

# STATE OF MAINE DEPARTMENT OF TRANSPORTATION



## POLAND ANDROSCOGGIN COUNTY ROUTE 26 AND ROUTE 122 FEDERAL PROJECT 2527500 MAINE DOT WIN 25275.00 PROJECT LENGTH: 0.11 MILES SIGNAL IMPROVEMENTS

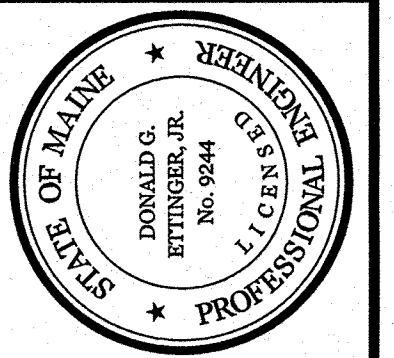
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### PLAN LEGEND

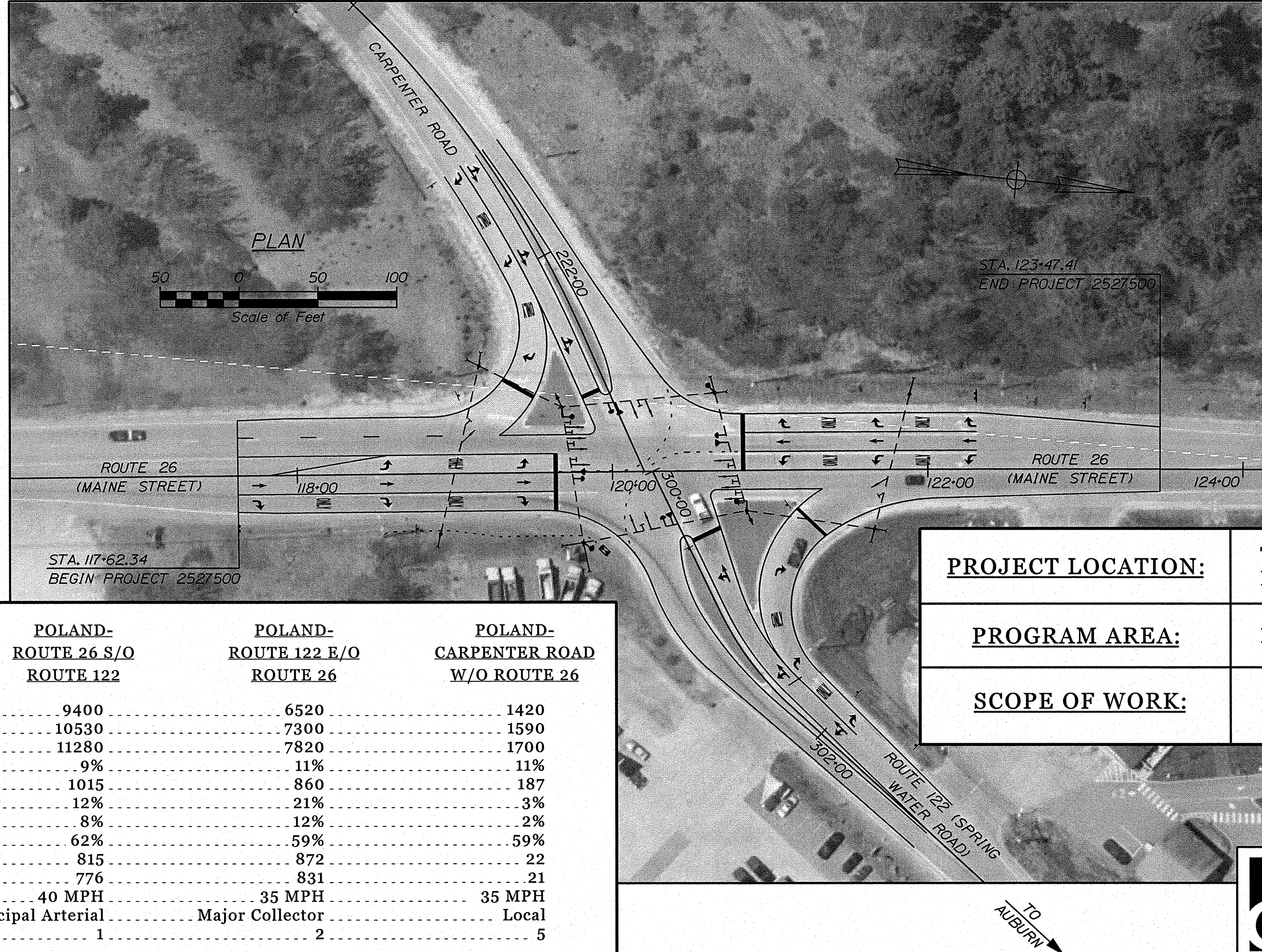
Town, County, State	_____	Catch Basins	Existing	Proposed
Property Lines	-----	Manholes	Existing	Proposed
R/W Lines-Existing	-----	Proposed Underdrain	-----	
R/W Lines-Proposed	-----	Proposed Ditch	-----	
Culvert-Existing	-----	Existing Ditch	-----	
Culvert Proposed	-----	Utility Poles	Existing	Proposed
Curbing	Existing Proposed	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 Deciduous	Centerline-Existing	-----	
Tree Line	-----	Centerline-Proposed	-----	
Clearing Limit Line	-----	Travelway-Existing	-----	
Railroad	-----	Travelway-Proposed	-----	
Boring	HB-XXX-###	Probe	P-#. #X	
Pavement Core	PC-#	#. # = Depth		
Test Pit	TP-XXX-###	X = W (Weathered Rock)		
		R (Refusal)		
		NR (No Refusal)		

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
APPROVED	DATE 3-5-23
COMMISSIONER	CHIEF ENGINEER



SIGNATURE	9244
P.E. NUMBER	02-24-2023
DATE	

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



<b>PROJECT LOCATION:</b>	The project is located at the intersection of Route 26, Route 122, and Carpenter Road, in Poland.
<b>PROGRAM AREA:</b>	Multimodal Program
<b>SCOPE OF WORK:</b>	Intersection signalization.

