

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



SABATTUS, ROCKPORT, LEBANON ANDROSCOGGIN, KNOX, YORK COUNTY TRAFFIC SIGNAL IMPROVEMENTS WIN 25955.01, 25955.02, 25955.03, 25955.04

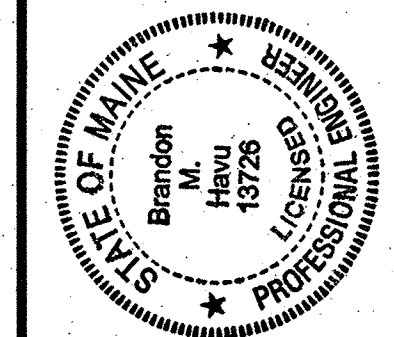
PLAN LEGEND

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)		

INDEX OF SHEETS

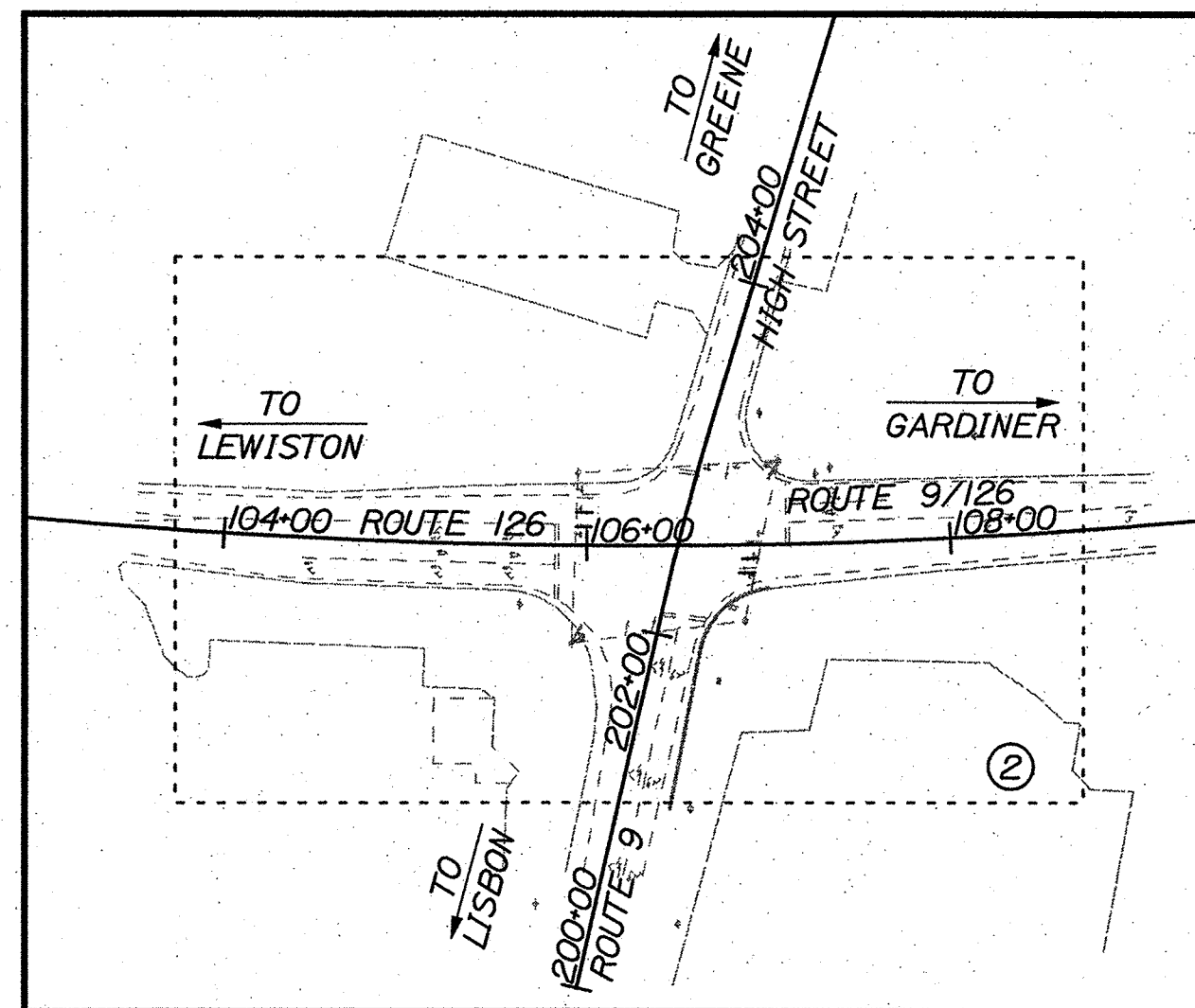
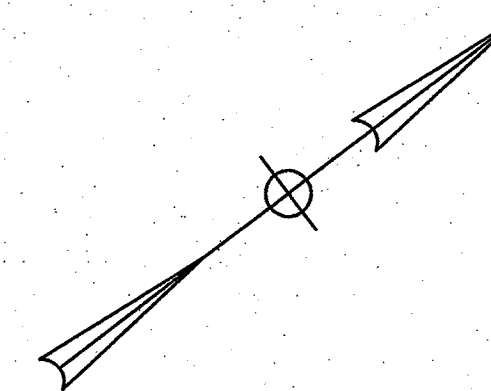
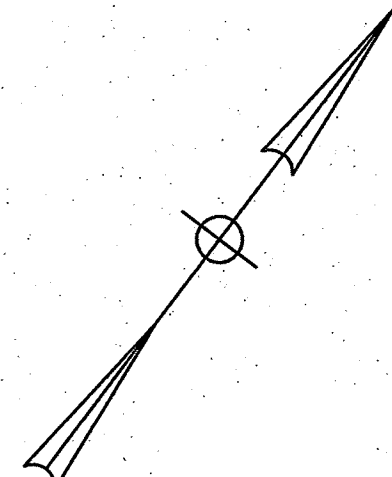
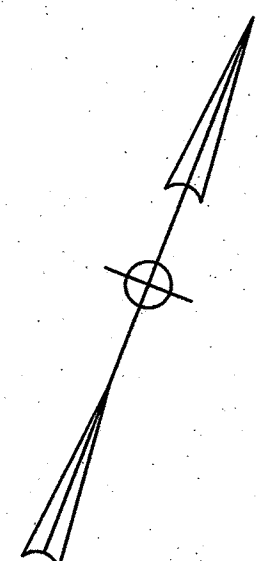
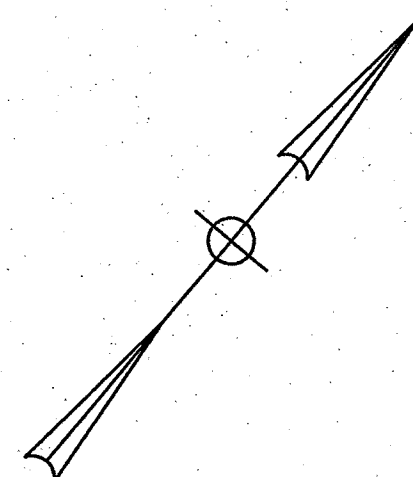
Description	Sheet No.
Title Sheet	1
General Notes & Estimated Quantities	2
Signal Plans	3-6
Signal Notes	7

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>		6/29/23
CHIEF ENGINEER: <i>[Signature]</i>		6/29/23

