO 627 ITEMS.

32. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATIONS BEST MANAGEMENT PRACTICES FOR EROSION CONTROL AND SEDIMENTATION CONTROL, FEBRUARY, 2008.

33. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING METHOD NO. 1 AND SEEDING METHOD NO. 2.

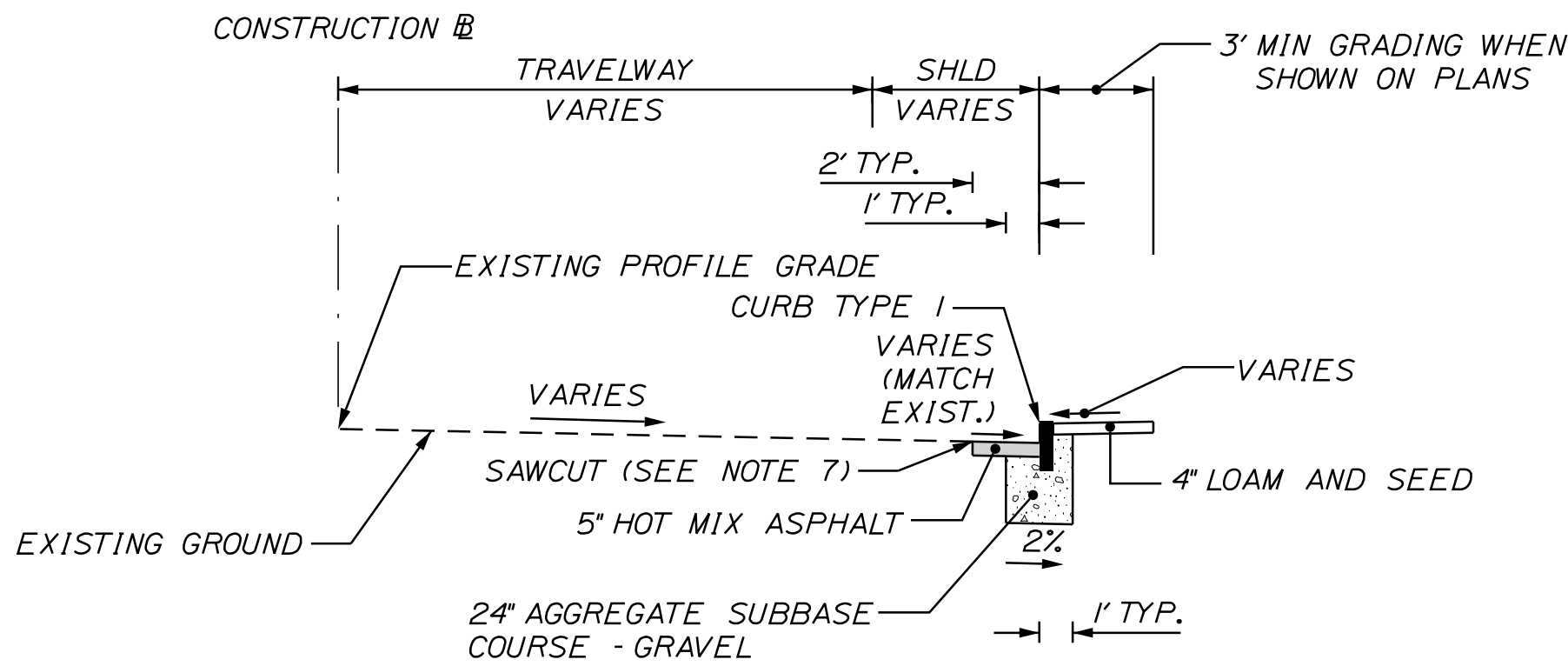
34. ALL PEDESTRIAN RAMPS SHALL BE 6 FT. WIDE MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS.

35. DETECTABLE WARNING FIELDS SHALL BE INSTALLED AT EACH CURB RAMP ADJACENT TO A MARKED CROSSWALK. ACTUAL PLACEMENT SHALL BE AS REQUIRED BY THE DETAILS AND DIRECTED BY THE RESIDENT. PAYMENT FOR ITEM 608.26 SHALL INCLUDE ALL CONCRETE AND WORK REQUIRED BY THE DETAILS.

36. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT IN ACCORDANCE WITH THE MAINEDOT'S LATEST STANDARD DETAILS AND RELATED NOTES. THESE STANDARD DETAILS AND NOTES APPLY TO ALL SIDEWALK TYPES (BITUMINOUS, CONCRETE, BRICK, ETC). CONTRACTOR SHALL VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT PRIOR TO PLACEMENT OF THE SURFACE MATERIAL AND SHALL COORDINATE WITH THE RESIDENT AND MAINEDOT ON ANY NON-COMPLIANT LOCATIONS (PRIOR TO PLACEMENT OF SURFACE MATERIAL). CONTRACTOR SHALL ALSO VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT AFTER PLACEMENT OF THE SURFACE MATERIAL. FAILURE TO CONSTRUCT SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT MAY RESULT IN REJECTION OF WORK BY THE RESIDENT AND/OR MAINEDOT. CONTRACTOR SHALL REBUILD ALL REJECTED WORK AREAS AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR SHALL PLAN THE WORK ACCORDINGLY. IF THERE IS A CONDITION THAT DOES NOT ALLOW FOR FULL ADA COMPLIANCE, THEN THE CONTRACTOR SHOULD REQUEST THE RESIDENT FILL OUT AND SUBMIT FOR APPROVAL A TECHNICAL INFEASIBILITY FORM TO DOCUMENT THE REASONS FOR NON-COMPLIANCE.

