STATE OF MAINEDEPARTMENT OF TRANSPORTATION

LEWISTONANDROSCOGGIN COUNTY
SABATTUS STREET SIGNAL UPGRADE
CM-2056(100)
PROJECT LENGTH: 5 INTERSECTIONS

INDEX OF SHEETS

<table>
<thead>
<tr>
<th>Description</th>
<th>Sheet No.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Title Sheet</td>
<td>1</td>
</tr>
<tr>
<td>Estimate and General Notes</td>
<td>2</td>
</tr>
<tr>
<td>Details</td>
<td>3</td>
</tr>
<tr>
<td>Traffic Signal Plans</td>
<td>4-13</td>
</tr>
<tr>
<td>Sidewalk Plans</td>
<td>14-17</td>
</tr>
<tr>
<td>Interconnect Plan</td>
<td>18-19</td>
</tr>
</tbody>
</table>

PROJECT LOCATION: LEWISTON

PROGRAM AREA: MULTI-MODAL

SCOPE OF WORK: TRAFFIC SIGNAL UPGRADES AND SIDEWALK IMPROVEMENTS
2. SOLID WHITE STOP LINES SHALL BE 12" WIDE.
3. TRAFFIC CONTROLLER CABINETS SHALL BE NAZTEC MODEL P44 TS2 TYPE 1
4. ALL SPLICES WILL BE MADE IN THE CABINETS MEETING MAINE DOT
5. THE BOTTOM OF THE HOUSING OF NEW WAST AIR AND SLOW WIRE MOUNTED
6. ALL Cables shall be more than 6 feet above the pavement grade as measured at the high point of the roadway.
7. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY
8. PREVIOUS TO BEGINNING THE WORK, THE CONTRACTOR SHALL SUBMIT
9. THE RESIDENT, THE salarié AND CITY SHALL HAVE THE RIGHT TO DETERMINE
10. THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND THE CITY OF LEWISTON
11. THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON HIS
12. ALONG WITH A COPY OF THE REVISIONS OF THE PLANS OR
13. AT LOCATIONS WHERE NEW OR OLD DETECTORS ARE TO BE INSTALLED, THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE RESIDENT.
14. AT LOCATIONS WHERE EXISTING SERVICE CONNECTIONS AND WHEN MODIFYING THE EXISTING SERVICE CONNECTIONS AND WHEN
15. THE CONTRACTOR SHALL PROVIDE ALL MATERIAL SUPPORTS AND HARDWARE FOR GROUND MOUNTED TYPE II SIGNS AND SHALL SUBMIT TO THE RESIDENT PRIOR TO THE INSTALLATION THIS WORK IS CONSIDERED INCIDENTAL TO THE
16. ALL POLE BASES, PULL BOXES, AND OTHER CONTROLLER CONDUITS SHALL BE PAINTED TO MATCH THE EXISTING EQUIPMENT COLOR. PROPOSED SIGNAL FOUNDATIONS SHALL BE PAINTED TO MATCH THE EXISTING FOUNDATION COLOR.
17. THE BOTTOM OF PEDESTAL POLE MOUNTED SIGNAL HEADS SHALL BE MOUNTED AT LEAST 3 FEET ABOVE THE PAVEMENT GRADE.
18. ALL SPAN WIRE MOUNTED SIGNAL HEADS SHALL BE CONNECTED TO A BOTTOM MOUNTED ELECTRICAL BOX.
19. THE CONTRACTOR SHALL PROVIDE ALL NECESSARY MATERIALS, HARDWARE AND ACCESSORIES FOR INSTALLING MATERIALS ON THEIR POLES OR NEAR THEIR WIRES.
20. PROPOSED TRAFFIC SIGNAL POLES AND PEDESTALS SHALL BE PAINTED TO MATCH THE EXISTING FOUNDATION COLOR.
21. AT LOCATIONS WITH EXISTING PREEMPTION TO REMAIN AND/OR WHERE NEW PREEMPTION RECEIVERS ARE TO BE INSTALLED, THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE RESIDENT.
22. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN MODIFYING THE EXISTING SERVICE CONNECTIONS AND WHEN INSTALLING SERVICE CONDUITS AND THROUGH THEIR WIRES.
23. THE CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING CURB RADII BEFORE PURCHASING DETECTABLE WARNING FIELDS.
24. THE CONTRACTOR SHALL PROVIDE A CLEAN SET OF PLANS SHOWING ALL CHANGES, MODIFICATIONS, AND SCHEDULES TO THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
25. THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CITY OF LEWISTON.
26. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING SIGN MOUNTING SUPPORTS AND HARDWARE FOR POLE MOUNTED AND SPAN WIRE MOUNTED SIGNS TO THE RESIDENT FOR APPROVAL. SIGN SUPPORTS AND MOUNTING HARDWARE SHALL BE INCULCATED TO ITEM 645.271.
27. PEDESTRIAN CLEARANCE (FDW) SHALL TERMINATE AT BEGINNING OF YELLOW.
28. ALL SIGNAL EQUIPMENT/STRUCTURES SHALL BE CONSISTENT WITH THE REQUIREMENTS. THIS WORK WILL BE INCIDENTAL TO ITEM 643.71.
29. EXISTING PREEMPTION RECEIVERS AND PROCESSORS SHALL BE REUSED UNLESS NOTED TO BE NON-OPERATIONAL. THE CONTRACTOR SHALL SUBSTITUTE FOR NON-OPERATIONAL EQUIPMENT AT NO ADDITIONAL COST.
30. COUNTDOWN PEDESTRIAN HEADS AND PEDESTRIAN PUSH-BUTTON ASSEMBLIES SHALL HAVE MODEL/ACTIVATE FEATURES AND SHALL BE INCULCATED TO ITEM 643.71.
31. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD ADJUSTING TIMES FOR EACH SIGNALystal PLAN UNDER THE DIRECTION OF THE CONSULTANT ENGINEER ON ITEM 643.71, AS REQUIRED.
32. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN MODIFYING THE EXISTING SERVICE CONNECTIONS AND WHEN INSTALLING SERVICE CONDUITS AND THROUGH THEIR WIRES.
33. EXISTING PREEMPTION RECEIVERS AND PROCESSORS SHALL BE REUSED UNLESS NOTED TO BE NON-OPERATIONAL. THE CONTRACTOR SHALL SUBSTITUTE FOR NON-OPERATIONAL EQUIPMENT AT NO ADDITIONAL COST.
34. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH THE INSTALLATION OF NEW MATERIALS, MACHINERY, EQUIPMENT, AND TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR NEAR COMPLETION.
35. PEDESTRIAN CLEARANCE (FDW) SHALL TERMINATE AT BEGINNING OF YELLOW.
36. ALL MOUNTING HARDWARE INCLUDING BUT NOT LIMITED TO BRACKET ARMS FOR HOUSING
37. SUPPORT POSTS FOR GROUND MOUNTED TYPE II SIGNS SHALL BE 6''X6''X12' WOODEN.
38. SUPPORT POSTS FOR GROUND MOUNTED TYPE II SIGNS SHALL BE INCALCULATED TO ITEM 643.83.
39. SIGNS
40. THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO FIELDblick THE HEURS EITHER UNDER OR ABOVE OF THE VIDEO DETECTOR AND REQUEST LOCAL CONDITIONS IDENTIFIED DURING OR AFTER CONSTRUCTION, NO ADDITIONAL COSTS WILL BE ALLOWED FOR FIELD ADJUSTING THE VIDEO DETECTOR.
41. ALL SPAN WIRE MOUNTED SIGNAL HEADS SHALL BE CONNECTED TO A BOTTOM MOUNTED ELECTRICAL BOX.
42. THE CONTRACTOR SHALL BE RESPONSIBLE FOR QUALITY, COMPLETENESS, AND ACCURACY OF WORK AND MATERIALS TO THE SATISFACTION OF THE RESIDENT AND/or THE CITY OF LEWISTON.
43. SHOULDER HARDWARE (FDW) SHALL TERMINATE AT BEGINNING OF YELLOW.
44. THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CITY OF LEWISTON SIGNAL REQUIREMENTS.
45. THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CITY OF LEWISTON SIGNAL REQUIREMENTS.
**NOTES:**

1. Detectable warning devices shall be new cast iron and shall have a natural finish.
2. Cast in place concrete shall meet specifications for Maine DOT Class A Structural Concrete, with compressive strength 4,000 psi. The exposed concrete border shall comprise a grooved edge between the panel and concrete, along with a uniform rough finish perpendicular to the flow of pedestrian traffic.
3. Truncated domes shall be aligned in rows, parallel and perpendicular to the predominant direction of travel. Truncated domes shall be aligned in rows, parallel and perpendicular to the predominant direction of travel. Truncated domes shall be aligned in rows, parallel and perpendicular to the predominant direction of travel.

