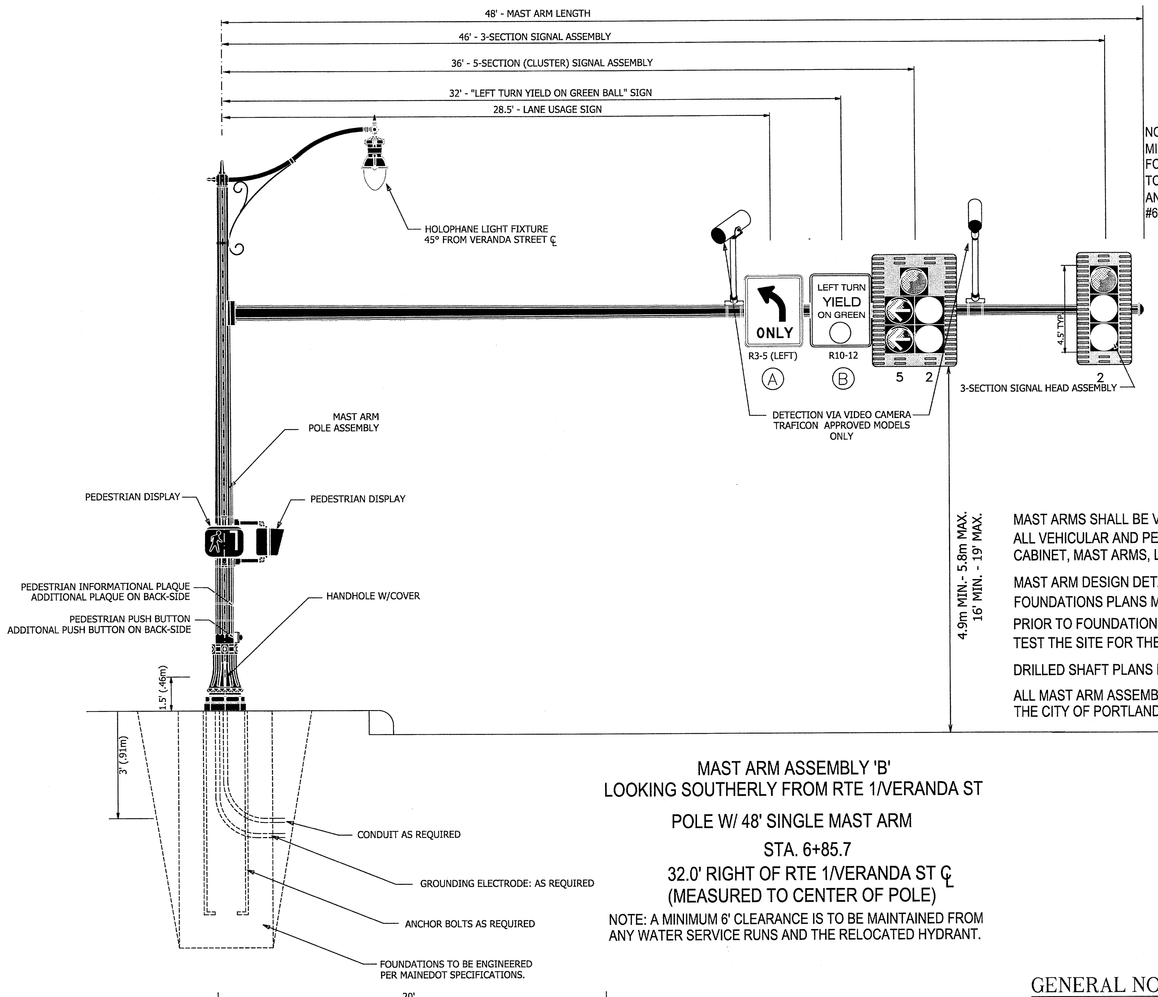

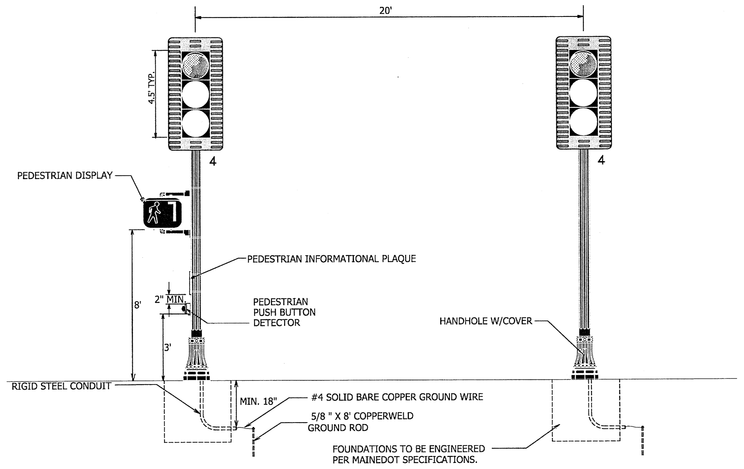

POST MOUNTED SIGNAL HEAD DISPLAYS
LOOKING WESTERLY FROM MARTIN'S POINT DRIVE
STA. 7+01.0 & 7+21.0
28.4' LEFT OF RTE 1/VERANDA ST ℄
(MEASURED TO CENTER OF POSTS)