TRAFFIC DATA	POLAND- ROUTE 26 N/O ROUTE 122	POLAND- ROUTE 26 S/O ROUTE 122	POLAND- ROUTE 122 E/O ROUTE 26	POLAND- CARPENTER ROAD W/O ROUTE 26
Current (2022) AADT	10610	9400	6520	1420
Future (2034) AADT	11880	10530	7300	1590
Future (2042) AADT	12730	11280	7820	1700
DHV - % of AADT	12%	9%	11%	11%
Design Hour Volume	1528	1015	860	187
% Heavy Trucks (AADT)	11%	12%	21%	3%
% Heavy Trucks (DHV)	8%	8%	12%	2%
Directional Distribution (DHV)	62%	62%	59%	59%
18 kip Equivalent P 2.0	836	815	872	22
18 kip Equivalent P 2.5	796	776	831	21
Design Speed (mph)	40 MPH	40 MPH	35 MPH	35 MPH
Functional Class	Other Principal Arterial	Other Principal Arterial	Major Collector	Local
Corridor Priority	1	1	2	5

WIN 25275.00 2527500

POLAND  
SIGNAL IMPROVEMENTS  
TITLE SHEET

SHEET NUMBER  
**1**  
OF 6

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Date: 2/24/2023  
Username: Mike.Cundiff  
Division: HIGHWAY  
Filename: ...\\00\Highway\001\_Title.dgn  
U:\3876\_Poland\_Rte 26 & Rte 122 Intersection Improvements\Z - CAD\00\_Highway\001\_Title.dgn

GENERAL NOTES:

1. ALL WORK SHALL BE COMPLETED IN CONFORMANCE WITH THE LATEST REVISIONS OF THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAY AND BRIDGES, MAINEDOT STANDARD DETAILS, SUPPLEMENTAL SPECIFICATIONS, AND SPECIAL PROVISIONS FOR THIS CONTRACT, THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, THE NATIONAL ELECTRICAL CODE, AND ANY REQUIREMENTS OF THE POWER COMPANY.
2. LOCATIONS OF ANY EXISTING UNDERGROUND UTILITIES SHOWN ARE APPROXIMATE. THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. IN ACCORDANCE WITH MRSA TITLE 23 SECTION 3360-A, THE CONTRACTOR SHALL CONTACT DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
3. THE CONTRACTOR SHALL NOTIFY UTILITY COMPANIES AT LEAST 48 HOURS BEFORE ANY OPERATIONS ARE CONDUCTED THAT COULD POTENTIALLY CONFLICT WITH AERIAL UTILITIES.
4. ANY RELOCATIONS OR ADJUSTMENTS OF EXISTING UTILITY FACILITIES WILL BE MADE BY THE RESPECTIVE UTILITIES IN COORDINATION WITH THE WORK OF THE CONTRACTOR.
5. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE REMOVAL AND/OR RELOCATION OF THE EXISTING POWER METER. THIS WORK SHALL BE INCIDENTAL TO ITEM 643.80.
6. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY OPENING PERMITS.
7. ALL EXISTING DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
8. THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND MAINEDOT WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC IMPROVEMENTS AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF WORK.
9. ALL NON-PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE LOAMED AND SEEDED, UNLESS OTHERWISE DIRECTED BY THE RESIDENT. ALL PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR. COSTS FOR REPAIR OF DISTURBED AREAS SHALL BE INCIDENTAL TO OTHER CONTRACT ITEMS.
10. ALL PAVED ISLANDS IMPACTED BY THE PROJECT SHALL BE REPAIRED TO MATCH EXISTING CONDITIONS. ACRYLIC LATEX COLOR FINISH GREEN (STANDARD SPECIFICATIONS ITEM 658.20, ACRYLIC LATEX COLOR FINISH) SHALL BE PLACED ON ALL DISTURBED PAVED ISLANDS. PAYMENT SHALL BE INCIDENTAL TO THE CONTRACT.
11. 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.
12. ANY DAMAGE TO EXISTING CONDITIONS (SLOPES, CURB, PAVEMENT, ETC.) 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.
13. PLANS OF PREVIOUSLY CONSTRUCTED PROJECTS ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE: STP-1001(4)01E
14. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
15. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
16. STATIONS REFERENCED ARE APPROXIMATE.
17. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS
18. DEMOUNTING AND REINSTALLING WOOD AND U-CHANNEL POSTS FOR RELOCATION OF REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNAGE WILL BE CONSIDERED INCIDENTAL TO PAYMENT UNDER ITEM 645.271. POSTS THAT ARE DAMAGED BY THE CONTRACTOR SHALL BE REPLACED BY THE CONTRACTOR WITH NEW POSTS CONFORMING TO THE APPLICABLE SPECIFICATIONS AT NO ADDITIONAL COST TO THE CONTRACT.
19. UTILITIES THAT HAVE FACILITIES ARE NOTED IN SPECIAL PROVISION 104.
20. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.
21. NO GROUND SURVEY WAS OBTAINED FOR THIS PROJECT. THE PROPOSED DESIGN WAS COMPLETED USING AVAILABLE AERIAL IMAGERY AND SUPPLEMENTED WITH SURVEYED UTILITY INFORMATION. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD PRIOR TO THE START OF WORK.
22. PROPOSED POLE LOCATIONS SHOWN ON THE PLANS ARE APPROXIMATE. EXACT POLE LOCATIONS SHALL BE DETERMINED IN THE FIELD AND COORDINATED WITH THE RESIDENT. LOCATIONS OF PROPOSED WOOD POLES ARE INTENDED TO COMPLY WITH THE UTILITY ACCOMMODATION RULES IN MOST CASES.
23. THE CONTRACTOR SHALL COORDINATE WITH THE RESIDENT TO DETERMINE PROPOSED POLE AND POLE ANCHOR LOCATIONS IN THE FIELD AND AVOID IMPACTS TO EXISTING UTILITY FACILITIES.
24. NEW OVERHEAD ILLUMINATION TYPE SHALL MATCH EXISTING OVERHEAD ILLUMINATION TYPE.
25. REMOVING, STORING AND REINSTALLING EXISTING OVERHEAD ILLUMINATION SHALL BE INCIDENTAL TO 643 ITEMS.
26. NEW OVERHEAD ILLUMINATION PROPOSED ON THE PLANS SHALL BE IN ACCORDANCE WITH SECTION 634 OF THE STANDARD SPECIFICATIONS. PAYMENT FOR NEW OVERHEAD ILLUMINATION SHALL BE INCIDENTAL TO 643 ITEMS.