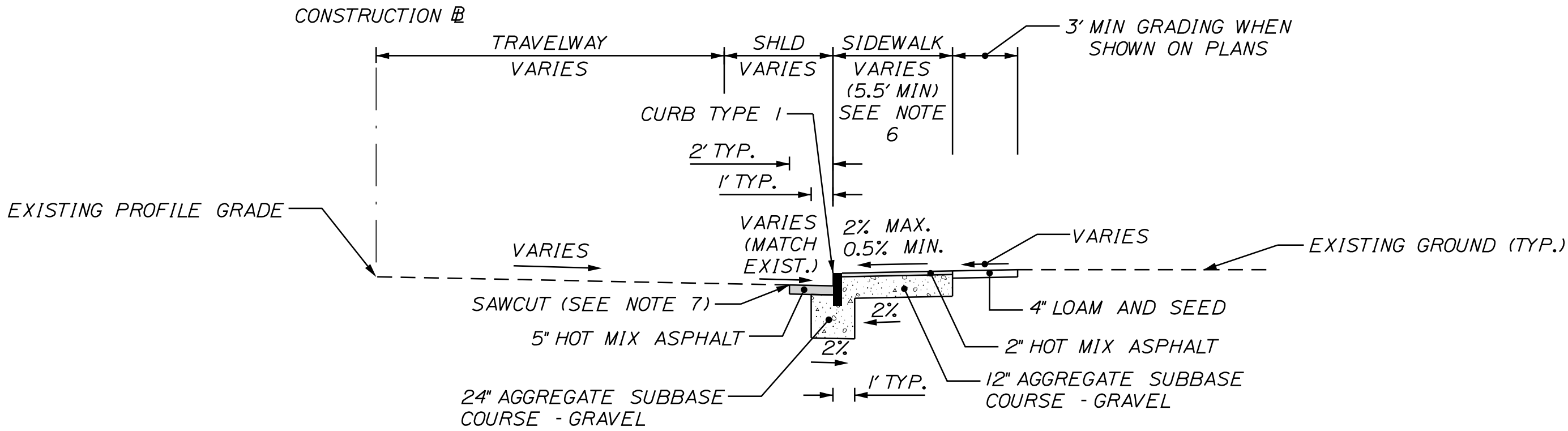
37. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS WERE COMPILED FROM FIELD SURVEY AND OTHER SOURCES. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE PAYMENT OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.
38. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL.
39. ALL GRANITE CURBING THAT IS REMOVED AND STACKED AND NOT REUSED ON THE PROJECT SHALL BE TURNED OVER TO THE TOWN. PAYMENT FOR WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.
40. THE SIZE AND TYPE OF MAST ARM FOUNDATIONS ARE SHOWN ON THE GEOTECHNICAL SHEETS.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2286300		WIN 22863.00	
FORT KENT E. MAIN ST./MARKET ST. /SOUCY ST.	SHEET NUMBER		2	
	GENERAL NOTES			
PROJ. MANAGER		A. GORNEAU II	BY	DATE
DESIGN-DETAILED		T. LANDRY	T. WARREN	11/20
CHECKED-REVIEWED		D. ETINGER	-	11/20
DESIGN-DETAILED		-	-	-
DESIGN-DETAILED		-	-	-
REVISIONS 1		-	-	-
REVISIONS 2		-	-	-
REVISIONS 3		-	-	-
REVISIONS 4		-	-	-
FIELD CHANGES		-	-	-



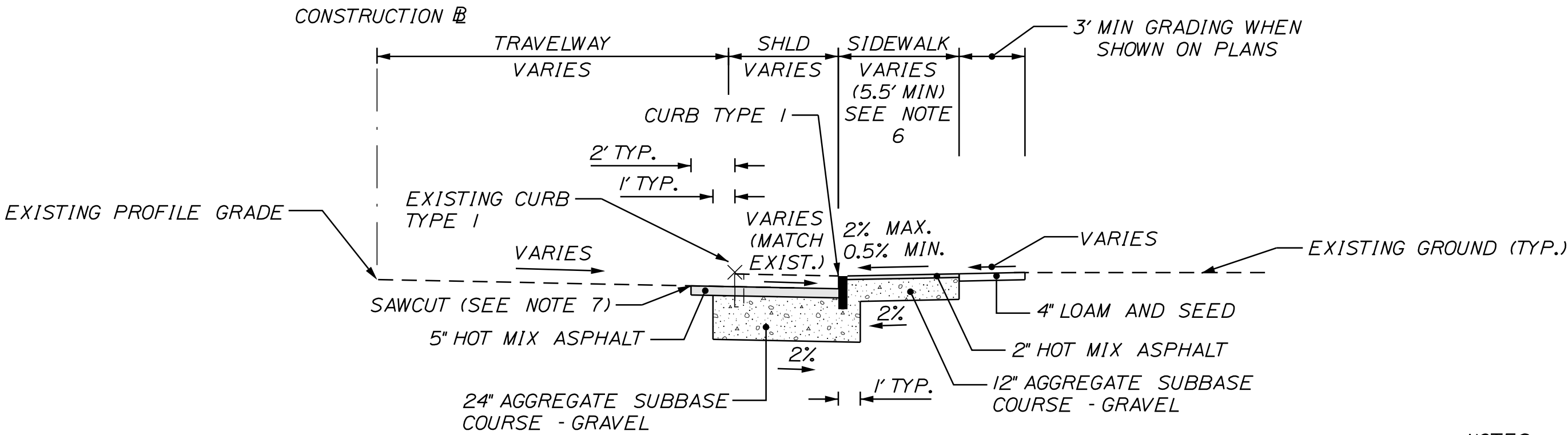
CURBING WITH GRADING DETAIL

STA. 700+30 LT. TO STA. 700+45 LT.
STA. 700+32 RT. TO STA. 700+43 RT.