GENERAL NOTES

1) THIS SIGNAL INSTALLATION PLAN HAS BEEN PREPARED IN ACCORDANCE WITH THE STATE OF MAINE DEPARTMENT OF TRANSPORTATION'S STANDARD SPECIFICATIONS, DATED NOVEMBER 2002 AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, LATEST EDITION, AND SUPPLEMENTS THERETO NOTED IN ANY SPECIAL PROVISIONS FOR THIS PROJECT.

2) LOCATION OF SIGNAL HEADS, STRIPING, STOP BARS, PULL BOXES, CONTROLLER CABINET, ETC. ARE APPROXIMATE. ANY SIGNIFICANT DEVIATION FROM THE LOCATIONS IDENTIFIED ON THE PLAN WILL BE APPROVED BY THE DESIGN ENGINEER.

3) THE CONTROLLER SHALL BE COMPATIBLE WITH EXISTING NAZTEC STREETWISE ATMS SOFTWARE. THE CONTROL CABINET SHALL BE NAZTEC MODEL M34 OR P44 TS2 TYPE 1 SERIES ONLY. THE CONTROLLER SHALL BE NAZTEC MODEL 980 SERIES ONLY. MALFUNCTION MANAGEMENT UNITS SHALL BE NAZTEC MODEL MMU–516E ONLY.

4) THE SIGNAL CONTRACTOR SHALL CONFIRM THE LOCATION OF ALL UTILITIES IN THE PROJECT AREA AND ENSURE THAT THE REQUIREMENTS OF UTILITIES COMPANIES ARE SATISFIED WHEN INSTALLING THE TRAFFIC SIGNAL.

5) THE SIGNAL CONTRACTOR SHALL COORDINATE ALL SIGNAL INSTALLATION WORK WITH THE MAINEDOT, ITS LOCAL DIVISION OFFICE AND THE CITY OF PORTLAND.

6) VEHICULAR DETECTION SHALL CONSIST OF TRAFICON VIDEO DETECTOR UNIT (MODEL VIP 3.1 & VIP 3.2 SERIES ONLY), A CAMERA ASSEMBLY FOR EACH DIRECTION (TRAFICON APPROVED MODELS ONLY), MONITOR, BRACKETS AND CABLES, INSTALLED AND SATISFACTORILY DETECTING VEHICLES IN THE INDICATED ZONES OF DETECTION.

7) MAST ARM LUMINAIRES SHALL BE WIRED AND METERED SEPARATELY FROM THE SIGNAL.

8) ANY PAVEMENT MARKINGS/STRIPING DESTROYED DURING CONSTRUCTION, EXCEPT THOSE SHOWN ON THESE PLANS, SHALL BE IMMEDIATELY REPLACED AT CONTRACTORS EXPENSE.

9) IT SHOULD BE NOTED THAT NO TEST BORINGS WERE MADE. IT SHALL BE THE SIGNAL CONTRACTOR'S RESPONSIBILITY TO EXAMINE JOB SITE CONDITIONS AND TO CONFIRM EXISTING UNDERGROUND UTILITY LOCATIONS BY THEIR EXPOSURE BY TEST PITS. THIS WILL ALSO INCLUDE CONFIRMING THAT UNDERGROUND ELECTRICAL CABLES ARE ENCASED IN CONDUIT PER THE CMP HANDBOOK OF STANDARD REQUIREMENTS FOR ELECTRICAL SERVICE AND METER INSTALLATIONS.

10) THESE PLANS REFLECT CONDITIONS KNOWN DURING PLAN DEVELOPMENT. IN THE EVENT ACTUAL PHYSICAL CONDITIONS (UTILITIES, ETC.) PREVENT THE APPLICATION OR THE PROGRESSION OF ANY WORK SPECIFIED IN THESE PLANS, THE CONTRACTOR SHALL CONTACT THE DESIGN ENGINEER TO RESOLVE/RELOCATE THE CONFLICTING UTILITY/DEVICE. FURTHERMORE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD LOCATING ALL UTILITIES IN THE WORK AREA PRIOR TO ANY MATERIAL ORDERING OR CONSTRUCTION IN ORDER TO PREVENT CONFLICTS.