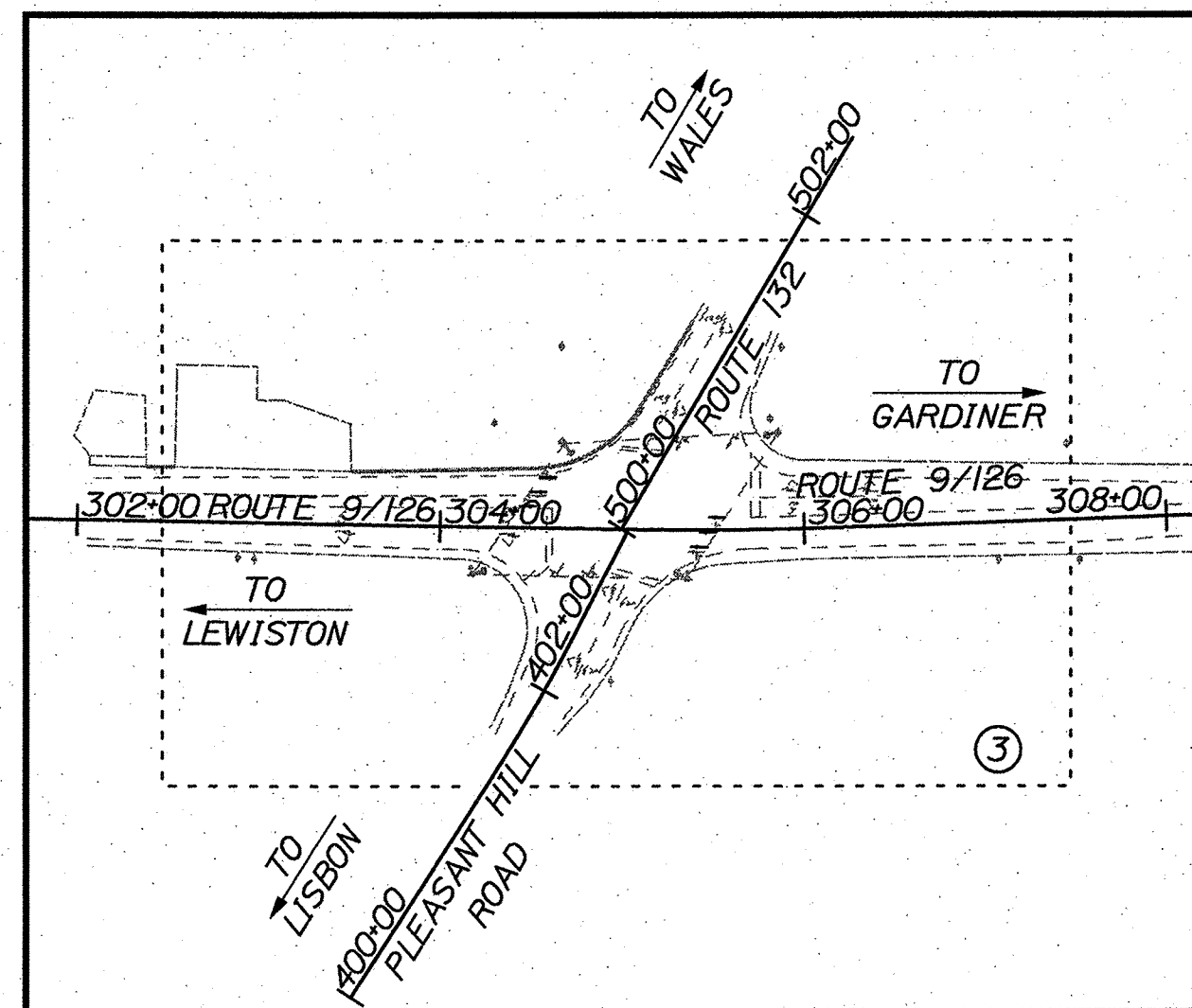


Signature: <i>[Signature]</i>	DATE: 6/12/2023
STATION: 13726	P.E. NUMBER: 13726

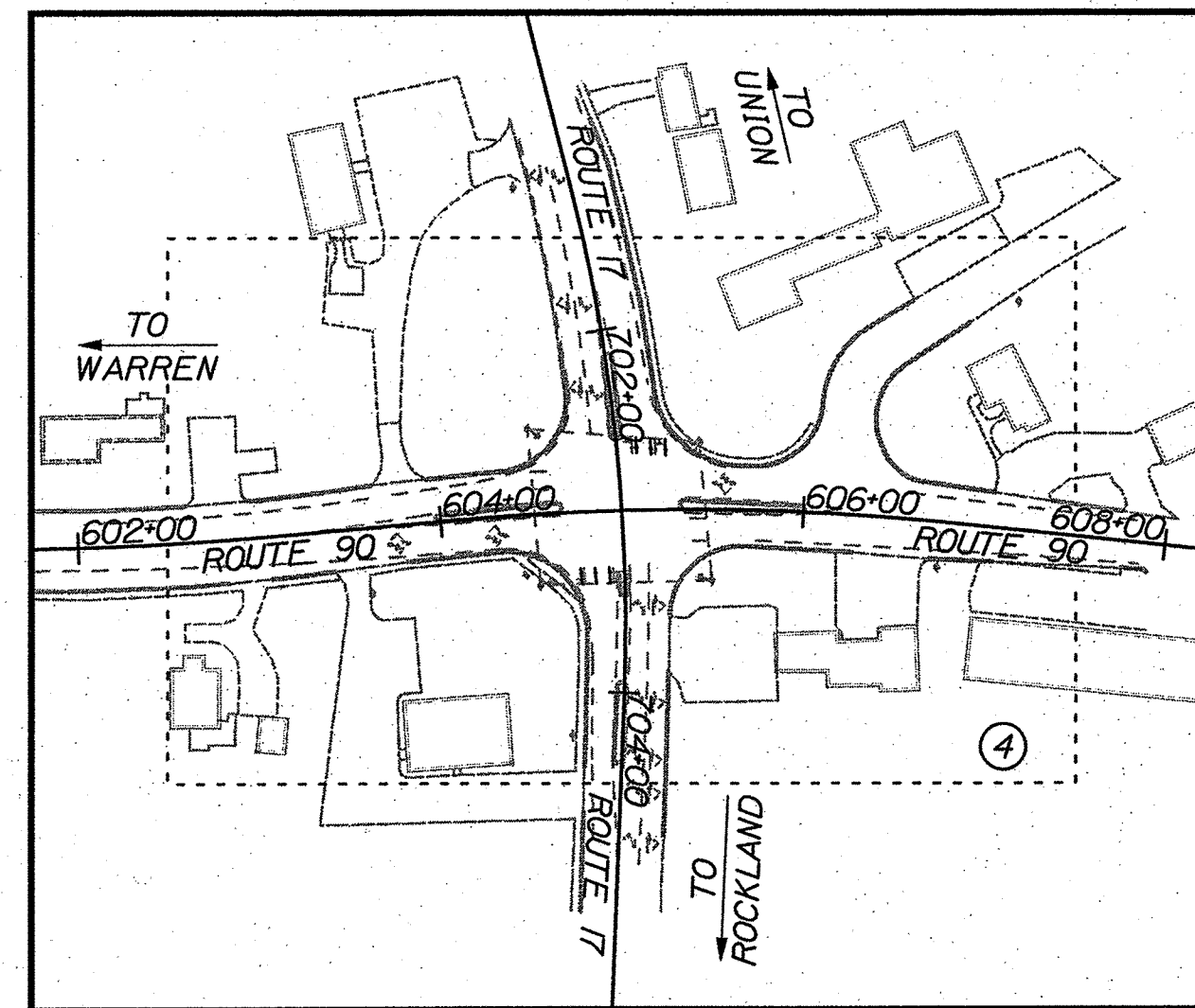
PROGRAM: MULTIMODAL	PROJECT MANAGER: M. KESSEBEN
DESIGNER: B. HAVU	CONSULTANT: GORRILL PALMER
PROJECT RESIDENT: GORRILL PALMER	CONTRACTOR: [Blank]
PROJECT COMPLETION DATE: [Blank]	



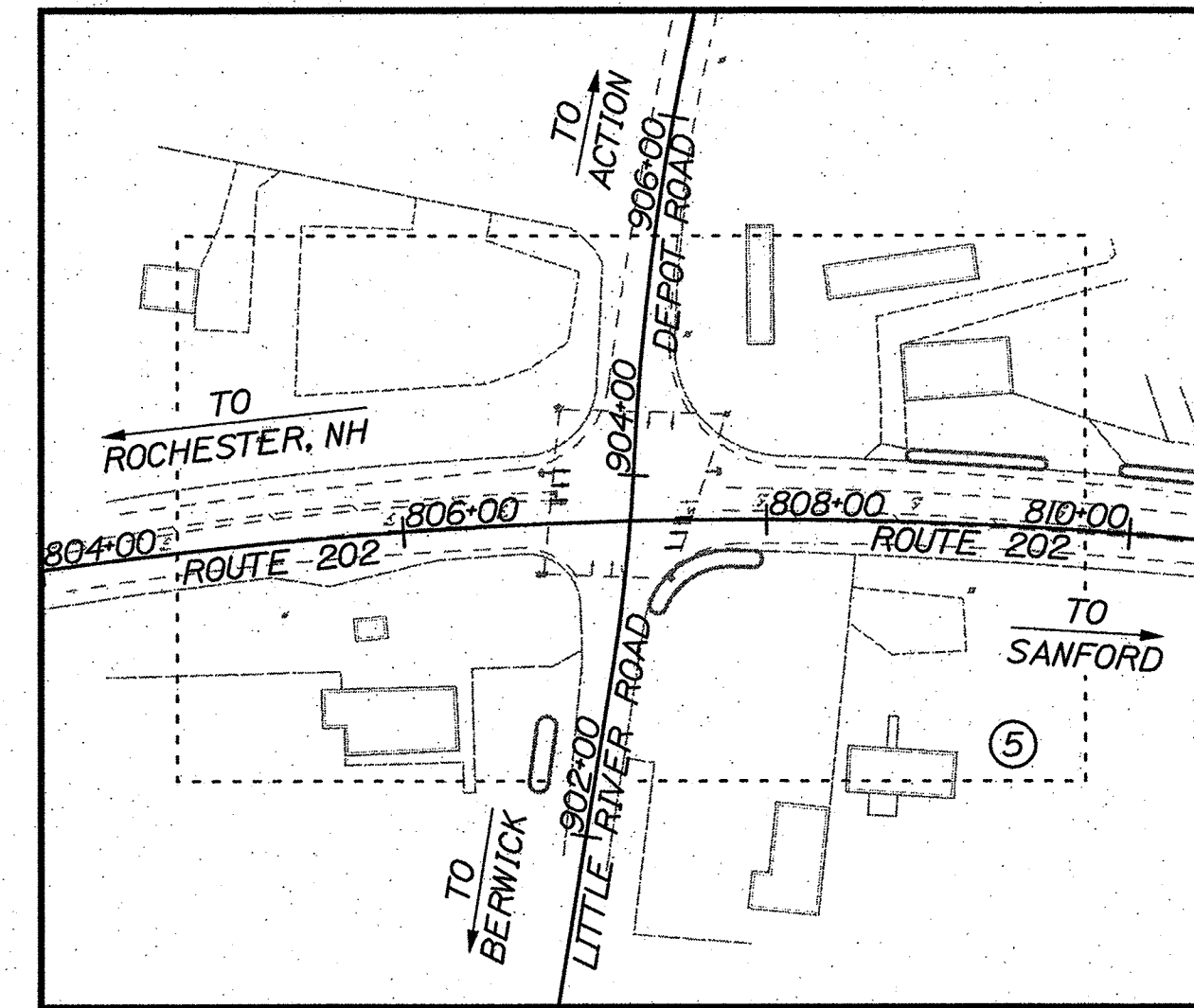
WIN 25955.01 - SABATTUS



WIN 25955.02 - SABATTUS



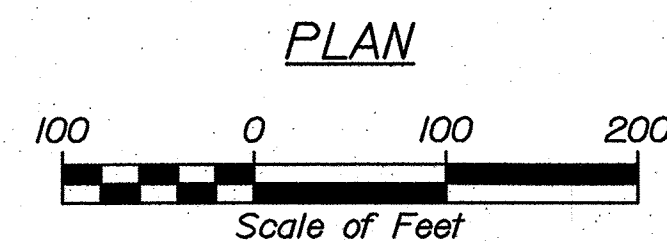
WIN 25955.03 - ROCKPORT



WIN 25955.04 - LEBANON

WIN 25955.01 25955.02 25955.03 25955.04

PROJECT LOCATION:	The project consists of four intersections in MaineDOT Region #1 and Region #2. Sabattus - Route 9 & Route 126 Sabattus - Route 9 & Route 132 Rockport - Route 17 & Route 90 Lebanon - Route 202 & Depot Road
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Traffic Signal Improvements



SABATTUS, ROCKPORT, & LEBANON
TRAFFIC SIGNAL IMPROVEMENTS

SHEET NUMBER

1
OF 7

GORRILL PALMER
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207.772.2515

Date: 6/12/2023

Username: Brandon.Havu

Division: HIGHWAY

Filename: ... \000\Highway\001_Title.dgn

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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, MAINE DOT 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 MRS A 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. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY OPENING PERMITS.
6. ALL EXISTING DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
7. THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND MAINE DOT WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC IMPROVEMENTS AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF WORK.
8. 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.
9. 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.
10. 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.
11. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
12. STATIONS REFERENCED ARE APPROXIMATE.
13. UTILITIES THAT HAVE FACILITIES ARE NOTED IN SPECIAL PROVISION 104.
14. NO GROUND SURVEY WAS OBTAINED FOR THESE PROJECTS. THE PROPOSED DESIGN WAS COMPLETED USING AVAILABLE AERIAL IMAGERY AND SUPPLEMENTED WITH INFORMATION FROM PREVIOUS PROJECT PLANS. UTILITY LOCATIONS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD PRIOR TO THE START OF WORK.