**SPECIFICATION:**

The detectable warning field shall extend 24 inches minimum in the direction of travel and the full length of the curb ramp landing, or blended transition to the street.

**NOTES:**

- All ramps shall comply with ADA Standards.
- Landings area may be required based on sidewalk dimensions.
- Granite curb adjacent to landing shall be flush with street.
- Plant window. #4 x 12" x 24" with esplanade. E-49 - Sidewalk only.

**VERTICAL GRANITE CURB IN AN AVIB**

- Vertical curb type | Faced | Length varies
- Vertical granite curb in an aviv

**VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREETS**

- Vertical granite curb
- Matching existing curb
- Match existing depth
- Matching existing depth
- Matching existing depth

**VERTICAL GRANITE CURB IN AN AVIB**

- Vertical granite curb in an aviv

**PERPENDICULAR RAMP LAYOUT**

- Granite terminal curb (typ)
- Detectable warning device
- Flush granite curb

**REINFORCED CONCRETE SIDEWALK**

- Reinforced concrete sidewalk
- Match existing profile of sidewalk.
- Match existing profile of sidewalk.
- Match existing profile of sidewalk.

**PHOTO OF DWD INSTALLATION ON BRICK SIDEWALK**

- Detectable warning field (typ)

**REINFORCED CONCRETE SIDEWALK**

- Reinforced concrete sidewalk
- Match existing profile of sidewalk.
- Match existing profile of sidewalk.
- Match existing profile of sidewalk.

**NOTES:**

- All ramps shall comply with ADA Standards.
- Landings area may be required based on sidewalk dimensions.
- Granite curb adjacent to landing shall be flush with street.
- Plant window. #4 x 12" x 24" with esplanade. E-49 - Sidewalk only.
### Daily and Weekly Coordination Schedule

<table>
<thead>
<tr>
<th>Day</th>
<th>Time Range</th>
<th>Operation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Mon-Wed</td>
<td>0700-0800</td>
<td>Preemption Phase 1</td>
</tr>
<tr>
<td></td>
<td>0800-1145</td>
<td>Preemption Phase 2</td>
</tr>
<tr>
<td></td>
<td>1145-1230</td>
<td>Preemption Phase 3</td>
</tr>
<tr>
<td></td>
<td>1230-1630</td>
<td>Preemption Phase 4</td>
</tr>
<tr>
<td></td>
<td>1630-1745</td>
<td>Preemption Phase 5</td>
</tr>
<tr>
<td>Sat-Sun</td>
<td>0700-1400</td>
<td>Preemption Phase 6</td>
</tr>
<tr>
<td></td>
<td>1400-1745</td>
<td>Preemption Phase 7</td>
</tr>
<tr>
<td></td>
<td>1745-2300</td>
<td>Preemption Phase 8</td>
</tr>
<tr>
<td></td>
<td>2300-0000</td>
<td>Preemption Phase 9</td>
</tr>
</tbody>
</table>

### Coordinating Notes:

1. Offset is referenced to the beginning of the Coordinating Phase Yellow.
2. Coordinating to operate by Time-of-Day.
3. Traffic Signal Controller shall be set for Stop Time in Walk to Off.

### Proposed Emergency Vehicle

#### Preemption Operation

<table>
<thead>
<tr>
<th>ID</th>
<th>Priority</th>
<th>Active Phase</th>
</tr>
</thead>
<tbody>
<tr>
<td>01</td>
<td>1</td>
<td>P0</td>
</tr>
<tr>
<td>02</td>
<td>2</td>
<td>P2</td>
</tr>
<tr>
<td>03</td>
<td>3</td>
<td>P3</td>
</tr>
<tr>
<td>04</td>
<td>4</td>
<td>P4</td>
</tr>
</tbody>
</table>