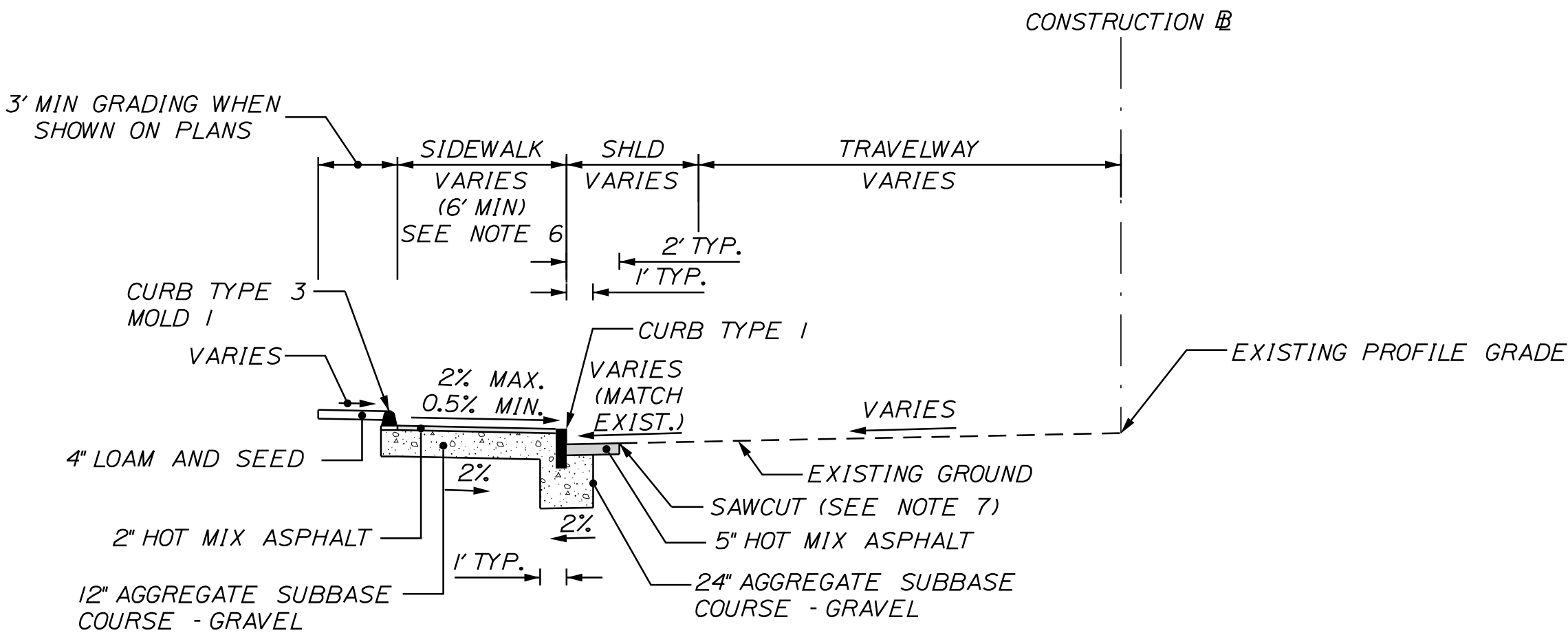
CURBING AND SIDEWALK DETAIL

STA. 502+24 LT. TO STA. 502+53 LT.
STA. 502+48 RT. TO STA. 502+59 RT.
STA. 502+75 LT. TO STA. 502+95 LT.
STA. 503+37 LT. TO STA. 503+67 LT.
STA. 503+59 RT. TO STA. 503+73 RT.



ROADWAY WIDENING DETAIL

STA. 602+98 RT. TO STA. 503+72 RT.



CURBING AND SIDEWALK DETAIL WITH BACKCURB

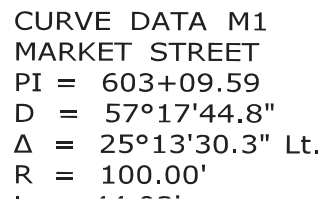
STA. 502+24 RT. TO STA. 502+48 RT.
STA. 602+98 RT. TO STA. 503+59 RT.