WIN 25955.01, WIN 25955.02, WIN 25955.03 & WIN 25955.04 - SABATTUS, ROCKPORT & LEBANON: TRAFFIC SIGNAL IMPROVEMENTS							
ITEM NO.	ITEM DESCRIPTION	WIN 25955.01 QUANTITY	WIN 25955.02 QUANTITY	WIN 25955.03 QUANTITY	WIN 25955.04 QUANTITY	TOTAL QUANTITY	UNIT
639.21	FIELD OFFICE TYPE D	0.25	0.25	0.25	0.25	1	EA
643.71	TRAFFIC SIGNAL MODIFICATION: SABATTUS, ROUTE 126 AT ROUTE 9/HIGH STREET	1.00				1	LS
643.71	TRAFFIC SIGNAL MODIFICATION: SABATTUS, ROUTE 9/126 AT ROUTE 132/PLEASANT HILL ROAD		1.00			1	LS
643.71	TRAFFIC SIGNAL MODIFICATION: ROCKPORT, ROUTE 17 AT ROUTE 90			1.00		1	LS
643.71	TRAFFIC SIGNAL MODIFICATION: LEBANON, ROUTE 202 AT DEPOT ROAD/LITTLE RIVER ROAD				1.00	1	LS
652.33	DRUM	12.00	12.00	13.00	13.00	50	EA
652.34	CONE	13.00	13.00	12.00	12.00	50	EA
652.35	CONSTRUCTION SIGNS	100.00	100.00	100.00	100.00	400	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	10.00	10.00	10.00	10.00	40	CD
652.38	FLAGGERS	75.00	75.00	75.00	75.00	300	HR
652.38I	TRAFFIC OFFICERS	8.00	8.00	8.00	8.00	32	HR
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	0.25	0.25	0.25	0.25	1	LS
659.10	MOBILIZATION	0.25	0.25	0.25	0.25	1	LS

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
2595501, 2595502, 2595503 & 2595504
 WIN
 25955.01, 25955.02, 25955.03 & 25955.04

PROJ. MANAGER	M. KERSBERGEN	BY	DATE
DESIGN-DETAILED	B. HAVU	J. FITZWALKE	06/23
CHECKED-REVIEWED	R. DUNTON	D. ETTINGER	06/23
DESIGNS-DETAILED	-	-	-
DESIGNS-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SABATTUS, ROCKPORT, & LEBANON
 TRAFFIC SIGNAL IMPROVEMENTS
GENERAL NOTES & ESTIMATED QUANTITIES

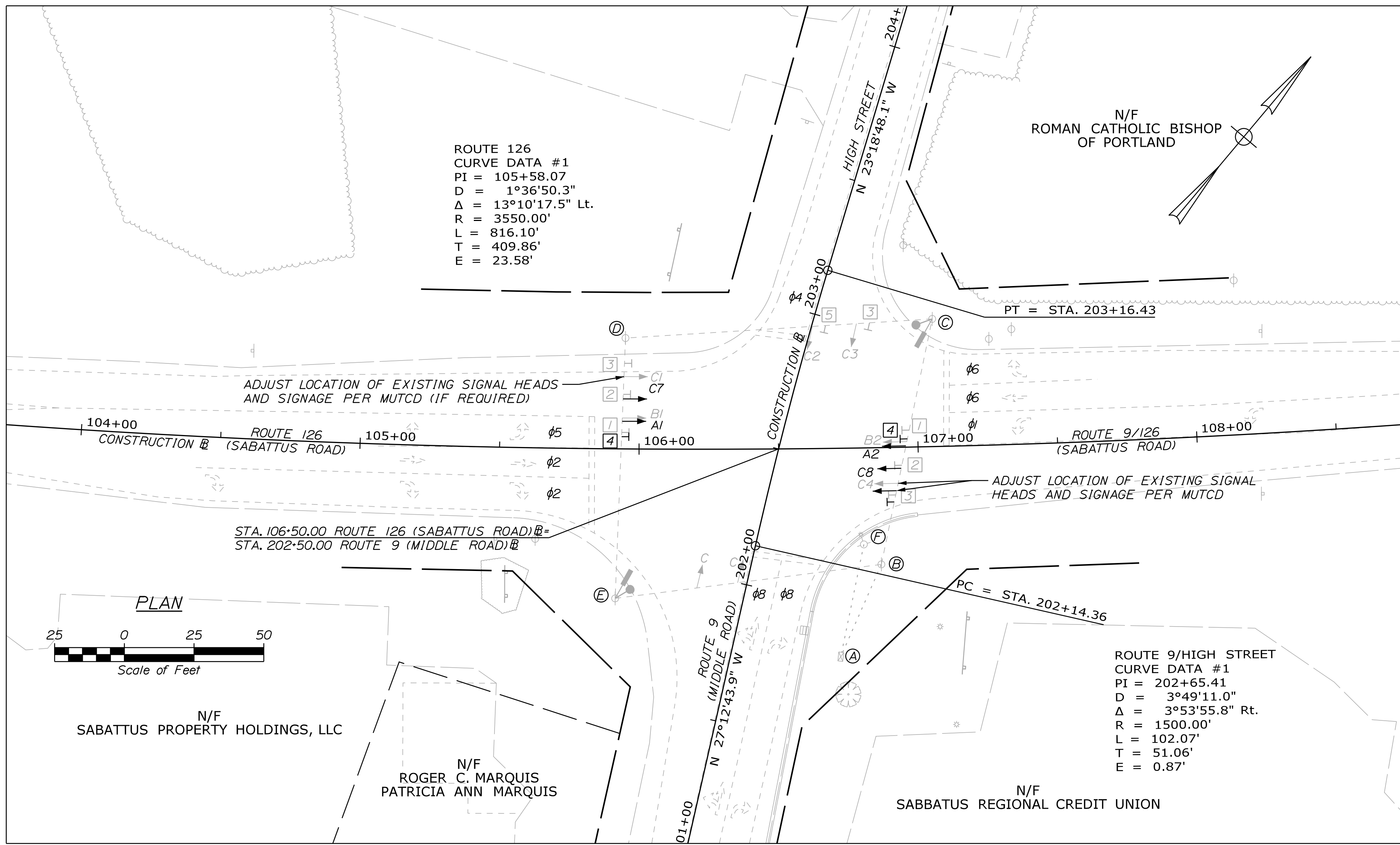
SHEET NUMBER

2

OF 7



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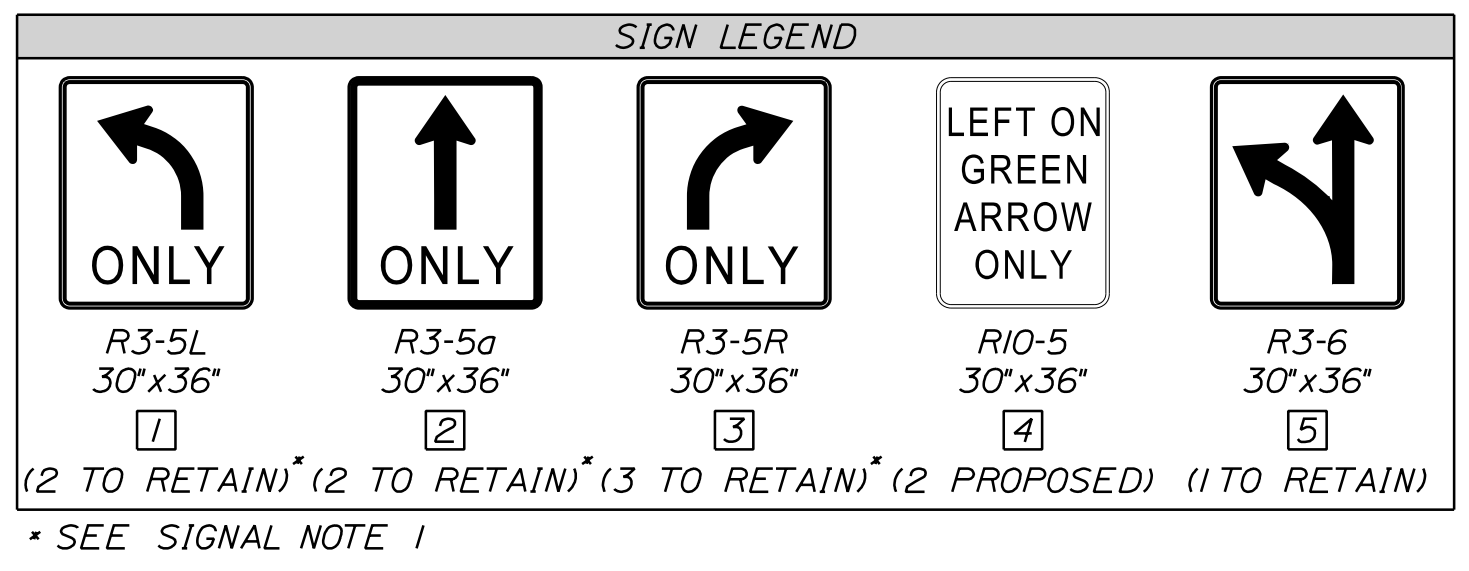
LEGEND		
EXISTING		PROPOSED
	SIGNAL NOTE	
	SIGNAL HEAD	
	VIDEO DETECTOR	
	SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)	
	CONTROLLER CABINET	
	PEDESTRIAN SIGNAL HEAD	
	PEDESTAL POLE	
	SPAN WIRE	
	WOODEN POLE	
	MOUNTED SIGN	
	LED BLANKOUT SIGN	
	EMERGENCY PRE-EMPTION RECEIVER	
	EMERGENCY PRE-EMPTION STROBE	
	ADVANCED VEHICLE DETECTOR	
	OVERHEAD ILLUMINATION	

SIGNAL TIMING SCHEDULE - FREE PLAN								
MOVEMENT	1	2	3	4	5	6	7	8
WBL	EBTR	-	SB	EBL	WBTL	-	NB	
MINIMUM INITIAL	5	5	-	5	5	-	5	
VEHICLE EXTENSION	3.0	3.0	-	3.0	3.0	-	3.0	
MAX I	12	28	-	30	12	28	-	30
MAX II	-	-	-	-	-	-	-	-
YELLOW	4.0	4.5	-	4.0	4.0	4.5	-	4.0
ALL RED	2.5	2.0	-	2.0	2.5	2.0	-	2.0
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
DYN MAX LIMIT	20	45	-	35	20	45	-	35
DYN MAX STEP	5	5	-	5	5	5	-	5
PHASE RECALL	-	SOFT	-	-	-	SOFT	-	-
DETECTOR	PR	PR	-	PR	PR	PR	-	PR
PRE-EMPT/PRIORITY	TO BE IMPLEMENTED UNDER WIN 25321.00							
FLASH	R	Y	-	R	R	Y	-	R
DUAL ENTRY	-	ON	-	ON	-	ON	-	ON