#### Emergency Vehicle Preemption Notes:

1. Preemption signals shall be serviced on a priority basis with receivers assigned descending priorities (1 = Highest, 2, 3, 4 = Lowest).
2. In response to a preemption signal detected at an intersection by an optical detector, the controller shall hold or advance to and hold the emergency active phase green for a minimum of 10 seconds. On roundabouts, the preemption signal causes the controller to hold the emergence phase green for a minimum of 10 seconds and uses all signals to prevent subsequent emergency active phases as necessary, at the completion of the preemption cycle, the controller shall resume normal preemption.
3. Minimum green and normal vehicle clearance shall be provided on phases that are to be terminated by preemption clearing.
4. Emergency vehicle preemption shall override coordination.
5. Confirmation strobes shall be illuminated whenever any emergency vehicle preemption clears.
PROPOSED SIGNAL TIMING TABLE

<table>
<thead>
<tr>
<th>Phase</th>
<th>Phase 1</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>Phase 4</th>
<th>Phase 5</th>
<th>Phase 6</th>
<th>Phase 7</th>
<th>Phase 8</th>
<th>Phase 9</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
- MAX1 = FREE OPERATION
- PR = PRESENCE
- O = RECALL OFF
- S = SOFT RECALL

**SIGNAL PHASING SEQUENCE**
- GREEN
- RED
- AMBER

**FLASHING**
- GREEN
- RED

**PREEMPTION PRIORITY**
- PED. CLEARANCE (DW)
- PED. CLEARANCE (FDW)

**DESTINATIONS**
- MAXIMUM 2
- MAXIMUM 1
- MINIMUM INITIAL

**TIME REMAINING**
- PED.

**PEDESTRIAN TIME PROVIDED UPON ACTUATION**
- ONLY

**PROPOSED SIGNS**
- 16"x18" PEDESTRIAN SIGNAL HEADS:
  - R10-3eR
  - R10-3eL
- 9"x15" PEDESTRIAN SIGNAL HEADS:
  - R10-3eR
  - R10-3eL
- FLASHING

**REFERENCES**
- TURNING YIELD
- TURNING VEHICLES

**SCALE OF FEET**
- 1" = 20'

**PLAN**
- CENTRAL STREET
- WEBSTER STREET
- SABATTUS STREET

**SABATTUS ST. SIGNAL UPGRADE**
- PROJECT MANAGER
- STATE OF MAINE
- DEPARTMENT OF TRANSPORTATION

**DESIGN 2 - DETAIL 2**
- W. WALLACE
- D. BURGESS
- L. W. LOWE

**DESIGN 3 - DETAIL 3**
- B. MUNGER

**REV. 4**
- HIGHWAY PLAN
- FIELD CHANGES
SABATTUS STREET AND CENTRAL STREET

LIST OF MAJOR ITEMS

COORDINATION AND WORK ITEMS

1. FORGE AND INSTALL NEW INFRASTRUCTURE ELECTRONICALLY& EXPAND EXISTING CABINET.
2. FORGE AND INSTALL NEW TRAFFIC SIGNAL BOARD AND INSTALL.
3. INSTALL W/NAVIGATION MANAGEMENT UNIT (W/WIRELESS)
4. FORGE AND INSTALL NEW PREEMPTION SIGNAL WITH COMMUNICATIONS CABLE AND HARDWARE.
5. FORGE AND INSTALL DIGITAL VIDEO DETECTION RECEIVER WITH DETECTION CABLE AND HARDWARE.
6. FORGE AND INSTALL LIGHT WEIGHT PATTERN/PHASE ELECTRONICALLY & EXPAND EXISTING CABINET.
7. INSTALL PATTERN PANEL.
8. FORGE AND INSTALL VIDEO DETECTION CAMERA AND INSTALL.
9. FORGE AND INSTALL GROUND WIRE WITH LED LIGHT BRACKET MOUNTED.
10. INSTALL SOLUTIONS PEDESTRIAN ACCESSIBLE PEDESTRIAN (APS) BUTTON.
11. INSTALL SOLUTIONS PEDESTRIAN ACCESSIBLE PEDESTRIAN (APS) BUTTON.
12. INSTALL SOLUTIONS PEDESTRIAN ACCESSIBLE PEDESTRIAN (APS) BUTTON.
13. INSTALL SOLUTIONS PEDESTRIAN ACCESSIBLE PEDESTRIAN (APS) BUTTON.
14. INSTALL SOLUTIONS PEDESTRIAN ACCESSIBLE PEDESTRIAN (APS) BUTTON.
15. INSTALL SOLUTIONS PEDESTRIAN ACCESSIBLE PEDESTRIAN (APS) BUTTON.
16. INSTALL SOLUTIONS PEDESTRIAN ACCESSIBLE PEDESTRIAN (APS) BUTTON.
17. INSTALL SOLUTIONS PEDESTRIAN ACCESSIBLE PEDESTRIAN (APS) BUTTON.
18. INSTALL SOLUTIONS PEDESTRIAN ACCESSIBLE PEDESTRIAN (APS) BUTTON.