- NOTES:
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 2. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
 3. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
 4. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
 5. FULL DEPTH PAVEMENT (5') SHALL BE PROVIDED IN SHOULDERS WITHIN LIMITS OF WORK.
 6. PROPOSED SIDEWALK WIDTH TO MATCH EXISTING SIDEWALK WIDTH UNLESS OTHERWISE NOTED ON THESE DETAILS OR THE PLANS.
 7. LOCATION OF SAWCUT SHALL TYPICALLY BE DEFINED AS THE MOST RESTRICTIVE CRITERIA NOTED BELOW, WHICH WILL RESULT IN THE SAWCUT BEING LOCATED NEAREST THE CONSTRUCTION BASELINE OR AS NOTED ON THE PLANS.
A. 24" INSIDE THE PROPOSED EDGE OF PAVEMENT OR FACE OF CURB.
B. 24" INSIDE THE EXISTING EDGE OF PAVEMENT OR FACE OF CURB.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2286300		WIN 22863.00			
PROJECT		LOCATION		SHEET NUMBER		DATE			
PROJ. MANAGER		DESIGNED		CHECKED		DESIGNED		CHECKED	
A. GORNEAU II		T. LANDRY		T. WARREN		T. WARREN		T. WARREN	
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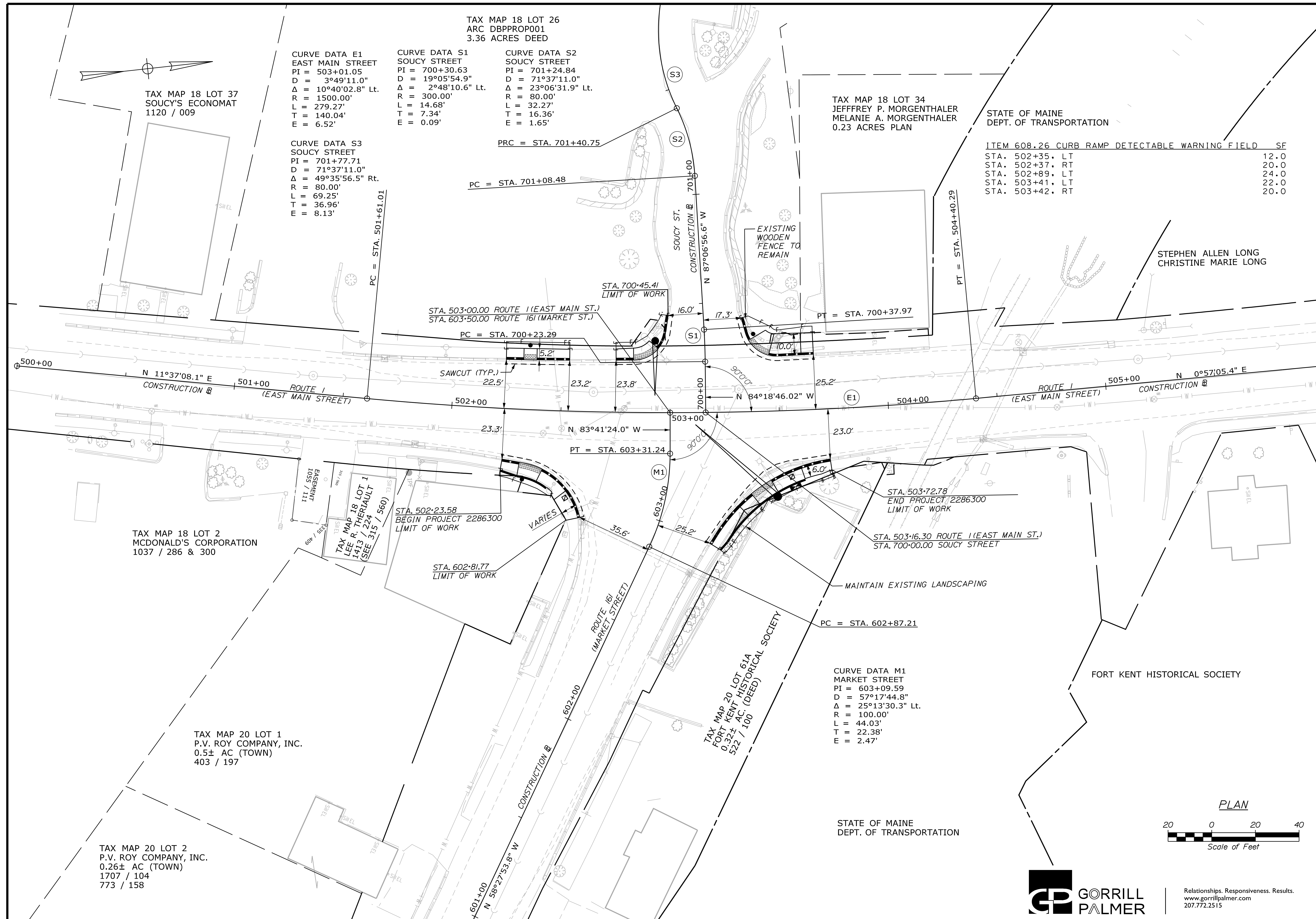


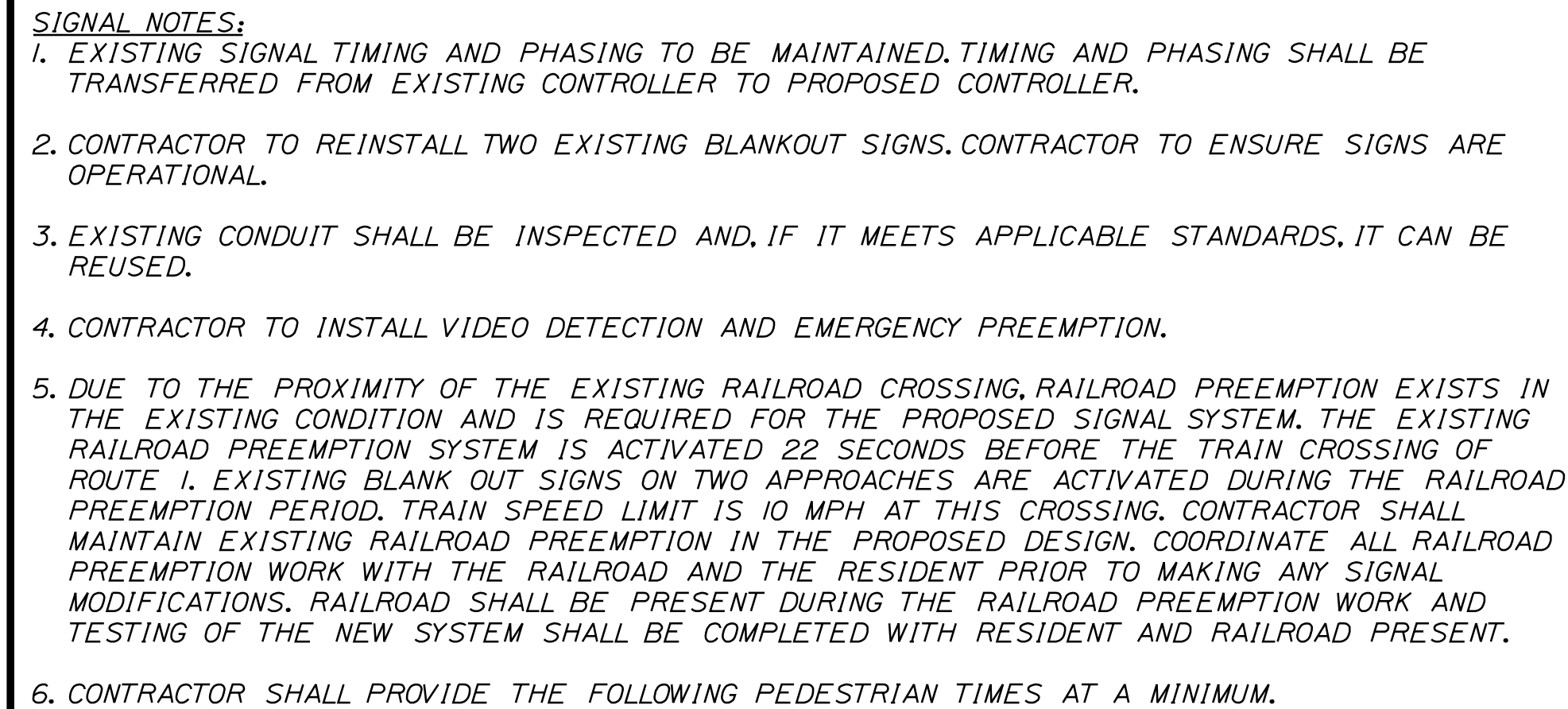
(C) Sta. 503+48.05, 39.16' Rt.
(I) Sta. 502+93.02, 32.85' Lt.