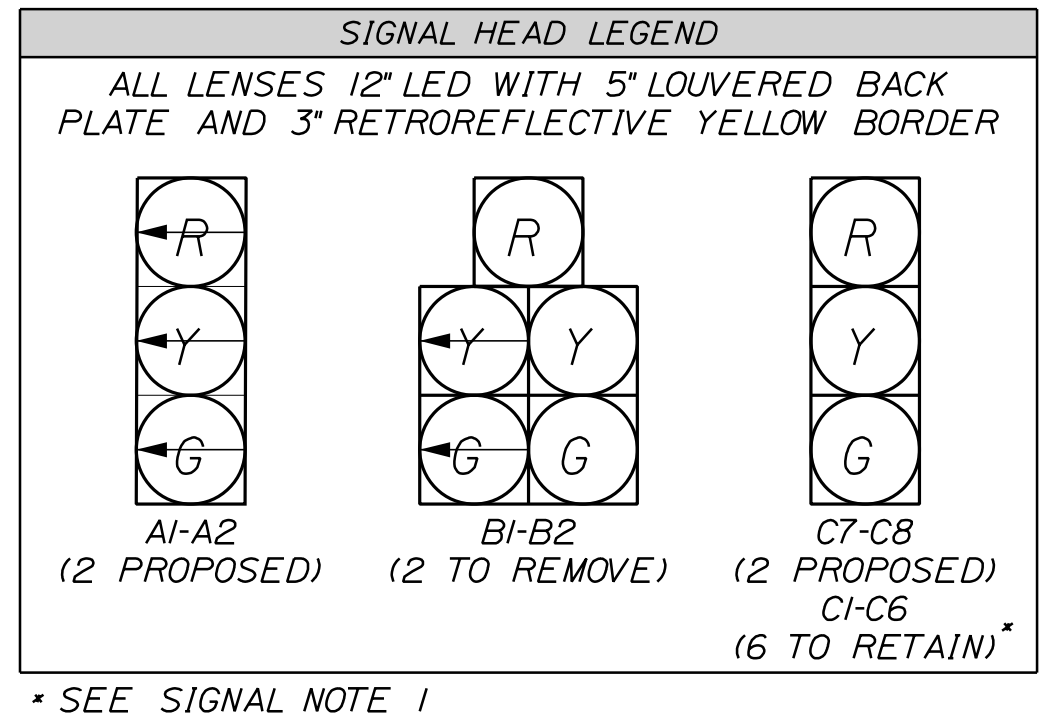
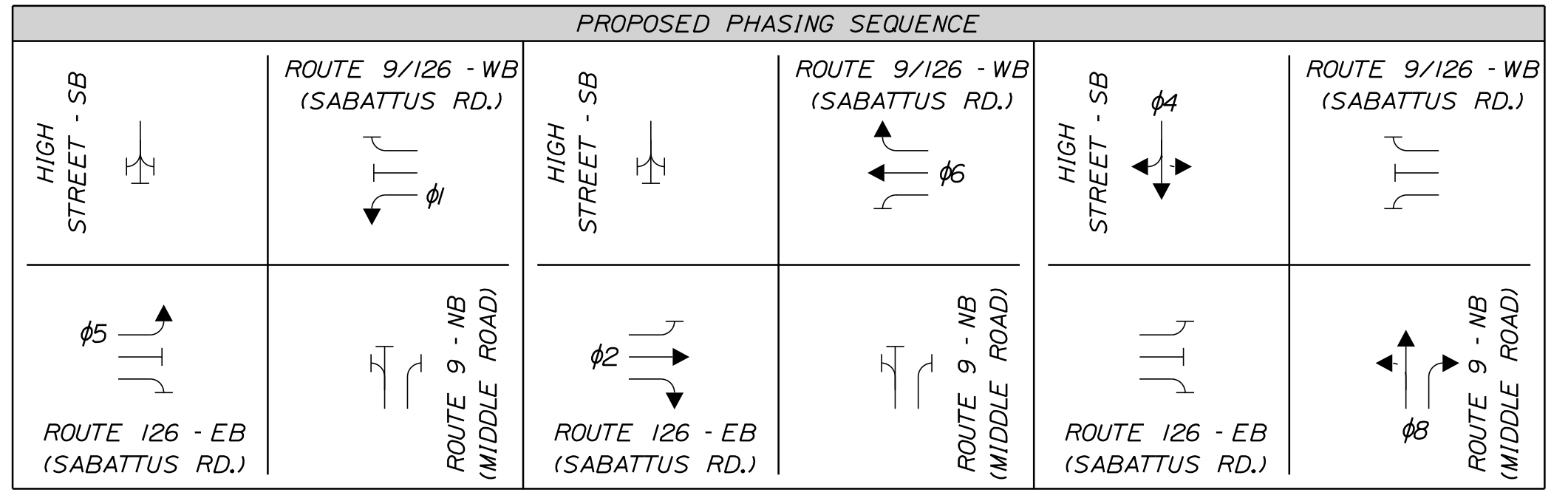
R = RED
Y = YELLOW
L = LOCKING DETECTOR MEMORY
NL = NON-LOCKING DETECTOR MEMORY
PR = PRESENCE

** - EXISTING PHASING/TIMING TO REMAIN
** - PROPOSED PHASING/TIMING

- SIGNAL NOTES**
- LOCATION OF EXISTING SIGNAL EQUIPMENT (HEADS, SIGNAGE, ETC.) SHALL BE ADJUSTED AS NECESSARY. LOCATIONS SHALL COMPLY WITH MUTCD.
 - ALL PROPOSED AND EXISTING SIGNAL SECTIONS SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH 3 INCH YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.
 - EXISTING TOPOGRAPHIC FEATURES AND RIGHT OF WAY LIMITS SHOWN ON THE PLANS WERE DEVELOPED FROM AERIAL IMAGES AND/OR AVAILABLE AS-BUILT PLANS. CONTRACTOR TO VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
 - ADDITIONAL SIGNAL IMPROVEMENTS WILL BE COMPLETED AT THIS LOCATION UNDER WIN 25321.00. ASSOCIATED IMPROVEMENTS MAY INCLUDE (BUT ARE NOT NECESSARILY LIMITED TO) INSTALLATION OF ATC CONTROLLER, CONFLICT MONITOR, ROADSIDE UNIT, FIELD MONITOR UNIT, VIDEO DETECTION, ADVANCED VIDEO DETECTION. CONTRACTOR SHALL COORDINATE WORK AS NECESSARY AND AS DIRECTED BY RESIDENT.



EQUIPMENT SCHEDULE		
DESIGNATION	ITEM	DESCRIPTION
(A)	EXISTING CONTROLLER CABINET	EXISTING GROUND MOUNTED CONTROLLER CABINET AND FOUNDATION - TO REMAIN
(B)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS AND GUY WIRES
(C)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, VIDEO DETECTOR, ADVANCED VEHICLE DETECTOR AND GUY WIRES
(D)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS AND GUY WIRES
(E)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, VIDEO DETECTOR, ADVANCED VEHICLE DETECTOR AND GUY WIRES
(F)	EXISTING WOOD UTILITY POLE	EXISTING UTILITY POLE (POWER SOURCE) WITH OVERHEAD ILLUMINATION TO REMAIN



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2595501
WIN
25955.01

PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. KERSBERGEN	06/23	J. FITZMAURICE	06/23			
B. HAVU		R. DUNTON				
D. ETINGER						
DESIGN DETAILED						
CHECKED/REVIEWED						
DESIGN DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