STATE OF MAINE  
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2527500

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25275.00

PROJ. MANAGER	A. GORNEAU II	BY	DATE
DESIGN-DETAILED	T. LANDRY	J. FITZWALKE	02/23
CHECKED-REVIEWED	T. LANDRY	D. EITINGER	02/23
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

POLAND  
SIGNAL IMPROVEMENTS

GENERAL NOTES

SHEET NUMBER

2

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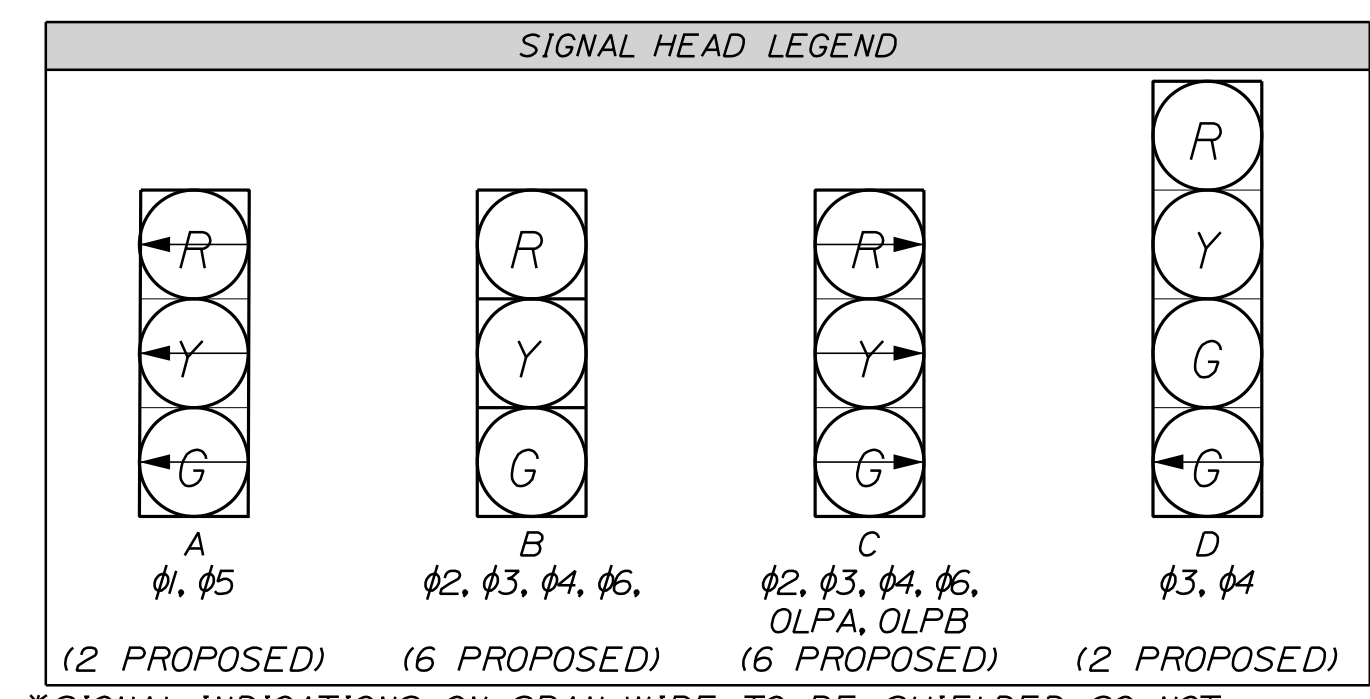
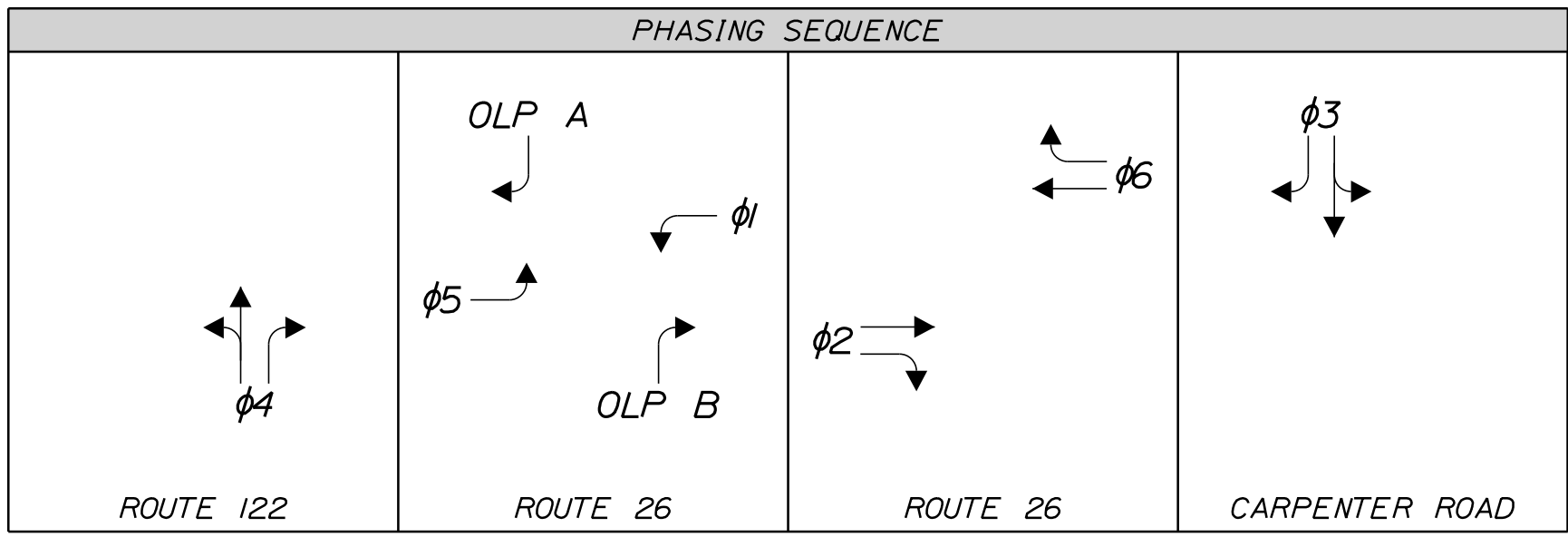
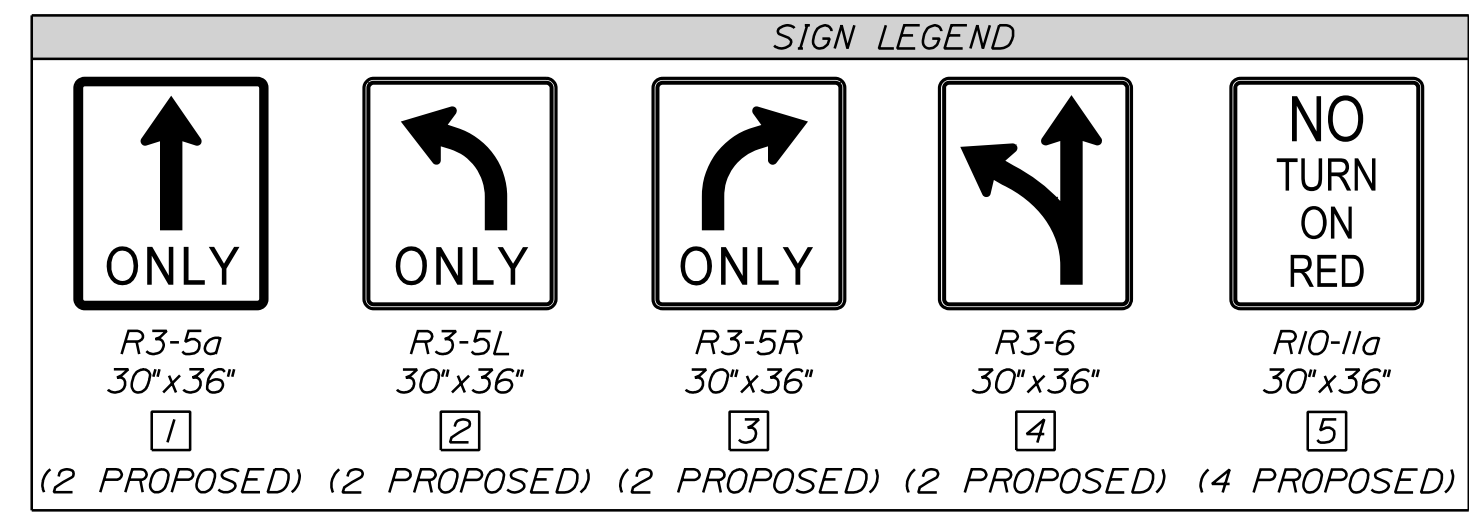
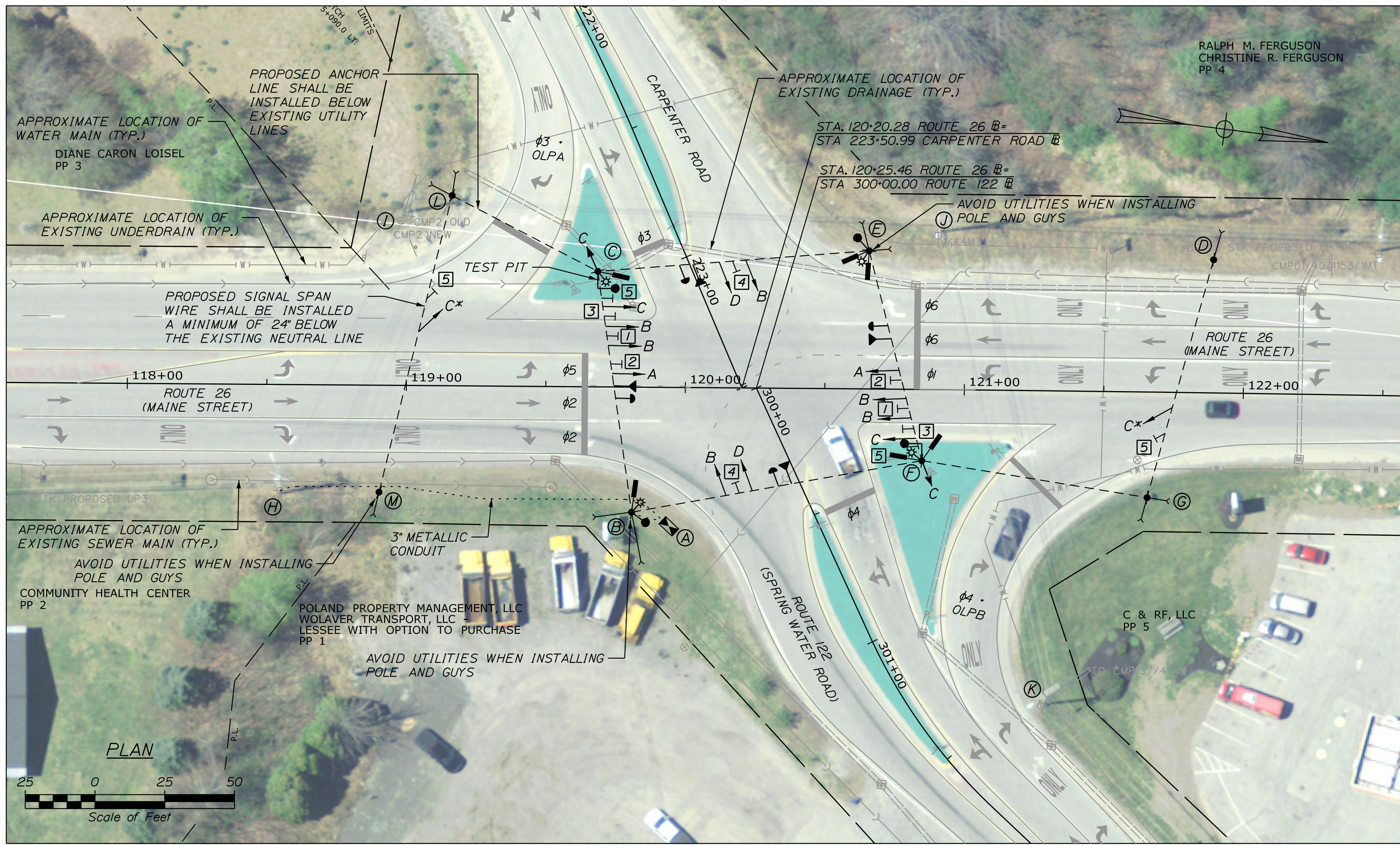
Date: 2/7/2023