IMPLEMENT LOCAL AND SYSTEM TIMING

FURNISH AND INSTALL NEW SIGNAL CABLE
FURNISH AND INSTALL 18-INCH FOUNDATION BUTTON WITH R10-3E INFORMATION SIGN
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN (APS) BUTTON WITH R10-3E INFORMATION SIGN
FURNISH AND INSTALL ONE-WAY, 16X8 INCH LED BRACKET MOUNTED
FURNISH AND INSTALL VIDEO DETECTION CAMERA AND ANCILLARY EQUIPMENT
PATCH PANEL
FURNISH AND INSTALL DUAL USE SPLICE ENCLOSURE AND 12-POSITION SWITCH AND POWER SUPPLY
FURNISH AND INSTALL THE ENVIRONMENTALLY HARDENED FIBER ETHERNET CABLE AND ANCILLARY EQUIPMENT
FURNISH AND INSTALL NEW PREEMPTION SERIAL TO ETHERNET CONVERTER
FURNISH AND INSTALL MONITOR/MALFUNCTION MANAGEMENT UNIT (MMU)
FURNISH AND INSTALL NEW TS2, TYPE 1 ETHERNET FACE PLATE EXISTING CABINET.
FURNISH AND INSTALL NEW NEMA 4X CABINET, EXTERIOR MOUNTED TO EQUIPMENT AND WORK ITEMS

SABATTUS STREET AND CENTRAL STREET

QUANTITY

3 9 1 1 1 1 1 1 1 1

COORDINATION/SPLIT/OFFSET

DETECTOR SCHEDULE

COORDINATION NOTES:
1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE YELLOW.
2. COORDINATION TO START AT THE TIME OF THE OFFSET.
3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO ON.

PROPOSED EMERGENCY VEHICLE PREEMPTION OPERATION

EMERGENCY VEHICLE PREEMPTION NOTES:
1. PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH MESSAGES ASSIGNED TO THE SIGNALS (PRIORITY 1 = HIGHEST, PRIORITY 4 = LOWEST).
3. MINIMUM WARNING AND EMERGENCY VEHICLE CLEARANCE SHALL BE SERVICED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION SIGNALS.
4. EMERGENCY VEHICLE PREEMPTION SHALL OVERWRITE COORDINATION.
5. CONFIRMATION MESSAGES SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION SIGNAL IS ON.

CAMERA ID

CAMERA V1
CAMERA V2
CAMERA V3
CAMERA V4
CAMERA V5
CAMERA V6
CAMERA V7
CAMERA V8

CAMERA ID

CAMERA V1
CAMERA V2
CAMERA V3
CAMERA V4
CAMERA V5
CAMERA V6
CAMERA V7
CAMERA V8

PLAN 1 (110 SECS)
PLAN 2 (100 SECS)
PLAN 3 (90 SECS)
PLAN 4 (FREE OPERATION)
PLAN 5 (FREE OPERATION)
**NOTES:**
- SALVAGE AND REINSTALL EXISTING NAZTEC
- PEDESTRIAN SIGNAL HEAD, PUSH BUTTON, LED/5V SIGNAL
- CONTROLLER WITH POWER SUPPLY

**PROPOSED SIGNAL TIMING TABLE**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>Phase 4</th>
<th>Phase 5</th>
<th>Phase 6</th>
<th>Phase 7</th>
<th>Phase 8</th>
<th>Phase 9</th>
</tr>
</thead>
<tbody>
<tr>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>Y</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>D</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>P</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>S</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>O</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>Y</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>F/WD</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>Y</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>M</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>L</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
</tbody>
</table>

**PROPOSED SIGNAL HEADS**

- P6: PEDESTRIAN SIGNAL HEAD, PUSH BUTTON, LED/5V SIGNAL
- R10-3eL/R SIGNS

**PROPOSED SIGNS**

- 16"x18" PEDESTRIAN SIGNAL HEADS: P1, P2, P3, P4, P5, P6
- 9"x15" PUSH BUTTON:
  - To Finish Crossing
  - Finish Crossing
  - DON'T Cross
  - DON'T Start
  - Watch For Vehicles
  - IF Started
  - Vehicular Detectors