SABATTUS
ROUTE 9 AND ROUTE 126
SIGNAL PLANS

SHEET NUMBER
3
OF 7

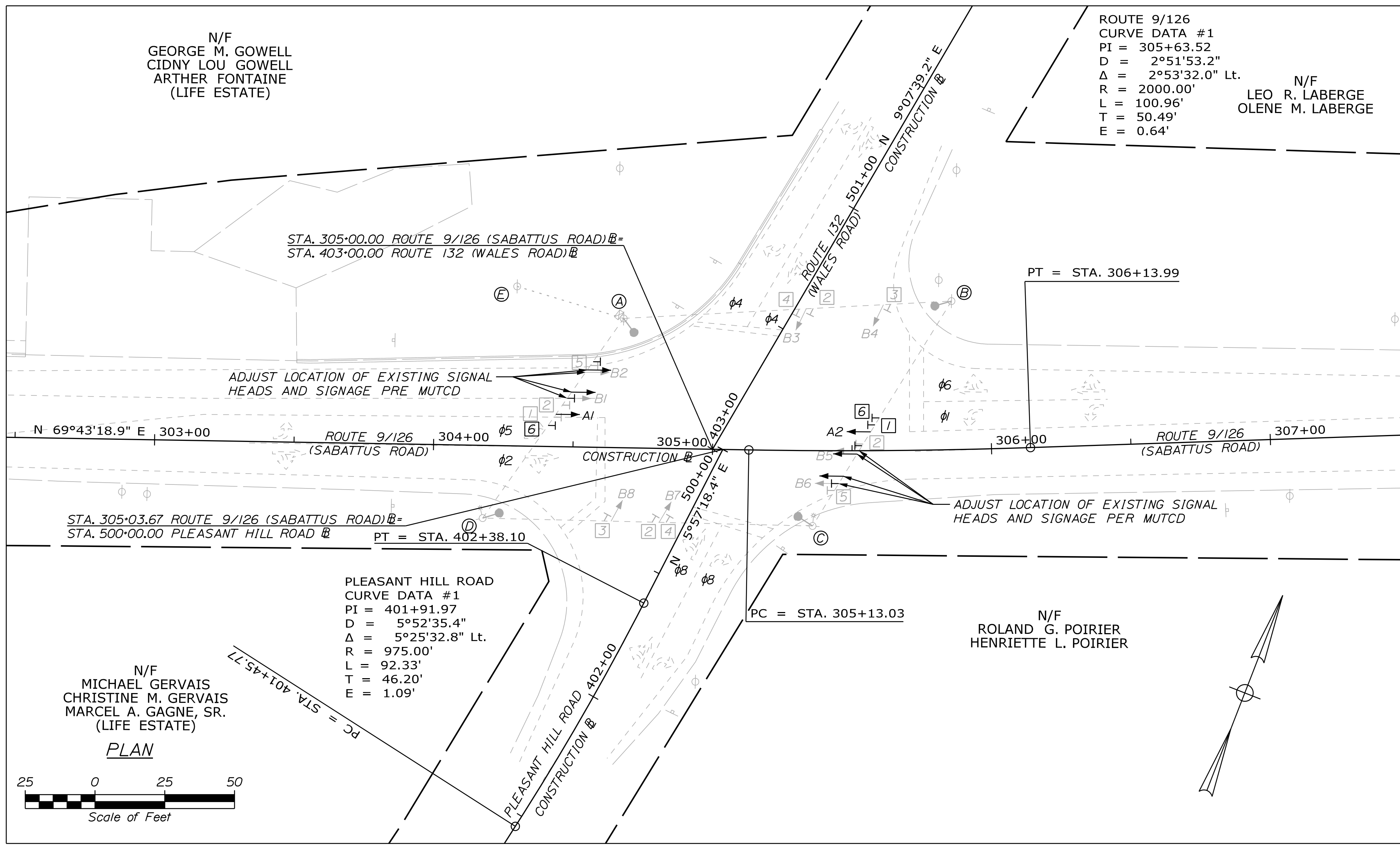
Date: 6/14/2023

Username: Brandon.Hovv

Division: HIGHWAY

Filename: ... \004_HDPan01.dgn

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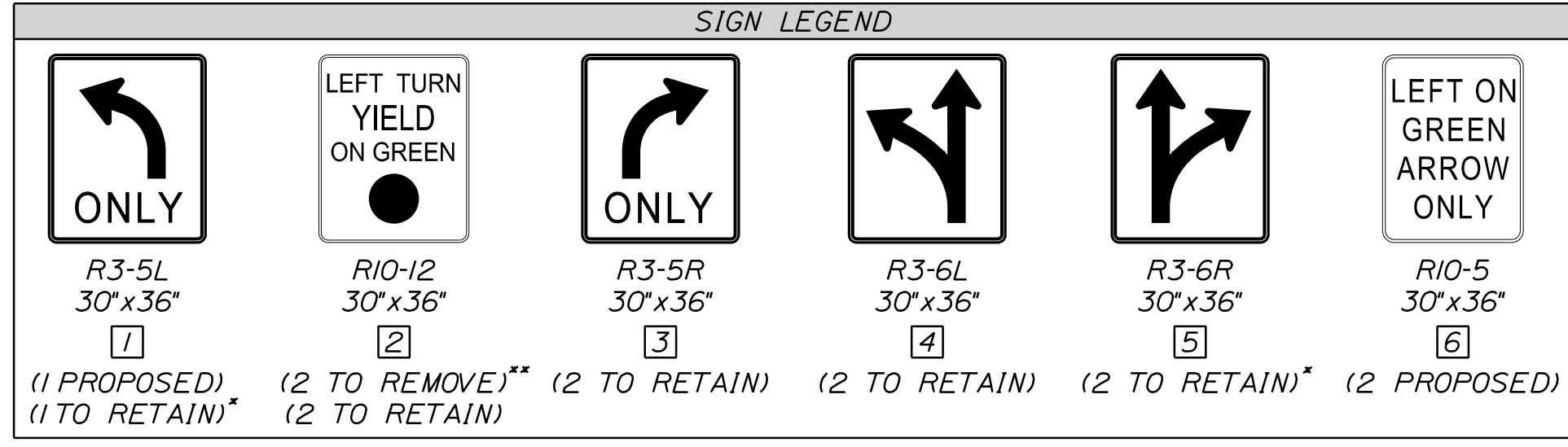
LEGEND		
EXISTING		PROPOSED
	SIGNAL NOTE	
	SIGNAL HEAD	
	VIDEO DETECTOR	
	SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)	
	CONTROLLER CABINET	
	PEDESTRIAN SIGNAL HEAD	
	PEDESTAL POLE	
	SPAN WIRE	
	WOODEN POLE	
	MOUNTED SIGN	
	LED BLANKOUT SIGN	
	EMERGENCY PRE-EMPTION RECEIVER	
	EMERGENCY PRE-EMPTION STROBE	
	ADVANCED VEHICLE DETECTOR	
	OVERHEAD ILLUMINATION	

SIGNAL TIMING SCHEDULE - FREE PLAN								
MOVEMENT	1	2	3	4	5	6	7	8
MINIMUM INITIAL	5	5	-	5	5	5	-	5
VEHICLE EXTENSION	3.0	3.0	-	3.0	3.0	3.0	-	3.0
MAX I	12	38	-	26	12	38	-	26
MAX II	-	-	-	-	-	-	-	-
YELLOW	4.0	4.5	-	4.0	4.0	4.5	-	4.0
ALL RED	2.5	2.0	-	2.0	2.5	2.0	-	2.0
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
DYN MAX LIMIT	20	45	-	35	20	45	-	35
DYN MAX STEP	5	5	-	5	5	5	-	5
PHASE RECALL	-	SOFT	-	-	-	SOFT	-	-
DETECTOR	PR	PR	-	PR	PR	PR	-	PR
PRE-EMPT/PRIORITY	TO BE IMPLEMENTED UNDER WIN 25321.00							
FLASH	R	Y	-	R	R	Y	-	R
DUAL ENTRY	-	ON	-	ON	-	ON	-	ON

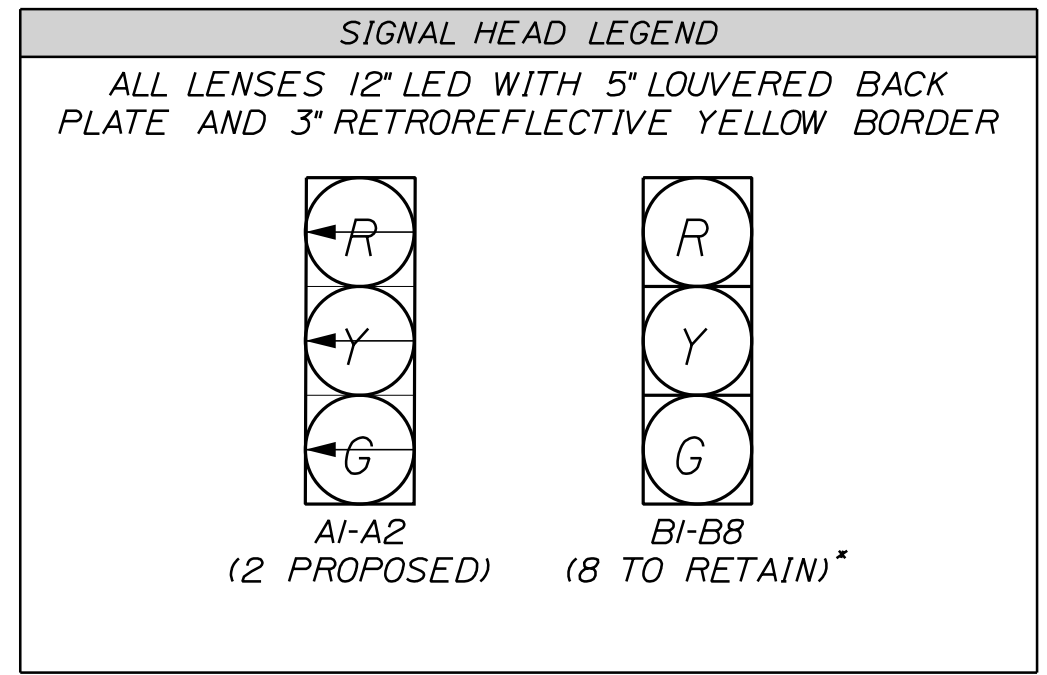
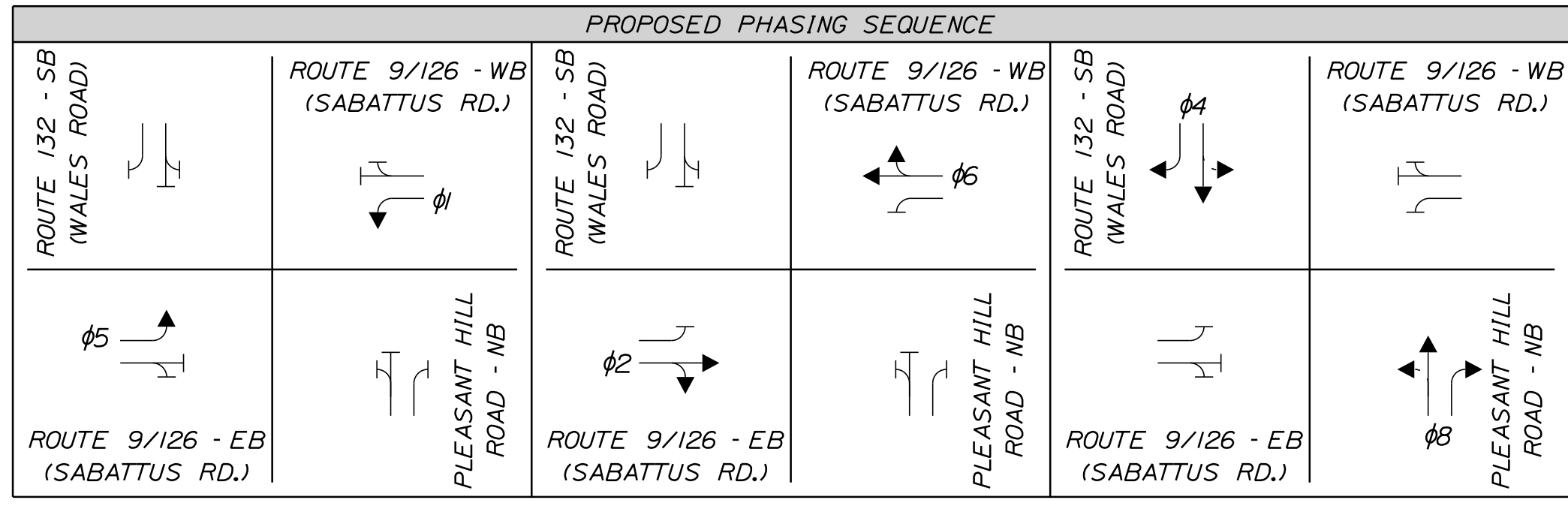
R = RED
 Y = YELLOW
 L = LOCKING DETECTOR MEMORY
 NL = NON-LOCKING DETECTOR MEMORY
 PR = PRESENCE

** - EXISTING PHASING/TIMING TO REMAIN
 ** - PROPOSED PHASING/TIMING

- SIGNAL NOTES**
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 - ALL PROPOSED AND EXISTING SIGNAL SECTIONS SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH 3 INCH YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.
 - EXISTING TOPOGRAPHIC FEATURES AND RIGHT OF WAY LIMITS SHOWN ON THE PLANS WERE DEVELOPED FROM AERIAL IMAGES AND/OR AVAILABLE AS-BUILT PLANS. CONTRACTOR TO VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.



EQUIPMENT SCHEDULE		
DESIGNATION	ITEM	DESCRIPTION
(A)	EXISTING SPAN WIRE WOOD POLE AND CONTROLLER CABINET	EXISTING WOOD POLE, POLE MOUNTED CONTROLLER CABINET, SPAN WIRE WITH TETHER, ADVANCED DETECTOR, OVERHEAD LANE USE SIGN, SIGNAL HEADS AND GUY WIRE
(B)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, ADVANCED VEHICLE DETECTOR AND GUY WIRES
(C)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, ADVANCED VEHICLE DETECTOR, OVERHEAD ILLUMINATION AND GUY WIRES
(D)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, ADVANCED VEHICLE DETECTOR, OVERHEAD ILLUMINATION AND GUY WIRES
(E)	EXISTING WOOD UTILITY POLE	EXISTING UTILITY POLE (POWER SOURCE) TO REMAIN



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2595502
 WIN 25955.02

PROJ. MANAGER: M. KERSBERGEN
 DESIGN-DETAILED: E. HAVU
 CHECKED-REVIEWED: R. DUNTON
 DESIGNS-DETAILED: -
 REVISIONS: 1
 REVISIONS: 2
 REVISIONS: 3
 REVISIONS: 4
 FIELD CHANGES: -