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \000\Highway\003\_HDPlan01.dgn

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### SIGNAL TIMING SCHEDULE - FREE PLAN

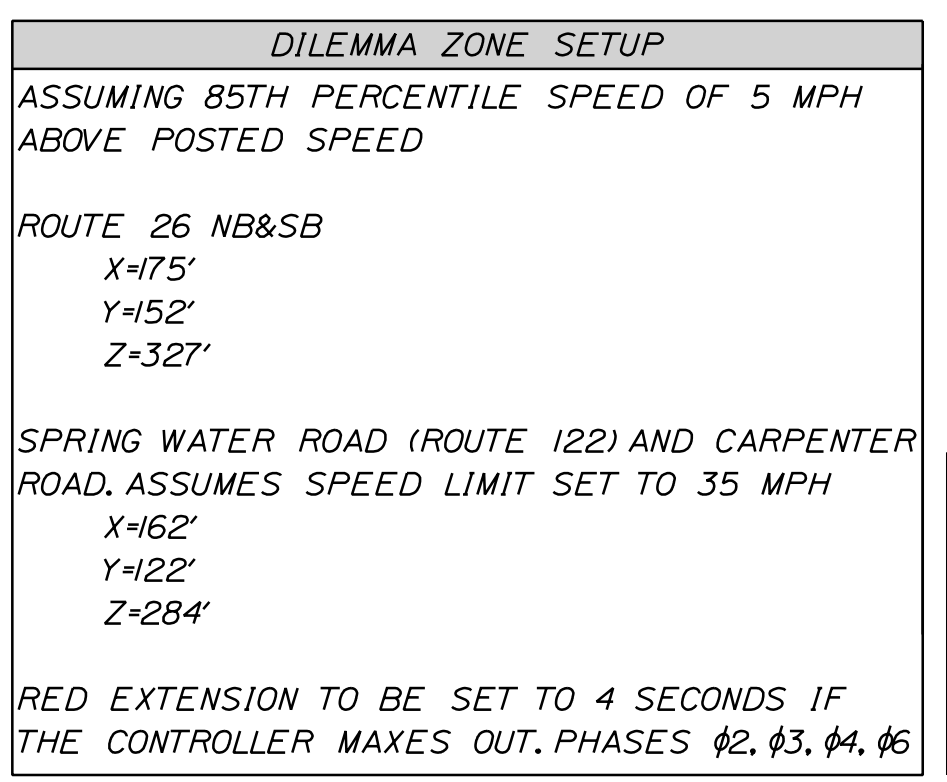
	1	2*	3	4	5	6*	7	8
MINIMUM INITIAL	5	10	5	5	5	10	-	-
VEHICLE EXTENSION	3	3	3	3	3	-	-	-
MAX I**	7	17	6	6	5	19	-	-
MAX II***	7	33	6	10	5	35	-	-
YELLOW	4.0	4.5	4.0	4.0	4.0	4.5	-	-
ALL RED	2.0	2.0	2.0	2.0	2.0	-	-	-
FLASH	R	Y	R	R	R	Y	-	-
PHASE RECALL	-	SOFT	-	-	-	SOFT	-	-
DETECTOR	PR	PR	PR	PR	PR	-	-	-

### EQUIPMENT SCHEDULE

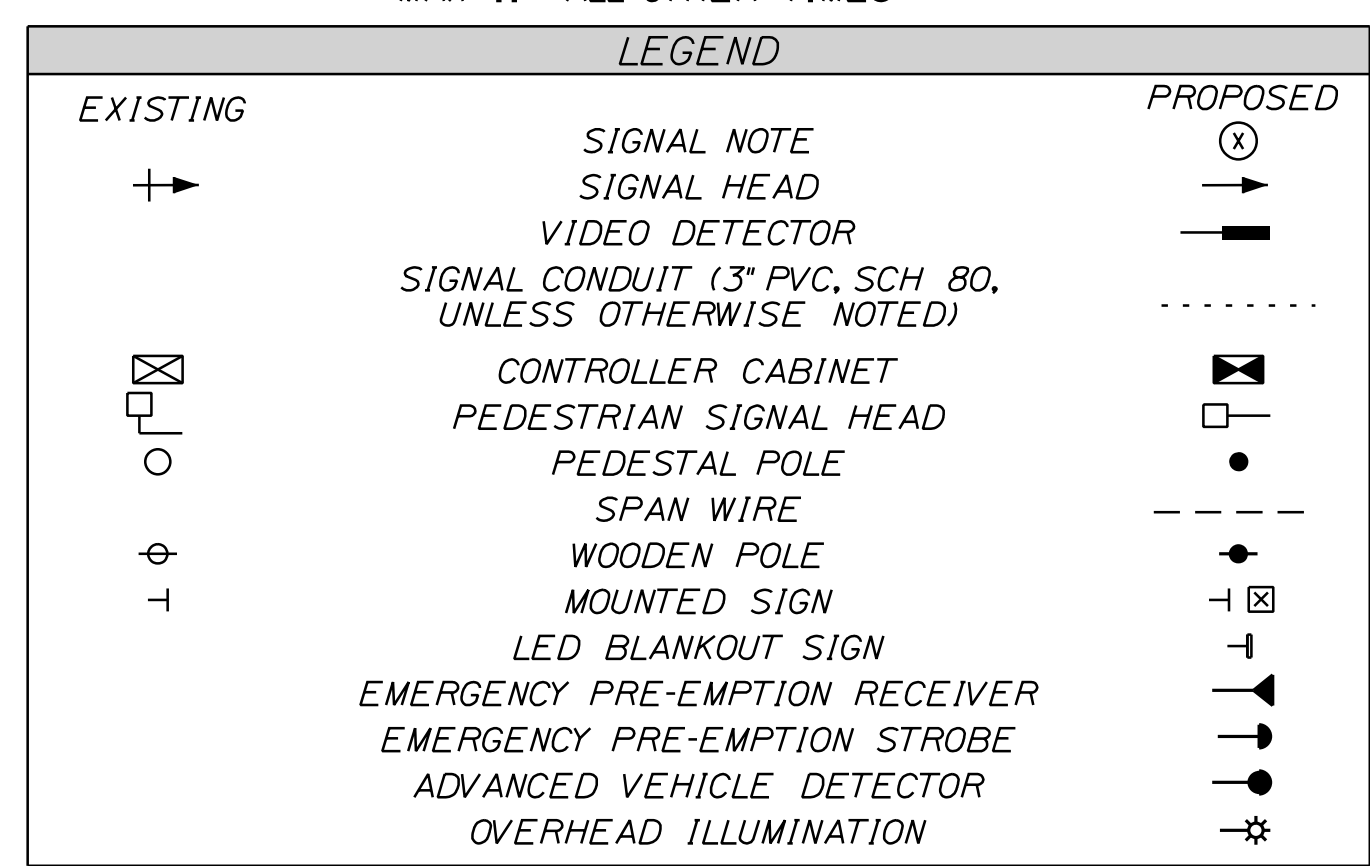
DESIGNATION	ITEM	DESCRIPTION	LOCATION
A	CONTROLLER CABINET	INSTALL NEW ATC 4 DOOR RACK MOUNT CONTROLLER CABINET ON NEW FOUNDATION	STA. 119+94.44, 49.82' RT.
B	PROPOSED SPAN WIRE WOOD POLE	NEW OVERHEAD ILLUMINATION, VEHICLE DETECTION, ADVANCED VEHICLE DETECTION, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, EMERGENCY PREEMPTION, SIGNAL HEADS, GUY AS REQUIRED	STA. 119+81.05, 44.83' RT.
C	PROPOSED SPAN WIRE WOOD POLE	OVERHEAD ILLUMINATION, VEHICLE DETECTION, ADVANCED VEHICLE DETECTION, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, EMERGENCY PREEMPTION, SIGNAL HEADS	STA. 119+68.33, 41.38' LT.
D	PROPOSED SPAN WIRE WOOD POLE	SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGN, SIGNAL HEAD, GUY AS REQUIRED	STA. 121+88.69, 47.71' LT.
E	PROPOSED SPAN WIRE WOOD POLE	OVERHEAD ILLUMINATION, VEHICLE DETECTION, ADVANCED VEHICLE DETECTION, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, EMERGENCY PREEMPTION, SIGNAL HEADS, GUY AS REQUIRED	STA. 120+65.46, 49.50' LT.
F	PROPOSED SPAN WIRE WOOD POLE	NEW OVERHEAD ILLUMINATION, VEHICLE DETECTION, ADVANCED VEHICLE DETECTION, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, EMERGENCY PREEMPTION, SIGNAL HEADS	STA. 120+85.01, 25.54' RT.
G	PROPOSED SPAN WIRE WOOD POLE	SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGN, SIGNAL HEAD, GUY AS REQUIRED	STA. 121+66.00, 37.83' RT.
H	EXISTING UTILITY POLE	PROPOSED POWER SOURCE	STA. 118+55.02, 38.10' RT.
I	EXISTING UTILITY POLE	REMOVE EXISTING OVERHEAD ILLUMINATION*	STA. 118+97.69, 59.06' LT.
J	EXISTING UTILITY POLE	REMOVE EXISTING OVERHEAD ILLUMINATION*	STA. 120+90.06, 55.13' LT.
K	EXISTING UTILITY POLE	TO REMAIN	STA. 301+58.61, 37.76' LT.
L	PROPOSED SPAN WIRE WOOD POLE	SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGN, SIGNAL HEAD, GUY AS REQUIRED	STA. 119+15.92, 68.16' LT.
M	PROPOSED SPAN WIRE WOOD POLE	SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGN, SIGNAL HEAD, GUY AS REQUIRED	STA. 118+90.51, 38.29' RT.