5. Concrete to be Class LP with $f'_c = 5,000$ PSI.

OF 10





PER MUTCD, UPON TRANSITION INTO RR PREEMPTION, PED WALK AND CLEAR TIME SHALL BE OMITTED IF NOT ACTIVE AND TERMINATED IF ALREADY ACTIVE. IF TERMINATED THE COUNTDOWN PEDESTRIAN HEAD SHALL GO DARK IMMEDIATELY UPON ACTIVATION OF THE PREEMPTION TRANSITION.

7. ENABLE PEDESTRIAN CLEARANCE TIME THRU YELLOW.
8. CONTRACTOR SHALL ENSURE A MINIMUM OF 3 SECONDS YELLOW AND 3 SECONDS ALL RED TIME BETWEEN PHASES.
9. SINCE THIS SIGNAL SYSTEM HAS RAILROAD PREEMPTION, CONTRACTOR IS REQUIRED TO INCLUDE A BACKUP POWER SUPPLY (BATTERY) WITH THE NEW SIGNAL SYSTEM. COORDINATE WORK WITH RESIDENT.



* STATION AND OFFSET INFORMATION IS APPROXIMATE AND SHOWN TO CENTER OF POLE.
EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINEDOT, OR TOWN AS DIRECTED.



SIGNAL NOTES

1.

ALL MATERIALS AND WORK SHALL CONFORM TO THE TOWN OF FORT KENT AND MAINE DOT STANDARD SPECIFICATIONS AND BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S.D.O.T., F.H.W.A., LATEST EDITION.
2.

ALL SIGNAL AND SIGNAL RELATED EQUIPMENT SHALL MEET OR EXCEED THE TOWN OF FORT KENT TRAFFIC SIGNAL STANDARDS.
3.

IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.
4.

TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
5.

THE RESIDENT, TOWN AND MAINE DOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
6.

THE LOCATIONS OF SIGNAL EQUIPMENT AND POLES INCLUDING THE MOUNTED TRAFFIC DEVICES AND SIGNS ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT, MAINE DOT OR TOWN REPRESENTATIVE.
7.

CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY TRAFFIC SIGNALS AND ASSOCIATED WORK IF REQUIRED. CONTRACTOR SHALL REMOVE THE TEMPORARY TRAFFIC SIGNAL ONCE NEW SIGNAL IS OPERATIONAL. ALL COSTS ASSOCIATED WITH TEMPORARY SIGNALS SHALL BE INCIDENTAL TO THE 643 ITEMS.
8.

THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING SHALL BE INPUT BY THE CONTRACTOR UNDER OBSERVATIONS BY THE RESIDENT OR MAINE DOT REPRESENTATIVE. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE RESIDENT.
9.

CONTRACTOR IS RESPONSIBLE FOR FIELD ADJUSTING TIMING FOR EACH TIMING PLAN UNDER THE DIRECTION OF THE RESIDENT AND MAINE DOT REPRESENTATIVE. TIMING SHALL BE ADJUSTED WITHIN TWO WEEKS OF INITIAL START UP.
10.

TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE TOWN ENGINEER/PUBLIC WORKS DIRECTOR.
11.

CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES PER MAINE DOT STANDARDS AT A MINIMUM.
12.

THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
13.

UTILITIES THAT HAVE FACILITIES IN THE GENERAL PROJECT ARE LISTED IN SPECIAL PROVISION 104.
14.

UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
15.

THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN MODIFYING THE EXISTING SERVICE CONNECTIONS AND WHEN INSTALLING EQUIPMENT ON THEIR POLES OR NEAR THEIR WIRES.
16.

THE CONTRACTOR IS RESPONSIBLE FOR THE RELOCATION AND/OR INSTALLATION OF POWER METERS IF REQUIRED AND ASSURING THE POWER METER LOCATION AND INSTALLATION CONFORMS TO THE LOCAL UTILITY REQUIREMENTS. THIS WORK WILL BE INCIDENTAL TO ITEM 643.80.
17.

ALL CONDUIT CROSSING AREAS OF EXISTING PAVEMENT SHALL BE INSTALLED USING TRENCHLESS TECHNOLOGIES, UNLESS OTHERWISE APPROVED.
18.