**SIGNAL PHASING SEQUENCE**

<table>
<thead>
<tr>
<th>Phase</th>
<th>Phase 2</th>
<th>Phase 3</th>
<th>Phase 4</th>
<th>Phase 5</th>
<th>Phase 6</th>
<th>Phase 7</th>
<th>Phase 8</th>
<th>Phase 9</th>
</tr>
</thead>
<tbody>
<tr>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>Y</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>D</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>P</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>S</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>O</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>Y</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>F/WD</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>Y</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>M</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
<tr>
<td>L</td>
<td>FDW</td>
<td>D</td>
<td>P</td>
<td>S</td>
<td>O</td>
<td>F/WD</td>
<td>M</td>
<td>L</td>
</tr>
</tbody>
</table>

**DETECTOR OPERATION**

- MAX1 = FREE OPERATION
- MAX2 = PRESENCE
- MAX3 = FLASHING
- MAX4 = PRESENCE

**PREEMPTION PRIORITY**

- FDW = FLASHING DON'T WALK
- D = DARK
- E = GREEN

**PEDESTRIAN TIME PROVIDED UPON ACTUATION**

- *Pedestrian time provided upon actuation*
LIST OF MAJOR ITEMS

<table>
<thead>
<tr>
<th>Equipment and Work Items</th>
<th>Quantity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Furnish and Install New Plan Board (Mounted Near Ped Type)</td>
<td>1</td>
</tr>
<tr>
<td>Analyze Spec Cabinet Complete with Foundation and All Misc Electrical Panels and Wiring</td>
<td>1</td>
</tr>
<tr>
<td>Encourage and Distribution of Electric Map, Type E, Equipment Equipped Components</td>
<td>1</td>
</tr>
<tr>
<td>Equipped Controller with Power Supply (Furnish and Install New System Equipment Panel)</td>
<td></td>
</tr>
<tr>
<td>Furnish and Install New System Equipment Panel Complete with Field Devices</td>
<td>1</td>
</tr>
<tr>
<td>Supply and Install Emergency Preemption Panel Extension with Switch Devices</td>
<td>1</td>
</tr>
<tr>
<td>Furnish and Install Light-Weighted Pedestrian Crossing with Information Sign</td>
<td>2</td>
</tr>
<tr>
<td>Furnish and Install New Pedestrian Crossing Device Panel Complete</td>
<td>1</td>
</tr>
<tr>
<td>Furnish and Install New Video Camera and Amplifier Equipment</td>
<td>1</td>
</tr>
<tr>
<td>Furnish and Install New Dual Use Splice Enclosure and Reservoir Panel</td>
<td>1</td>
</tr>
<tr>
<td>Furnish and Install Two-Way Communications Panel</td>
<td>1</td>
</tr>
<tr>
<td>Furnish and Install Video Detection Camera and Amplifier Equipment</td>
<td>4</td>
</tr>
<tr>
<td>Furnish and Install New Low-Voltage LED Detection Panel</td>
<td>5</td>
</tr>
<tr>
<td>Coordinate Pedestrian Signal Head</td>
<td></td>
</tr>
<tr>
<td>Furnish and Install (4-Foot) Pedestal Pole with Left-Handed Pedestrian Signal Head</td>
<td></td>
</tr>
<tr>
<td>Furnish and Install New One-Way, 16x8-Inch Digital Pedestrian Signal Head</td>
<td></td>
</tr>
<tr>
<td>Furnish and Install New One-Way, 16x8-Inch LED Pedestrian Signal Head</td>
<td></td>
</tr>
<tr>
<td>Furnish and Install New One-Way, 16x8-Inch LED Bracket Mounted Pedestrian Signal Head</td>
<td></td>
</tr>
<tr>
<td>Furnish and Install New Video Camera and Amplifier Equipment</td>
<td>1</td>
</tr>
<tr>
<td>Furnish and Install New System Equipment Panel Complete with Field Devices</td>
<td>1</td>
</tr>
<tr>
<td>Furnish and Install New Dual Use Splice Enclosure and Reservoir Panel</td>
<td>1</td>
</tr>
<tr>
<td>Furnish and Install Lighting Refreshed Pedestrian Crossing with Information Sign</td>
<td>2</td>
</tr>
<tr>
<td>Furnish and Install New Pedestrian Crossing Device Panel Complete</td>
<td>1</td>
</tr>
</tbody>
</table>