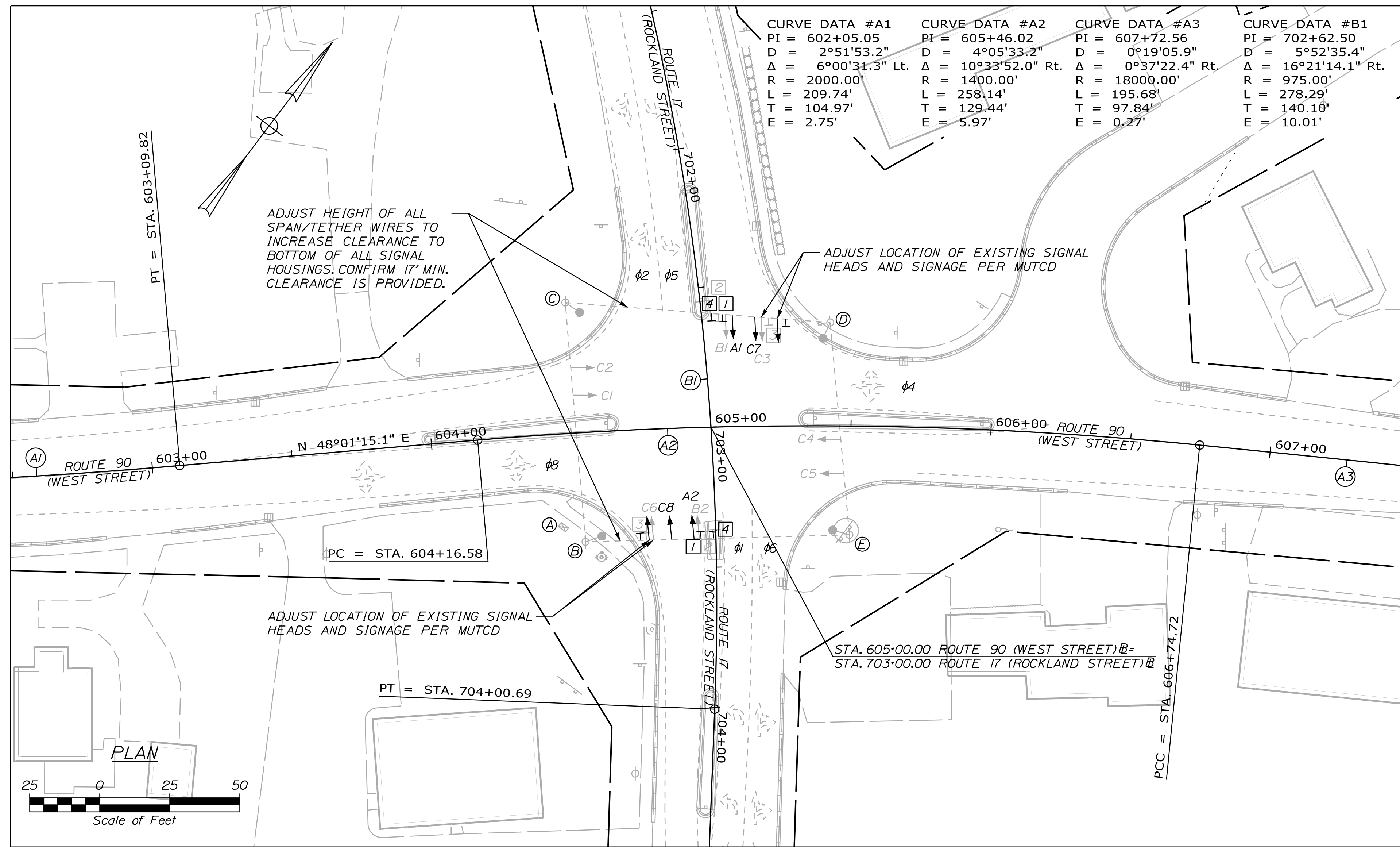
DATE: 06/23
 BY: J. FITZWARRIE
 D. ETTINGER

SIGNATURE: _____
 P.E. NUMBER: _____
 DATE: _____

SABATTUS
 ROUTE 9 AND ROUTE 132
 SIGNAL PLANS

SHEET NUMBER
 4
 OF 7

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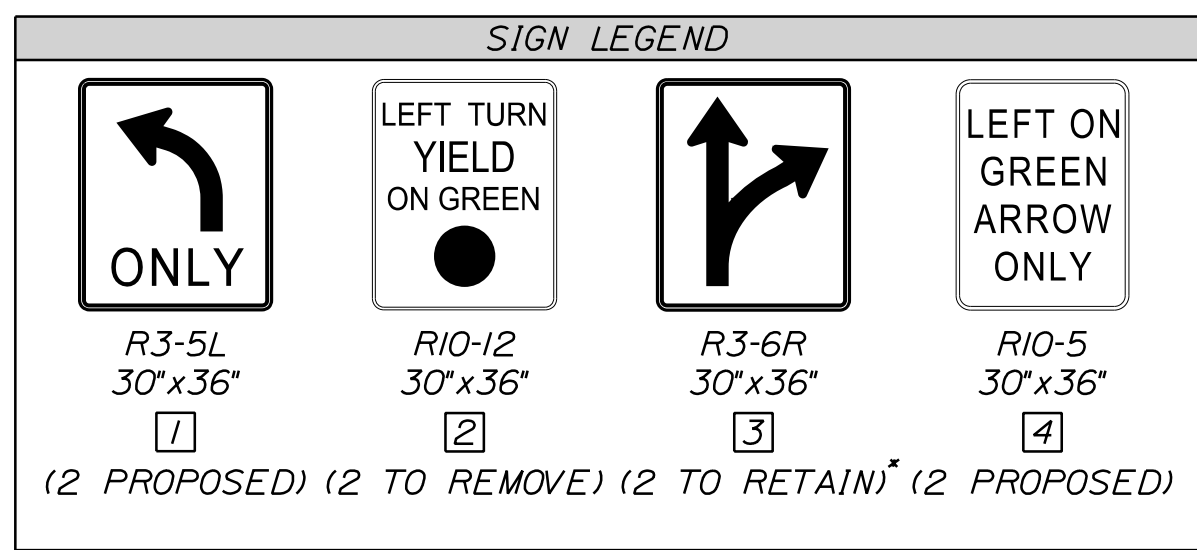
LEGEND		
EXISTING		PROPOSED
	SIGNAL NOTE	
	SIGNAL HEAD	
	VIDEO DETECTOR	
	SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)	
	CONTROLLER CABINET	
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	MOUNTED SIGN	
	LED BLANKOUT SIGN	
	EMERGENCY PRE-EMPTION RECEIVER	
	EMERGENCY PRE-EMPTION STROBE	
	ADVANCED VEHICLE DETECTOR	
	OVERHEAD ILLUMINATION	

SIGNAL TIMING SCHEDULE - FREE PLAN								
MOVEMENT	1	2	3	4	5	6	7	8
NBL	SBTR	-	WB	SBL	NBTR	-	EB	
MINIMUM INITIAL	5	5	-	5	5	5	-	5
VEHICLE EXTENSION	3.0	4.0	-	3.0	3.0	4.0	-	3.0
MAX I	12	30	-	30	12	30	-	30
MAX II	-	-	-	-	-	-	-	-
YELLOW	3.5	4.0	-	4.5	3.5	4.0	-	4.5
ALL RED	2.5	2.0	-	2.5	2.5	2.0	-	2.5
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
DYN MAX LIMIT	25	50	-	50	25	50	-	50
DYN MAX STEP	5	5	-	5	5	5	-	5
PHASE RECALL	-	SOFT	-	-	-	SOFT	-	-
DETECTOR	PR	PR	-	PR	PR	PR	-	PR
PRE-EMPT/PRIORITY	TO BE IMPLEMENTED UNDER WIN 25321.00							
FLASH	R	Y	-	R	R	Y	-	R
DUAL ENTRY	-	ON	-	ON	-	ON	-	ON

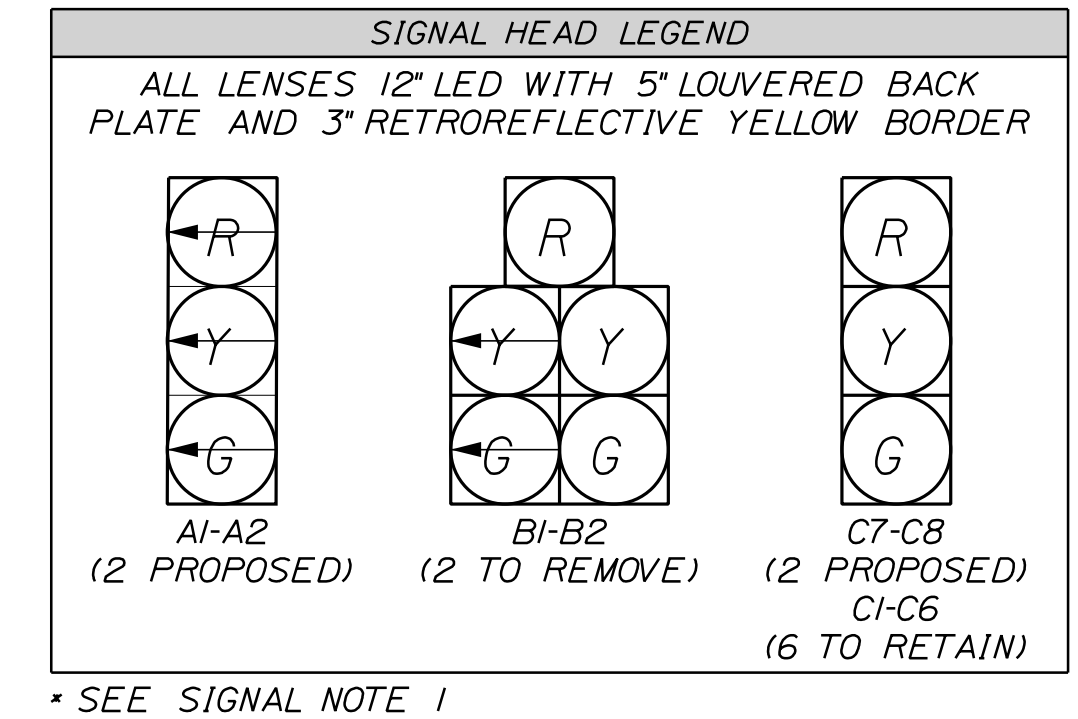
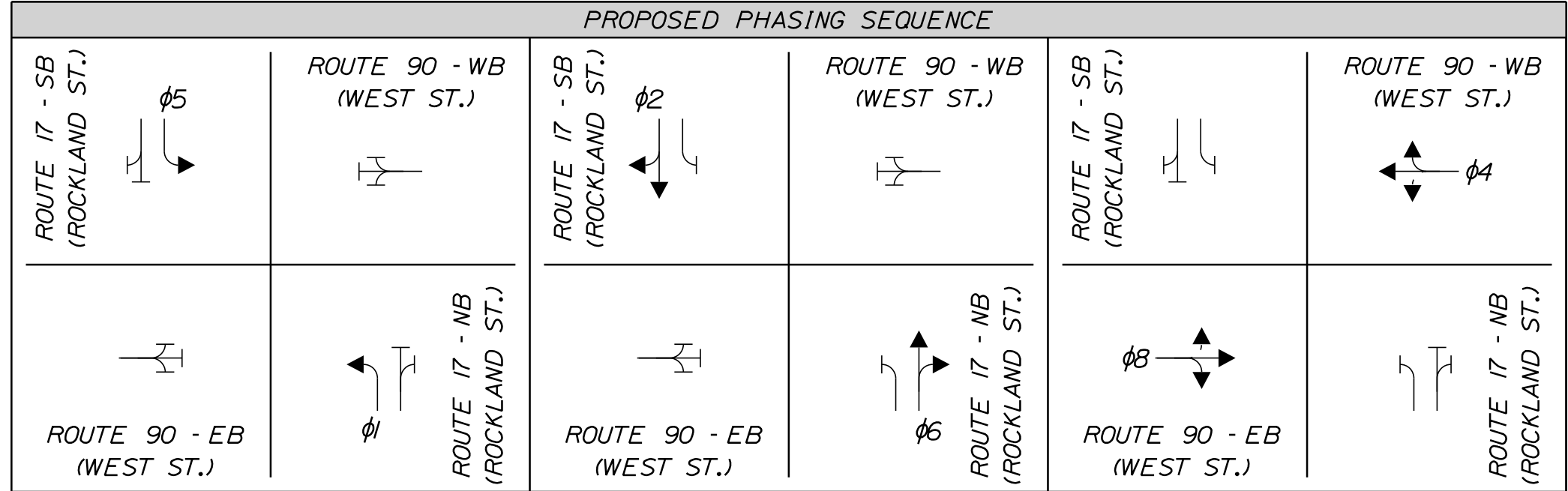
R = RED
 Y = YELLOW
 L = LOCKING DETECTOR MEMORY
 NL = NON-LOCKING DETECTOR MEMORY
 PR = PRESENCE