11) AT THE TIME OF FINAL PROJECT INSPECTION THE CONTRACTOR SHALL FURNISH TO THE INSPECTOR THREE COMPLETE SETS OF AS–BUILT PLANS. ONE SET SHALL REMAIN IN THE CABINET, ONE SET FOR THE LOCAL MAINTAINING AGENCY, (CITY OF PORTLAND), AND ONE ONE SET SHALL BE SUPPLIED TO MAINEDOT.

12) PULL BOXES SHALL BE PLACED BEHIND THE SIDEWALK OR 7' FROM EDGE OF CURB, AS SHOWN ON PLANS. ALL PULL BOX COVERS TO BE FURNISHED AND INSTALLED SHALL BE LABELED "TRAFFIC SIGNAL".

13) THE SIGNAL CONTRACTOR SHALL INSTALL A SELF–CONTAINED METER SOCKET BYPASS (SINGLE–PHASE 100 OR 150 AMP) WITH A SINGLE HANDLE LEVER OPERATED BYPASS FOR POWER SHUT OFF TO THE METER WITHOUT INTERRUPTING THE SIGNAL DISPLAYS.

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

15) SIGNAL HOUSINGS SHALL BE McCAIN MODEL MTSTA OR MTSTP SERIES ONLY. LED MODULES FOR VEHICLE INDICATIONS SHALL BE GELCORE MODEL DR6 SERIES ONLY. LED MODULES FOR PEDESTRIAN INDICATIONS SHALL BE GELCORE MODEL PS7 SERIES ONLY.

16) THE SIGNAL CONTRACTOR SHALL ADJUST CONDUIT VERTICALLY TO AVOID CONFLICTS WITH UTILITIES. THIS SHALL BE PERFORMED UNDER THE DIRECTION OF THE EFFECTED UTILITY AND APPROVED BY THE CITY ENGINEER.

17) ALL EXISTING CONFLICTING STRIPING AND/OR SIGNAGE SHALL BE REMOVED.

18) THE SIGNAL CONTRACTOR SHALL NOTIFY THE APPROPRIATE UTILITY DEPARTMENT AT LEAST 48 HOURS IN ADVANCE OF POLE/MAST ARM SETTING OPERATIONS WHERE ANY POTENTIAL CONFLICT WITH OVERHEAD WIRES MAY OCCUR.

19) SHOULD THE SIGNAL CONTRACTOR REQUEST AN INSPECTION FOR CONDITIONAL OR FINAL ACCEPTANCE, AND THE SIGNAL CONTRACTOR IS NOT PREPARED FOR THE INSPECTION, THE SIGNAL CONTRACTOR WILL BE BACK CHARGED FOR THE CONSULTANT INSPECTOR'S TIME.

20) THE SIGNAL CONTRACTOR SHALL BE RESPONSIBLE FOR PREPARATION OF AND SUBMISSION OF A TRAFFIC MAINTENANCE PLAN FOR USE DURING INSTALLATION OF THE TRAFFIC SIGNALS AND RELATED EQUIPMENT, AS NECESSARY. THIS PLAN SHALL BE IN ACCORDANCE WITH MAINEDOT STANDARDS AND THE MUTCD, LATEST EDITION, AND SUBMITTED TO MAINEDOT, ITS LOCAL DISTRICT OFFICE AND THE CITY OF PORTLAND FOR APPROVAL.

21) THE MAINTENANCE OF SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE SIGNAL CONTRACTOR, FROM THE TIME WORK BEGINS UNTIL FINAL ACCEPTANCE BY THE CITY OF PORTLAND AND MAINEDOT.

22) THE SIGNAL CONTRACTOR IS RESPONSIBLE FOR OBTAINING ANY REQUIRED OPENING PERMITS.

PRELIMINARY
Not For Construction
For Approval Purposes Only

STAMP

STATE OF MAINE
DIANE W. MORABITO
No. 5077
LICENSED
PROFESSIONAL ENGINEER

Diane W. Morabito 4/2/09

Maine Traffic Resources
25 Vine Street
Gardiner, ME
04345
tel: (207) 582-5252
fax: (207) 582-1577

REVISION

BY	DATE	REVISION DESCRIPTION
SAK	4/2/09	

Signalization Plan
ROUTE 1/VERANDA STREET &
MARTIN'S POINT DRIVE
Portland, Maine

Title:
NOTES
&
DETAILS

Date: 3/30/2009	Drawn By: SAK
Scale: N/A	Checked By: DWM

Sheet:
2_OF_2