ALL NEW SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER, AND SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH 3" YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.
19.

ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.

20.

CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS.
21.

ALL CONFLICTING SIGNS AND PAVEMENT MARKINGS SHALL BE PERMANENTLY REMOVED IN ACCORDANCE WITH MAINEDOT STANDARD SPECIFICATIONS, LATEST EDITION.
22.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE RESIDENT. THOSE DRAWINGS SHALL BE A CLEAN SET OF PLANS SHOWING ALL CHANGES, MODIFICATIONS, AND ELEVATIONS TO THE BID PLANS.
23.

COUNTDOWN PEDESTRIAN HEADS SHALL HAVE AUDIBLE/TACTILE FEATURES AND SHALL BE INCIDENTAL TO ITEM 643.80. IF PUSH BUTTONS ARE LOCATED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH PUSH BUTTON SHALL PROVIDE THE FOLLOWING FEATURES: PUSH BUTTON LOCATOR TONE, TACTILE ARROW, SPEECH WALK MESSAGE FOR THE WALKING PERSON INDICATION, SPEECH PUSH BUTTON INFORMATION MESSAGE. IF FROM WHERE A PEDESTRIAN ENTERS THE CROSSWALK TO THE PEDESTRIAN HEAD ON THE OPPOSITE SIDE IS MORE THAN 100 FEET, THE NUMBERS SHALL BE AT LEAST 9 INCHES HIGH.
24.

ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL MEET THE AMERICANS WITH DISABILITIES ACT STANDARDS, LATEST EDITION.
25.

ANY DAMAGE TO SLOPES, SIDEWALKS OR PAVEMENT RESULTING FROM INSTALLATION OF POLES AND FOUNDATIONS, SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT. COSTS OF REPAIRS SHALL BE INCIDENTAL TO PAYMENT UNDER SECTION 643.
26.

PROPOSED SIGNS ON SIGNAL MAST ARMS, POLES AND SPAN WIRES SHALL BE INCIDENTAL TO PAY ITEM 643.80.

ADDITIONAL SIGNAL NOTES

1.

ALL SIGNAL EQUIPMENT INCLUDING CONTROLLER CABINET AND PEDESTAL POLES SHALL BE POWDER COAT BLACK IN COLOR. UPRIGHTS AND MAST ARMS SHALL BE GALVANIZED.
2.

ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE.
3.

ALL EXISTING SIGNAL EQUIPMENT THAT IS REMOVED SHALL BE RETURNED TO THE TOWN.
4.

THE NEW CONTROLLER CABINET SHALL BE EQUIPPED FOR A MINIMUM OF 16 PHASES.
5.

PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO OTHER 645 ITEMS.
6.

ALL NEW CONTROLLERS AND CABINETS SHALL BE TRANSIT SIGNAL PRIORITY (TSP) CAPABLE/READY AND AUTOMATIC VEHICLE LOCATION (AVL) CAPABLE.
7.

SEE STANDARD SPECIFICATIONS AND STANDARD DETAILS, CURRENT EDITION FOR CONTROLLER EQUIPMENT REQUIREMENTS.
8.

REMOVAL OF THE EXISTING SIGNAL SYSTEM SHALL BE INCIDENTAL TO PAY ITEM 643.80.
9.

REMOVE EXISTING CONTROLLER CABINET FOUNDATIONS THAT ARE NOT BEING REUSED. RESURFACE TO MATCH SURROUNDING AREA. PAYMENT INCIDENTAL TO 643.80.
10.

THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 17 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY UNLESS OTHERWISE SPECIFIED.
11.

THE CONTRACTOR IS DIRECTED TO STANDARD SPECIFICATION 718 FOR ADDITIONAL INFORMATION RELATED TO THE CONTROLLER AND CONTROLLER CABINET. STANDARD SPECIFICATION 718 EXPANDS UPON THE INFORMATION FOUND IN THESE NOTES. AS SUCH, THE MORE RESTRICTIVE LANGUAGE BETWEEN THESE NOTES AND STANDARD SPECIFICATION 718 SHALL GOVERN THE WORK TO BE PERFORMED UNDER THIS PROJECT.
12.

THE SIGNAL SYSTEM MUST BE FULLY FUNCTIONAL AND FREE OF COMMUNICATIONS OR EQUIPMENT FAILURES FOR A PERIOD OF SEVEN (7) DAYS. IF PROBLEMS OCCUR, THEY SHALL BE RECTIFIED BY THE CONTRACTOR AND THE START UP PERIOD RESTARTED FOR ANOTHER SEVEN (7) DAYS.
13.

UPON DEMONSTRATING A SUCCESSFUL 7 DAY START UP TEST, THE TOWN AND MAINEDOT SHALL EVALUATE THE OPERATION OF THE SYSTEM FOR A PERIOD OF 30 DAYS. SHOULD THE SYSTEM MALFUNCTION DURING THIS PERIOD THE CONTRACTOR SHALL MAKE ANY REPAIRS OR CORRECTIONS AND THE ACCEPTANCE TEST PERIOD WILL START OVER AGAIN. ACCEPTANCE TESTING MUST DEMONSTRATE TO THE TOWN AND MAINEDOT THAT ALL HARDWARE AND EQUIPMENT FUNCTION IN ACCORDANCE WITH THESE SPECIFICATIONS, REQUIREMENTS, THROUGH-PUTS AND FUNCTIONALITY.
14.

THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A PERIOD OF ONE YEAR AFTER INSTALLATION AND ACCEPTANCE.
15.

ALL PRE-EMPTION EQUIPMENT SHALL BE THE SAME AS IS CURRENTLY USED BY THE TOWN UNLESS OTHERWISE APPROVED.
16.