### SIGNAL NOTES:

- VIDEO DETECTION SHALL HAVE THE APPROPRIATE FOCAL LENGTH BASED ON THE DISTANCE FROM THE STOP BAR AND HEIGHT ABOVE THE GROUND. LOCATION OF VIDEO DETECTION AND ADVANCED DETECTION SHALL BE ADJUSTED AS NEEDED TO MEET MANUFACTURER SPECIFICATIONS FOR INSTALLATION AND OPERATION.
- ALL WORK SHALL BE COMPLETED WITHIN THE EXISTING RIGHT OF WAY.
- VIDEO DETECTION SHALL BE PLACED IN AN UNOBSTRUCTED LOCATION.



SPEED (MPH)	X (DIST.)	Y (DIST.)	Z (DIST.)
35	152'	102'	254'
40	162'	122'	284'
45	175'	152'	327'
50	181'	172'	353'
55	192'	234'	386'



ADVANCE DILEMMA ZONE SETUP  
SOURCE: TRAFFIC DETECTOR HANDBOOK: THIRD EDITION, VOLUME 1

\* EXISTING OVERHEAD ILLUMINATION TO BE REMOVED, SHALL BE STORED AND REINSTALLED ON PROPOSED SPAN WIRE WOOD POLES AS NOTED.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2527500  
WIN 25275.00

DATE: 02/23  
BY: J. FITZMAURICE  
CHECKED/REVIEWED: D. FITZINGER  
DESIGN DETAILER: -  
DESIGN DETAILER: -  
REVISIONS: 1  
REVISIONS: 2  
REVISIONS: 3  
REVISIONS: 4  
FIELD CHANGES: -

SIGNATURE: \_\_\_\_\_  
P.E. NUMBER: \_\_\_\_\_  
DATE: \_\_\_\_\_

POLAND  
SIGNAL IMPROVEMENTS  
SIGNAL PLAN

SHEET NUMBER  
3  
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SIGNAL NOTES

1. ALL MATERIALS AND WORK SHALL CONFORM TO THE TOWN OF POLAND 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 MAINE DOT AND THE TOWN OF POLAND TRAFFIC SIGNAL STANDARDS.
3. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE, OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL SYSTEMS UPON COMPLETION OF THIS CONTRACT.
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE MINIMUM DISRUPTION TO TRAFFIC.
5. THE RESIDENT, TOWN OF POLAND 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 THE 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. THE 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 PLAN 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 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 THE AS-BUILT PLANS, SIGNAL TIMING, AND CONTROLLER MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE TOWN ENGINEER/PUBLIC WORKS DIRECTOR.
11. THE CONTRACTOR SHALL PROVIDE AND INSTALL ALL PULL BOXES PER MAINE DOT STANDARDS AT A MINIMUM. NO UNDERGROUND SPLICES WILL BE PERMITTED.
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. ANY 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 THE 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 643 ITEMS.
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 INCH YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.
19. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.
20. ANY DAMAGE TO SLOPES OR PAVEMENT RESULTING FROM INSTALLATION OF WOOD STRAIN POLES OR PEDESTAL POLE FOUNDATIONS SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT. COSTS OF REPAIRS SHALL BE INCIDENTAL TO PAYMENT UNDER SECTIONS 643.
21. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET OCCUPANCY OR OPENING PERMITS.
22. ALL CONFLICTING SIGNS AND PAVEMENT MARKERS SHALL BE PERMANENTLY REMOVED.
23. 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.
24. ALL SIGNAL HEADS AND SIGNS ON SPAN WIRES SHALL BE TETHERED.
25. THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY, UNLESS OTHERWISE SPECIFIED.
26. ALL PRE-EMPTION EQUIPMENT SHALL BE THE SAME AS IS CURRENTLY USED BY THE TOWN UNLESS OTHERWISE APPROVED.
27. ALL NEW CONTROLLERS AND CABINETS SHALL BE TRANSIT SIGNAL PRIORITY (TSP) CAPABLE/READY AND AUTOMATIC VEHICLE LOCATION (AVL) CAPABLE.