DAILY AND WEEKLY COORDINATION SCHEDULE

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Code</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Program</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Coordinating Mode</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 1</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 2</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 3</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 4</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 5</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 6</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 7</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
</tbody>
</table>

COORDINATION/SPLIT/OFFSET SCHEDULE

<table>
<thead>
<tr>
<th>Type of Operation</th>
<th>Code</th>
<th>Start</th>
<th>End</th>
</tr>
</thead>
<tbody>
<tr>
<td>Regular Program</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Coordinating Mode</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 1</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 2</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 3</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 4</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 5</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 6</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
<tr>
<td>Split Time Phase 7</td>
<td>24907</td>
<td>0845-1645</td>
<td>0845-1645</td>
</tr>
</tbody>
</table>

COORDINATION/DETECTOR SCHEDULE

<table>
<thead>
<tr>
<th>DETECTOR ID</th>
<th>DETECTOR TYPE</th>
<th>DETECTOR TYPE</th>
<th>ADJACENCY</th>
<th>ADJACENCY</th>
<th>ADJACENCY</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

PROPOSED EMERGENCY VEHICLE PREEMPTION SCHEDULE

<table>
<thead>
<tr>
<th>DETECTOR ID</th>
<th>PREEMPTION ID</th>
<th>PREEMPTION ID</th>
<th>PREEMPTION ID</th>
<th>PREEMPTION ID</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

EMERGENCY VEHICLE PREEMPTION NOTES:

1. PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED TO UNDERTAKEN PROCEDURES (0-13, 0-14 = LOWEST)
2. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR THE CONTROLLER SHALL HOLD IN ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL TIME PREEMPTION PHASE CLEARANCE 30 SECONDS YELLOW TO SPLIT TIME PHASE 6 PLUS 10 SECONDS. THE CONTROLLER SHALL TIME ACTIVE PHASE AS NECESSARY AT THE COMPLETION OF THE PREEMPTION CYCLE. THE CONTROLLER SHALL TIME PREEMPTION PHASE CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
3. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION SIGNAL.
4. EMERGENCY VEHICLE PREEMPTION SHALL OVERRIDE COORDINATION
5. CONFIRMATION TROUBLES SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION GENERATION IS ON.

EMERGENCY VEHICLE PREEMPTION NOTES:

1. PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED TO UNDERTAKEN PROCEDURES (0-13, 0-14 = LOWEST)
2. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR THE CONTROLLER SHALL HOLD IN ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL TIME PREEMPTION PHASE CLEARANCE 30 SECONDS YELLOW TO SPLIT TIME PHASE 6 PLUS 10 SECONDS. THE CONTROLLER SHALL TIME ACTIVE PHASE AS NECESSARY AT THE COMPLETION OF THE PREEMPTION CYCLE. THE CONTROLLER SHALL TIME PREEMPTION PHASE CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
3. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION SIGNAL.
4. EMERGENCY VEHICLE PREEMPTION SHALL OVERRIDE COORDINATION
5. CONFIRMATION TROUBLES SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION GENERATION IS ON.
**SABATTUS STREET**

**PROPOSED EMERGENCY PREEMPTION**

- **PROPOSED SPAN WIRE ASSEMBLY**
- **RELOCATE EXISTING SIGNAL HEAD (TOPS)**
- **RELOCATE EXISTING SPAN WIRE ASSEMBLY**
- **REMOVING EXISTING POLE**
- **REMOVING EXISTING CABLE AND EQUIPMENT**

**SIGNAL PHASING SEQUENCE**

- **PHASE 1**: DARK
- **PHASE 2**: YELLOW
- **PHASE 3**: GREEN

**PROPOSED PREAMPTED SIGNAL TIMING TABLE**

<table>
<thead>
<tr>
<th>Phase</th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>6</th>
<th>7</th>
<th>8</th>
<th>9</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>3</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>4</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>5</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>6</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>7</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>8</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>9</td>
<td>0</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**NOTES:**
- S = STAND DELAY
- N = NON-DELAY
- P = PRESENCE
- O = RECALL OFF
- F = FLASHING (OFF)
- M = MASTER
- R = REMOTE
- M = MEDIUM
- L = LOW
- D = DARK
- Y = YELLOW