REMOVE EXISTING PEDESTAL POLE FOUNDATIONS NOT BEING REUSED AND EXISTING MAST ARM FOUNDATIONS TO A MINIMUM OF TWO FEET BELOW GRADE. FILL IN HOLE. RESURFACE TO MATCH SURROUNDING AREA. PAYMENT INCIDENTAL TO ITEM 643.80.
17.

THE POWER SERVICE METER AND SEPARATE DISCONNECT ENCLOSURE SHOULD BE MOUNTED ON THE SIDE OF THE NEW ATC CABINET.
18.

A SPARE CONDUIT SHOULD BE PROVIDED FROM THE SERVICE POLE TO THE CABINET FOR FUTURE USE.
19.

THE SEPARATE DISCONNECT ENCLOSURE SHOULD HAVE TWO BREAKERS, ONE FOR THE SIGNALS AND ONE FOR LIGHTING.
20.

LIGHTING CONTROLS CAN BE INSTALLED IN THE ATC CABINET AND WILL NOT REQUIRE A SEPARATE ENCLOSURE.
21.

SEE SPECIAL PROVISION 626 FOR GROUND MOUNTED CABINET FOUNDATION SIZE AND REINFORCING REQUIREMENTS.
22.

VIDEO DETECTION TYPE AND MATERIALS SHALL BE APPROVED BY DOT AND TOWN.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2286300

WIN
22863.00

FORT KENT
E. MAIN ST./MARKET ST.
/SOUCY ST.

SIGNAL NOTES

SHEET NUMBER

7

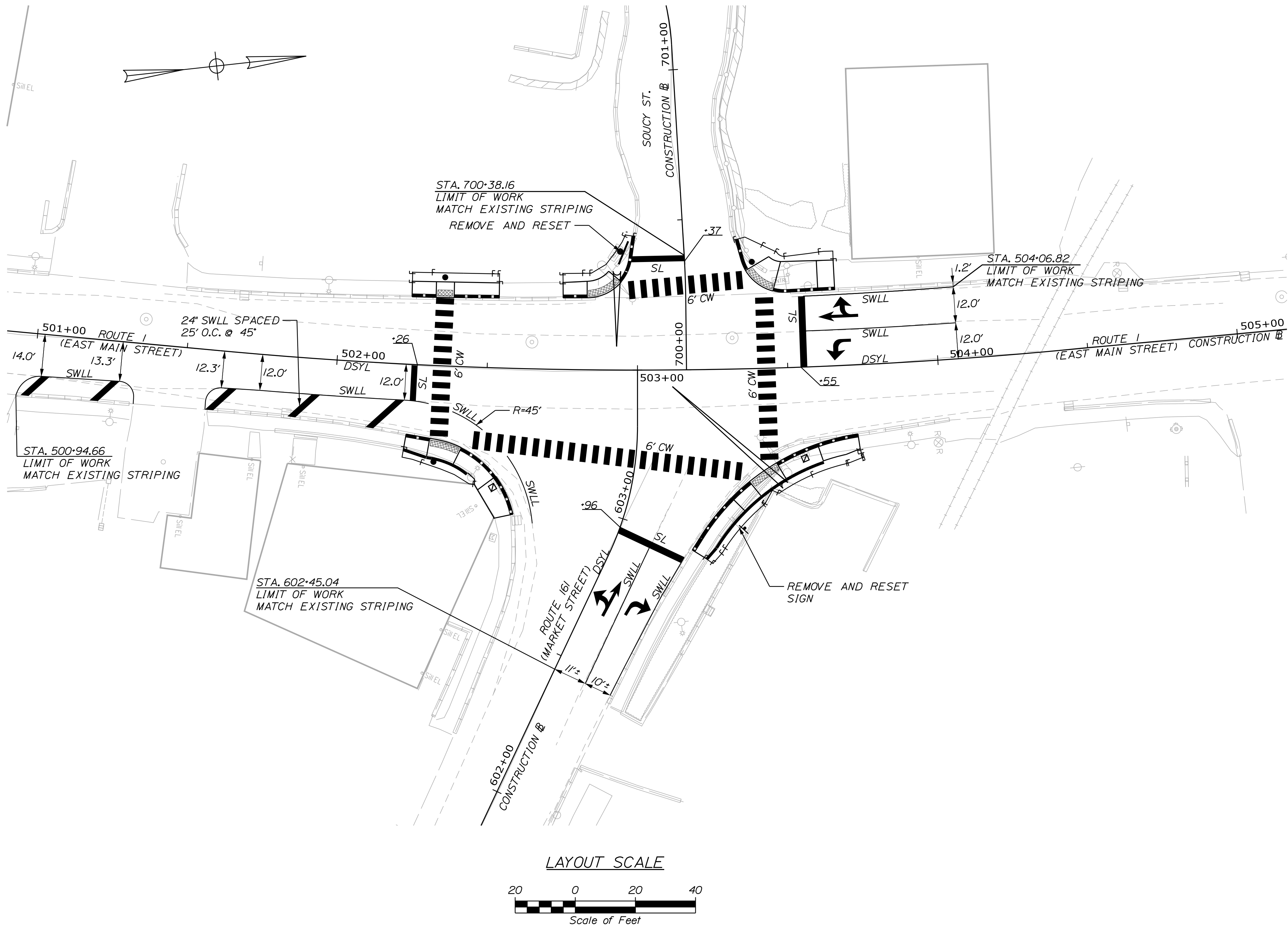
OF 10

PROJ. MANAGER	A. GORNEAU II	BY	T. WARREN	DATE	11/20
DESIGN-DETAILED	R. DUNTON	CHECKED-REVIEWED	D. ETINGER	SIGNATURE	
DESIGNS-DETAILED				P.E. NUMBER	
REVISIONS 1				DATE	
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