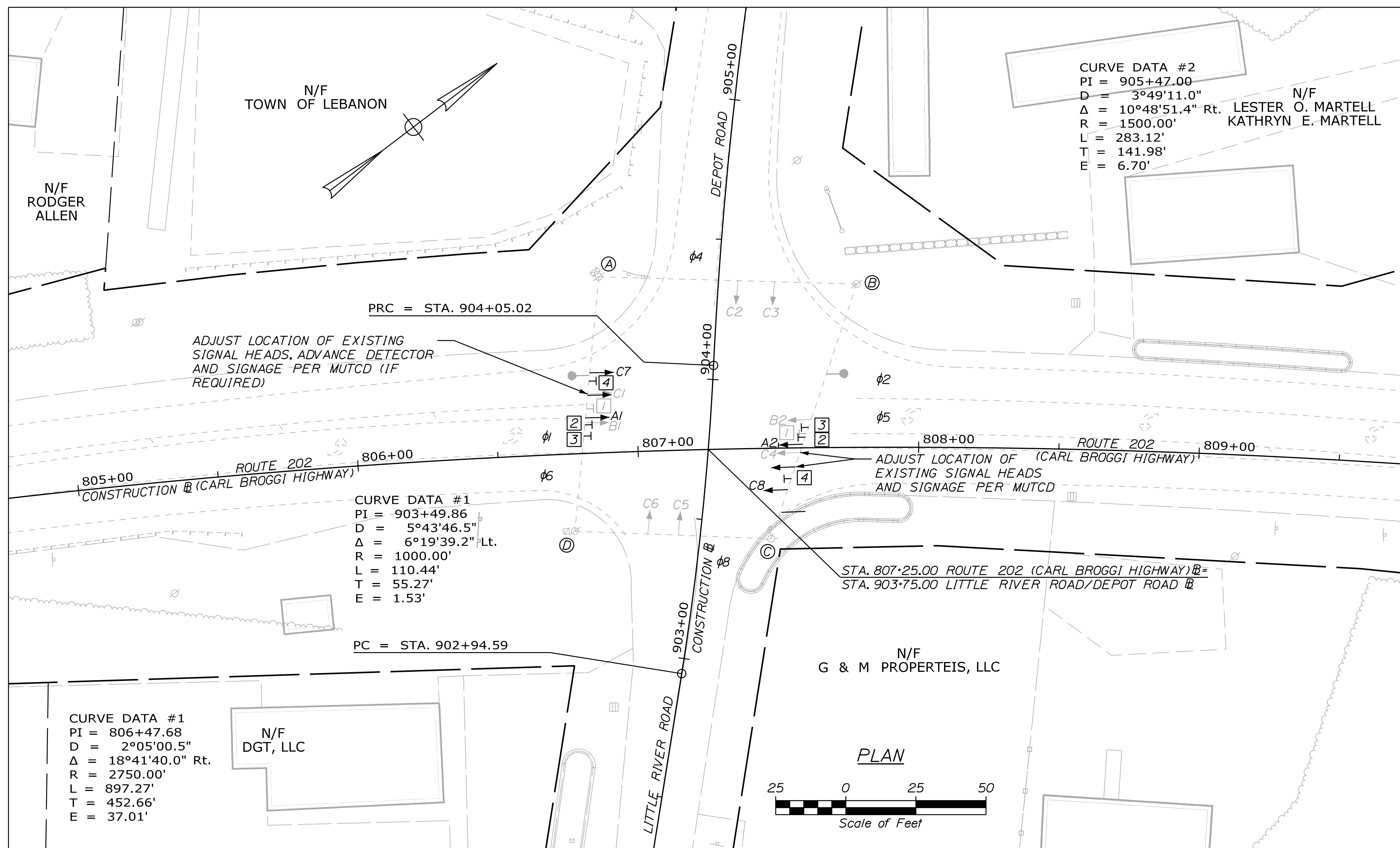
** - EXISTING PHASING/TIMING TO REMAIN
 ** - PROPOSED PHASING/TIMING

- SIGNAL NOTES**
- LOCATION OF EXISTING SIGNAL EQUIPMENT (HEADS, SIGNAGE, ETC.) SHALL BE ADJUSTED AS NECESSARY. LOCATIONS SHALL COMPLY WITH MUTCD.
 - ALL PROPOSED AND EXISTING SIGNAL SECTIONS SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH 3 INCH YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.
 - EXISTING TOPOGRAPHIC FEATURES AND RIGHT OF WAY LIMITS SHOWN ON THE PLANS WERE DEVELOPED FROM AERIAL IMAGES AND/OR AVAILABLE AS-BUILT PLANS. CONTRACTOR TO VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
 - ADDITIONAL SIGNAL IMPROVEMENTS WILL BE COMPLETED AT THIS LOCATION UNDER WIN 25321.00 ASSOCIATED IMPROVEMENTS MAY INCLUDE (BUT ARE NOT NECESSARILY LIMITED TO) INSTALLATION OF ATC CONTROLLER, CONFLICT MONITOR, ROADSIDE UNIT, FIELD MONITOR UNIT, VIDEO DETECTION, ADVANCE DETECTION. CONTRACTOR SHALL COORDINATE WORK AS NECESSARY AND AS DIRECTED BY RESIDENT.



EQUIPMENT SCHEDULE		
DESIGNATION	ITEM	DESCRIPTION
(A)	EXISTING CONTROLLER CABINET	GROUND MOUNTED CONTROLLER CABINET AND FOUNDATION - TO REMAIN
(B)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, ADVANCED VEHICLE DETECTOR AND GUY WIRES
(C)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, ADVANCED VEHICLE DETECTOR AND GUY WIRES
(D)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, ADVANCED VEHICLE DETECTOR, OVERHEAD ILLUMINATION AND GUY WIRES
(E)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, ADVANCED VEHICLE DETECTOR AND GUY WIRES





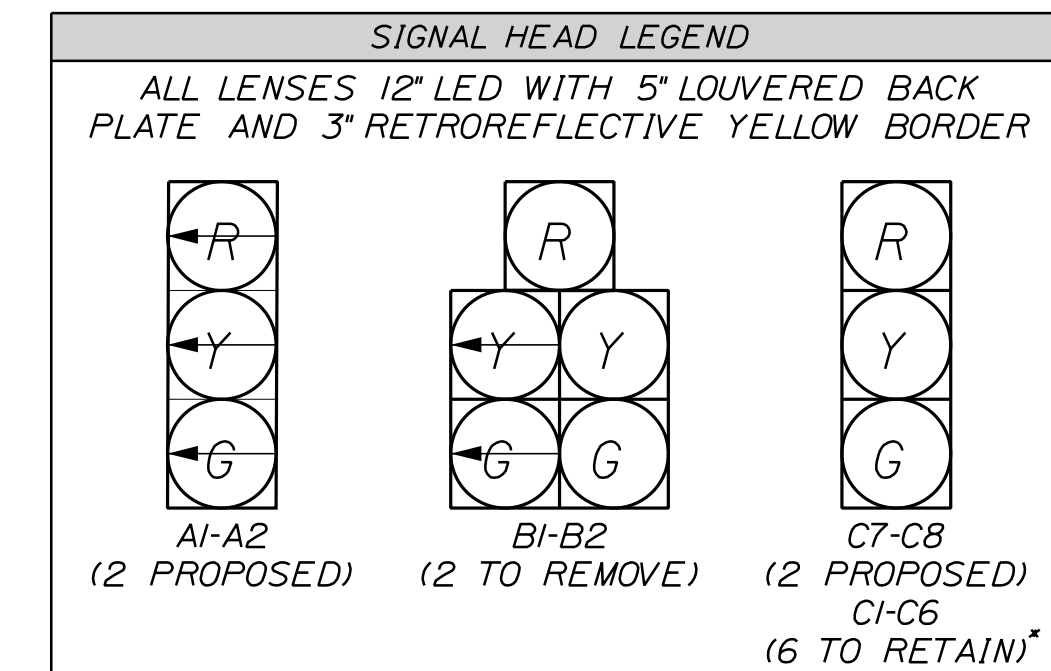
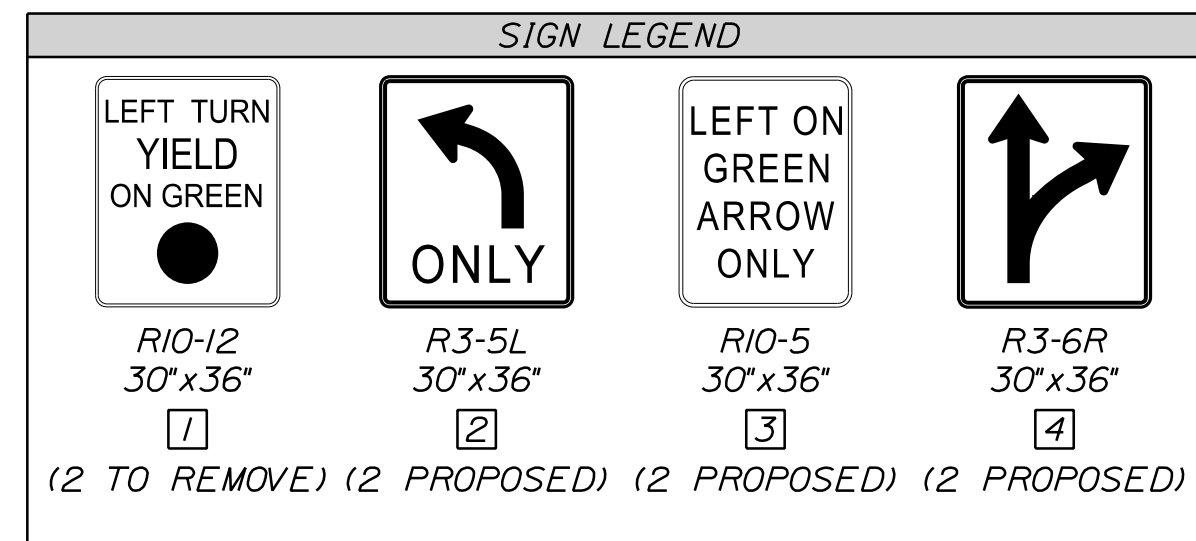
LEGEND	
EXISTING	PROPOSED