28. LABOR AND MATERIALS REQUIRED TO REPAIR TRENCH AREAS WITHIN THE MEDIAN ISLANDS SHALL BE INCIDENTAL TO 643 ITEMS.
29. ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE AND REINFORCED WITH METAL STIFFENERS.
30. SEE STANDARD SPECIFICATIONS AND STANDARD DETAILS, CURRENT EDITION FOR CONTROLLER EQUIPMENT REQUIREMENTS.
31. THE CONTROLLER CABINET SHALL BE A 4 DOOR ATC RACK MOUNT CABINET.
32. PULL BOXES WILL BE TIER 22, RATED 22,000 LBS.
33. THE TRAFFIC SIGNAL SYSTEM WILL BE EQUIPPED WITH AN APPLIED INFORMATION FMU.
34. ALL SIGNAL CABLE SHALL BE IMSA RATED.
35. ALL VEHICLE DETECTION (ADVANCED AND STOP BAR) SHALL BE LOCATED SUCH THAT EXISTING UTILITY LINES OR POLES WILL NOT OBSTRUCT PROPOSED EQUIPMENT. COORDINATE WORK WITH THE RESIDENT.
36. 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.
37. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A MINIMUM PERIOD OF ONE YEAR AFTER INSTALLATION AND ACCEPTANCE.
38. THE POWER SERVICE METER AND SEPARATE DISCONNECT ENCLOSURE SHOULD BE MOUNTED ON THE SIDE OF THE NEW ATC CABINET.
39. THE SEPARATE DISCONNECT ENCLOSURE SHOULD HAVE TWO BREAKERS, ONE FOR THE SIGNALS AND ONE FOR LIGHTING.
40. LIGHTING CONTROLS CAN BE INSTALLED IN THE ATC CABINET AND WILL NOT REQUIRE A SEPARATE ENCLOSURE.
41. SEE STANDARD SPECIFICATION AND STANDARD DETAILS 626 FOR GROUND MOUNTED CABINET FOUNDATION SIZE AND REINFORCING REQUIREMENTS.
42. CONTRACTOR SHALL CONDUCT TEST PITS AS NOTED ON THE PLANS TO DETERMINE EXACT LOCATION OF EXISTING UNDERGROUND DRAINAGE.
43. PROPOSED SPAN WIRE WOOD POLES SHALL BE CLASS 4.
44. PROPOSED OVERHEAD LIGHTING SHALL HAVE TYPE 3 DISTRIBUTION.
45. STARTUP TESTING SHALL BE AS FOLLOWS: 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 STARTUP PERIOD RESTARTED FOR ANOTHER SEVEN (7) DAYS.
46. ACCEPTANCE TESTING SHALL BE AS FOLLOWS: UPON DEMONSTRATING A SUCCESSFUL 7 DAY STARTUP TEST, THE TOWN AND MAINE DOT 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 MAINE DOT THAT ALL HARDWARE AND EQUIPMENT FUNCTION IN ACCORDANCE WITH THESE SPECIFICATIONS, REQUIREMENTS, THROUGH-PUTS AND FUNCTIONALITY.
47. STOP BAR VIDEO DETECTION (SBVD) SHALL BE SUPPLIED BY ONE OF THE FOLLOWING MANUFACTURERS:
  - A. GRIDSMART/CUBIC
  - B. MIO VISION
  - C. FLIR (THERMAL)
  - D. WAVETRONIX STOP BAR DETECTION SYSTEM
48. ADVANCED VEHICLE DETECTION SHALL BE THE WAVETRONIX SMART SENSOR ADVANCE.

Date: 2/7/2023

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \000\Highway\004\_SignalNotes.dgn

U:\3876\_Poland\_Rte 26 & Rte 122 Intersection Improvements\Z - CAD\00\_Highway\004\_SignalNotes.dgn

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DEPARTMENT OF TRANSPORTATION

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SIGNATURE

P.E. NUMBER

DATE

DATE

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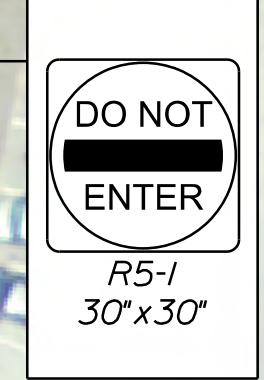
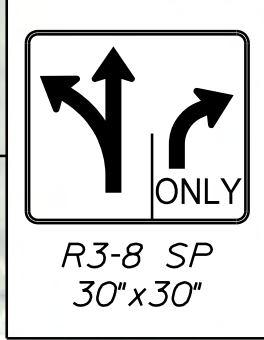
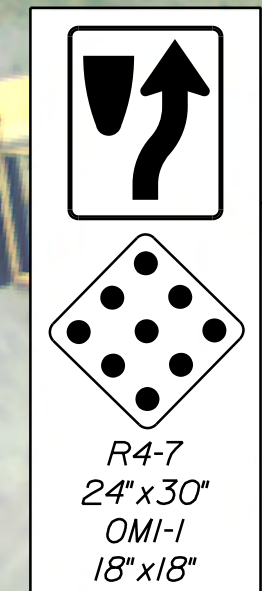
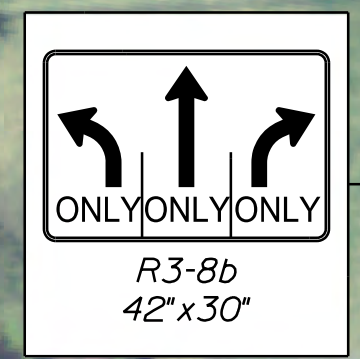
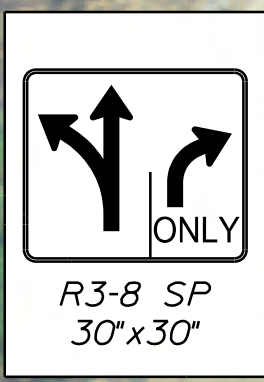
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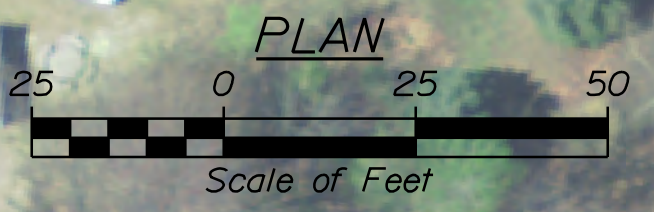
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**STRIPING LEGEND**

- SL STOP LINE (24" WHITE STOP LINE)
- SWLL 4" SOLID WHITE LANE LINE
- SYLL 4" SOLID YELLOW LANE LINE
- BWL 4" BROKEN WHITE LINE (10' LINE, 30' GAP)
- DWL 4" DOTTED WHITE LINE (2' LINE, 6' GAP)
- DSYL 4" DOUBLE SOLID YELLOW LINE



**SPEED LIMIT 35**  
 INSTALL R2-1 (24"x30", 35 MPH)  
 LOCATE SIGN 0.25 MILES TO THE EAST ON ROUTE 122 IN THE WESTBOUND DIRECTION.