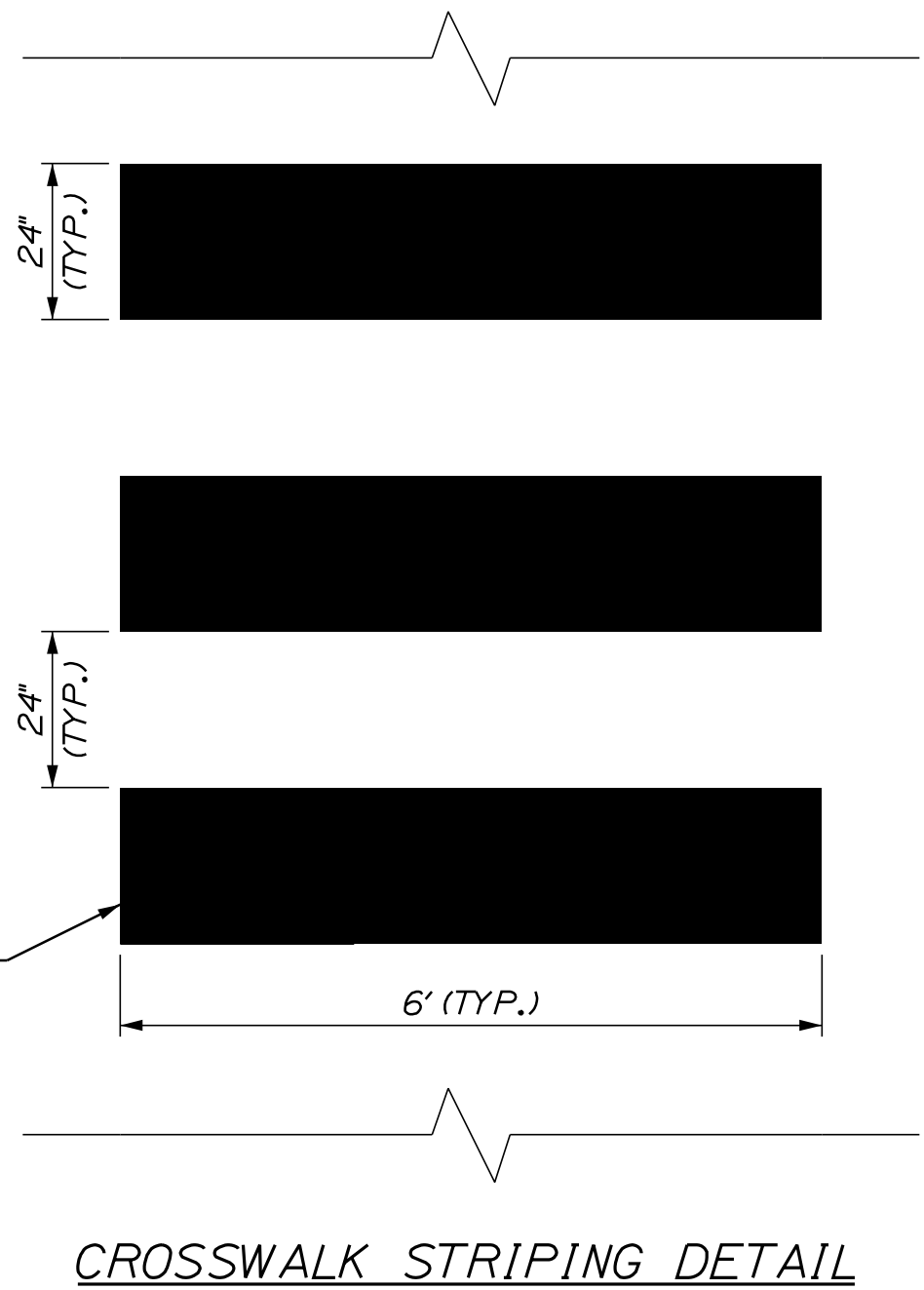
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STRIPING LEGEND	
SWLL	4" SOLID WHITE LANE LINE
DSYL	4" DOUBLE SOLID YELLOW LINE
SL	WHITE STOP LINE (24" WIDE)
CW	WHITE CROSSWALK STRIPE (2' LONG X 6' WIDE BARS SPACED 4' O.C.)



- NOTES:
- ALL PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED SHALL BE REMOVED IN ACCORDANCE WITH MAINE DOT SPECIFICATIONS.
 - ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A., LATEST EDITION.
 - REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS, SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.
 - PROPOSED SIGN LOCATIONS, OFFSET AND HEIGHT SHALL BE IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), LATEST EDITION, AS APPROVED BY THE RESIDENT.

STATE OF MAINE				
DEPARTMENT OF TRANSPORTATION				
2286300				
WIN				
22863.00				
FORT KENT E. MAIN ST./MARKET ST. /SOUCY ST.		PROJ. MANAGER A. GORNEAU II	BY T. WARREN	DATE 11/20
		DESIGN-DETAILED T. LANDRY		
		CHECKED-REVIEWED D. ETINGER		SIGNATURE
		DESIGN2-DETAILED2	-	-
		DESIGN3-DETAILED3	-	-
		REVISIONS 1	-	P.E. NUMBER
		REVISIONS 2	-	-
		REVISIONS 3	-	-
		REVISIONS 4	-	DATE
		FIELD CHANGES	-	-
SIGNING & STRIPING PLAN				
SHEET NUMBER		8		
OF 10				

Date:1/21/2021

Username: Terri.L.Blair

Division: ROW

Filename: ... \00\ROW\MSTA001_RWP\PLAN1.dgn