SIGNAL TIMING SCHEDULE - FREE PLAN								
	1	2	3	4	5	6	7	8
MOVEMENT	EBL	WBTR	-	SB	WBL	EBTR	-	NB
MINIMUM INITIAL	5	5	-	5	5	5	-	5
VEHICLE EXTENSION	2.5	1.5	-	2.5	2.5	1.5	-	2.5
MAX I	10	20	-	20	10	20	-	20
MAX II	-	-	-	-	-	-	-	-
YELLOW	4.0	5.0	-	4.5	4.0	5.0	-	4.5
ALL RED	2.0	2.0	-	2.0	2.0	2.0	-	2.0
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
DYN MAX LIMIT	-	55	-	-	55	-	-	-
DYN MAX STEP	-	5	-	-	5	-	-	-
PHASE RECALL	-	SOFT	-	-	SOFT	-	-	-
DETECTOR	PR	PR	-	PR	PR	PR	-	PR
PRE-EMPT/PRIORITY	TO BE IMPLEMENTED UNDER WIN 25321.00							
FLASH	R	Y	-	R	R	Y	-	R
DUAL ENTRY	OFF	ON	-	ON	OFF	ON	-	ON

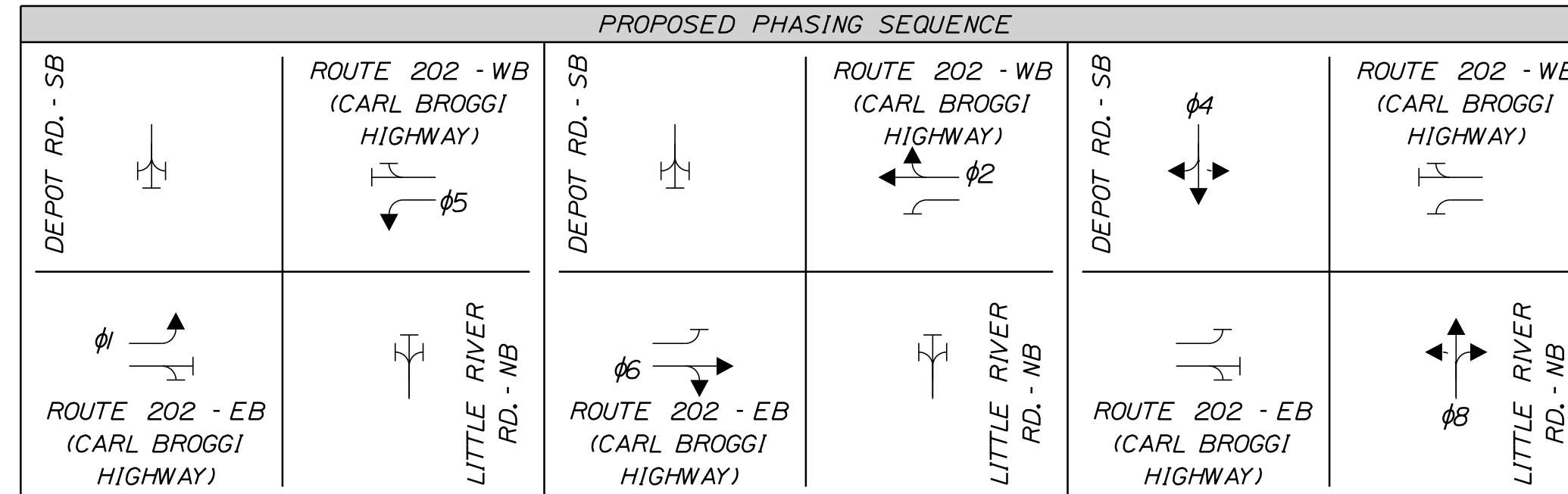
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** - EXISTING PHASING/TIMING TO REMAIN
 ** - PROPOSED PHASING/TIMING

- SIGNAL NOTES**
- LOCATION OF EXISTING SIGNAL EQUIPMENT (HEADS, SIGNAGE, ETC.) SHALL BE ADJUSTED AS NECESSARY. LOCATIONS SHALL COMPLY WITH MUTCD.
 - ALL PROPOSED AND EXISTING SIGNAL SECTIONS SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH 3 INCH YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.
 - EXISTING TOPOGRAPHIC FEATURES AND RIGHT OF WAY LIMITS SHOWN ON THE PLANS WERE DEVELOPED FROM AERIAL IMAGES AND/OR AVAILABLE AS-BUILT PLANS. CONTRACTOR TO VERIFY EXISTING CONDITIONS PRIOR TO CONSTRUCTION.
 - ADDITIONAL SIGNAL IMPROVEMENTS WILL BE COMPLETED AT THIS LOCATION UNDER WIN 25321.00. ASSOCIATED IMPROVEMENTS MAY INCLUDE (BUT NOT LIMITED TO) INSTALLATION OF ATC CONTROLLER, CONFLICT MONITOR, ROADSIDE UNIT, FIELD MONITOR UNIT, VIDEO DETECTION, ADVANCED DETECTION. CONTRACTOR SHALL COORDINATE WORK AS NECESSARY AND AS DIRECTED BY RESIDENT.



EQUIPMENT SCHEDULE		
DESIGNATION	ITEM	DESCRIPTION
(A)	EXISTING SPAN WIRE WOOD POLE AND CONTROLLER CABINET	EXISTING WOOD POLE, POLE MOUNTED CONTROLLER CABINET, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS AND GUY WIRES
(B)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, AND GUY WIRES
(C)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, AND GUY WIRES
(D)	EXISTING SPAN WIRE WOOD POLE	EXISTING WOOD POLE, SPAN WIRE WITH TETHER, OVERHEAD LANE USE SIGNS, SIGNAL HEADS, AND GUY WIRES



STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2595504
 WIN
 25955.04

PROJ. MANAGER: M. KERSBERGEN
 BY: J. FITZMAURICE
 CHECKED: R. DUNTON
 DATE: 06/23
 SIGNATURE: _____
 P.E. NUMBER: _____
 DATE: _____

DESIGN-DETAILED: J. HAVU
 CHECKED-REVIEWED: R. DUNTON
 DATE: 06/23
 DESIGNS-DETAILED: _____
 REVISIONS: 1
 REVISIONS: 2
 REVISIONS: 3
 REVISIONS: 4
 FIELD CHANGES: _____

LEBANON
 ROUTE 202 AND DEPOT ROAD
 SIGNAL PLANS

SHEET NUMBER

6
 OF 7

SIGNAL NOTES

1. ALL MATERIALS AND WORK SHALL CONFORM TO THE APPLICABLE MUNICIPALITY 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 APPLICABLE MUNICIPALITY 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, THE APPLICABLE MUNICIPALITY 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 APPLICABLE MUNICIPALITY 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 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.
12. 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.
13. 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.
14. ALL SIGNAL SECTIONS (NEW AND EXISTING) 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.
15. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.
16. ANY DAMAGE TO SLOPES OR PAVEMENT SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT. COSTS OF REPAIRS SHALL BE INCIDENTAL TO PAYMENT UNDER SECTIONS 643.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET OCCUPANCY OR OPENING PERMITS.
18. ALL CONFLICTING SIGNS AND PAVEMENT MARKERS SHALL BE PERMANENTLY REMOVED.
19. 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.
20. ALL SIGNAL HEADS AND SIGNS ON SPAN WIRES SHALL BE TETHERED.
21. 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.

22. ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE AND REINFORCED WITH METAL STIFFENERS.
23. SEE STANDARD SPECIFICATIONS AND STANDARD DETAILS, CURRENT EDITION FOR CONTROLLER EQUIPMENT REQUIREMENTS.
24. ALL SIGNAL CABLE SHALL BE IMSA RATED.
25. THE CONTRACTOR IS DIRECTED TO STANDARD/SUPPLEMENTAL SPECIFICATION 718 FOR ADDITIONAL INFORMATION RELATED TO THE CONTROLLER AND CONTROLLER CABINET. STANDARD/SUPPLEMENTAL SPECIFICATION 718 EXPANDS UPON THE INFORMATION FOUND IN THESE NOTES. AS SUCH, THE MORE RESTRICTIVE LANGUAGE BETWEEN THESE NOTES AND STANDARD/SUPPLEMENTAL SPECIFICATION 718 SHALL GOVERN THE WORK TO BE PERFORMED UNDER THIS PROJECT.
26. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A MINIMUM PERIOD OF ONE YEAR AFTER INSTALLATION AND ACCEPTANCE.
27. 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.
28. 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.
29. OVERHEAD LANE USE SIGNAGE (PROPOSED OR EXISTING) SHALL BE CONSIDERED INCIDENTAL TO 643 PAY ITEMS.
30. CONTRACTOR SHALL ASSESS THE CONDITION OF EXISTING SIGNAL HEADS TO REMAIN. IF DAMAGED HEADS ARE PRESENT THEY SHALL BE REPLACED AND SHALL BE CONSIDERED INCIDENTAL TO THE 643 PAY ITEMS.
31. ADDITIONAL SIGNAL IMPROVEMENTS WILL BE COMPLETED AT THE LOCATION OF WIN 25955.01, WIN 25955.03 AND WIN 25955.04. THESE IMPROVEMENTS WILL BE COMPLETED UNDER WIN 25321.00 AND MAY INCLUDE (BUT ARE NOT NECESSARILY LIMITED TO) INSTALLATION OF ATC CONTROLLER, CONFLICT MONITOR, ROADSIDE UNIT, FIELD MONITOR UNIT, VIDEO DETECTION, ADVANCED VIDEO DETECTION. CONTRACTOR SHALL COORDINATE WORK AS NECESSARY AND AS DIRECTED BY THE RESIDENT.

Date: 6/14/2023

Username: Brandon.Hovv

Division: HIGHWAY

Filename: ... \000\Highway\007_SignalNotes.dgn

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2595501, 2595502, 2595503 & 2595504
WIN
25955.01, 25955.02, 25955.03 & 25955.04

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	M. KERSBERGEN	BY	DATE
CHECKED-DETAILED	B. HAVU	J. FITZMAURICE	06/23
DESIGN-DETAILED	R. DUNTON	D. ETTINGER	06/23
DESIGNS-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SABATTUS, ROCKPORT, & LEBANON
TRAFFIC SIGNAL IMPROVEMENTS
SIGNAL NOTES

SHEET NUMBER

7
OF 7



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