- NOTES:**
1. CONTRACTOR SHALL COORDINATE WITH RESIDENT AND MAINEDOT ON EXACT PLACEMENT OF PROPOSED SPEED LIMIT SIGNS.
  2. ALL PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED SHALL BE REMOVED IN ACCORDANCE WITH MAINEDOT SPECIFICATIONS.
  3. ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A, LATEST EDITION.
  4. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS, SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEM.
  5. PROPOSED STRIPING AND SIGN LOCATIONS, OFFSETS AND HEIGHT SHALL BE IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (M.U.T.C.D.), LATEST EDITION, AS APPROVED BY THE RESIDENT.
  6. ALL SIGNS MARK "TEMPORARY" ON THE SIGNING PLANS SHALL BE REMOVED, BY THE MAINEDOT, ONE YEAR AFTER THEY ARE INSTALLED.

Date: 2/7/2023

Username: Mike.Cundiff

Division: HIGHWAY

Filename: ... \005\_StripingPlan01.dgn

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STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 2527500  
 WIN  
 25275.00

PROJ. MANAGER	A. CORNEAU II	DATE
DESIGN DETAILED	T. LANDRY	02/23
CHECKED/REVIEWED	J. FITZWARRCE	02/23
DESIGNED/TAILED	T. LANDRY	
DESIGNED/TAILED	D. EITINGER	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

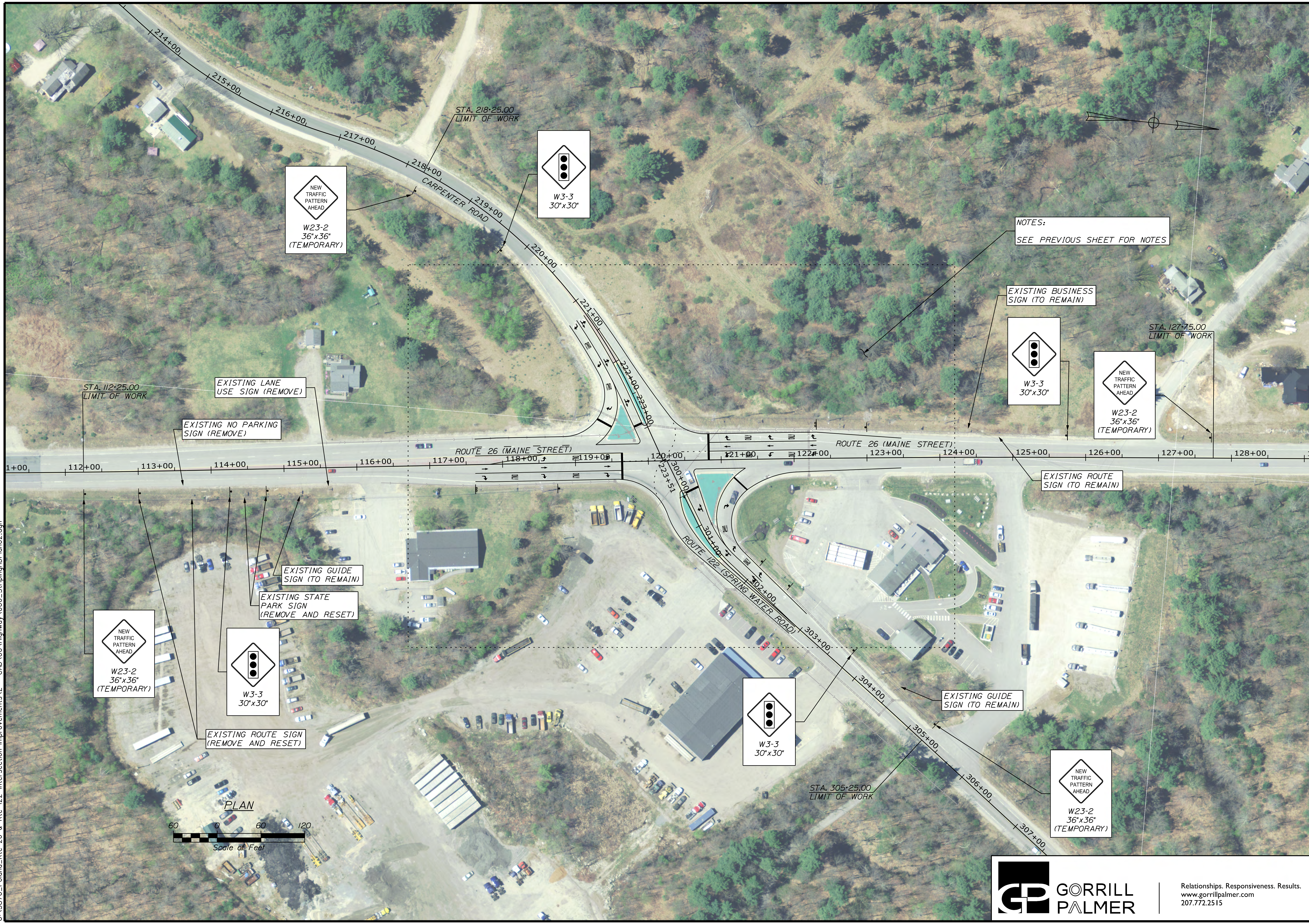
POLAND  
 SIGNAL IMPROVEMENTS  
 SIGNING & STRIPING PLANS

SHEET NUMBER  
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 OF 6



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 Date: 2/7/2023



NOTES:  
 SEE PREVIOUS SHEET FOR NOTES

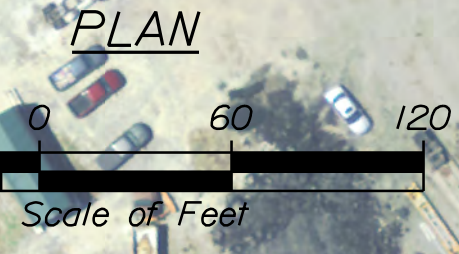
EXISTING BUSINESS SIGN (TO REMAIN)

STA. 127+75.00  
 LIMIT OF WORK

EXISTING ROUTE SIGN (TO REMAIN)

EXISTING GUIDE SIGN (TO REMAIN)

STA. 305+25.00  
 LIMIT OF WORK



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		2527500	
PROJECT NUMBER		PROJECT NAME		PROJECT LOCATION	
PROJ. MANAGER	A. CORNEAU II	BY	J. FITZWALKE	DATE	02/23
DESIGN-DETAILED	T. LANTRY	CHECKED-REVIEWED	T. LANTRY	DATE	02/23
DESIGN-DETAILED		DESIGN-DETAILED			
REVISIONS 1		REVISIONS 1			
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			
POLAND			SIGNAL IMPROVEMENTS		
SIGNING & STRIPING PLANS			SHEET NUMBER		
			6		
			OF 6		

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