**PROPOSED PREAMPTED DETAIL**

- **SPAN WIRE AND WESTERN CABLE**
- **STEEL PIPE**
- **Drip Loop**
LIST OF MAJOR ITEMS

- Furnish and install new plan desk, mounted main pro type
- Furnish spec cabinet complete with foundation and all ancillary equipment, panels and wiring
- Furnish and install new master, main pro type, full equipted controller with power supply
- Furnish and install new extremely equipted enhanced complex monitor/multiplex management unit (MMU)
- Furnish and install advanced preemption phase selector with system chassis
- Furnish and install lightweight preemption receiver with detector cable and ancillary equipment
- Furnish and install video detection camera and ancillary equipment
- Furnish and install video communications board
- Furnish and install dual use splice enclosure and 12-position switch and power supply
- Furnish and install environmentally hardened fiber ethernet
- Furnish and install preemption confirmation red strobe with cable and ancillary equipment
- Furnish and install light-based preemption receiver with detector system chassis
- Furnish and install 4-channel preemption phase selector with monitor/malfunction management unit (MMU)
- Furnish and install new ethernet equipped enhanced conflict controller with power supply
- Furnish and install new naztecs nema ts2, type 1 ethernet equipped equipment, panels, and wiring
- Furnish and install maendedot spec cabinet complete with foundation and all ancillary work items

SABATTUS STREET AND GROVE STREET

DAILY AND WEEKLY
COORDINATION SCHEDULE

COORDINATION/SPLIT/OFFSET SCHEDULE

DETECTOR SCHEDULE

PROPOSED EMERGENCY VEHICLE PREEMPTION OPERATION

EMERGENCY VEHICLE PREEMPTION NOTES:

1. Preemption signals shall be serviced on a priority basis with priorities assigned decreasing priorities: 1 = highest, 4 = lowest.
2. In response to a preemption signal received at an intersection by an optical detector, the controller shall hold or advance to and hold the emergency active phase green for a minimum of 10 seconds or until the preemption signal clears. The controller shall then time preemption phase clearance (3.0 seconds yellow and 3.0 seconds all red) and service subsequent emergency active phases as necessary. At the completion of the preemption cycle, the controller shall time the preemption clearance and resume normal signal operation.
3. Minimum green and normal vehicle clearance shall be provided on phases that are to be terminated by preemption clearing.
4. Emergency vehicle preemption shall override coordination.
5. Confirmation strobes shall be illuminated whenever an emergency vehicle preemption green is on.
USE NAME: WIN 20561.00 - 7/23/2015

DATE: DETECTOR CARD IN VEHICLE DETECTION RACK

FILE NAME:

DIVISION:

LIST OF MAJOR ITEMS

IMPLEMENT LOCAL AND SYSTEM TIMING

FURNISH AND INSTALL 18-INCH FOUNDATION

RELOCATE EXISTING PEDESTAL POLE

FURNISH AND INSTALL (12-FOOT) PEDESTAL POLE

FURNISH AND INSTALL (8-FOOT) PEDESTAL POLE

FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN (APS) PUSH

PEDESTRIAN SIGNAL HEAD

FURNISH AND INSTALL ONE-WAY, 16X8 INCH LED BRACKET MOUNTED

FURNISH AND INSTALL DUAL USE SPLICE ENCLOSURE AND 12-POSITION

SWITCH AND POWER SUPPLY

FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVER WITH DETECTOR

CABLE AND AUXILIARY EQUIPMENT

FURNISH AND INSTALL (REUSE EXISTING TOMAR PREEMPTION CARD AND RECEIVER)

FURNISH AND INSTALL NEW PREEMPTION SERIAL TO ETHERNET CONVERTER

MONITOR/MALFUNCTION MANAGEMENT UNIT (MMU)

COORDINATION/SPLIT/OFFSET SCHEDULE

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE YELLOW.

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

COORDINATION SCHEDULE

COORDINATION/SPLIT/OFFSET

SCHEDULE

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE YELLOW.

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

COORDINATION SCHEDULE

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE YELLOW.

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

COORDINATION SCHEDULE

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE YELLOW.

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

COORDINATION SCHEDULE

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE YELLOW.

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

COORDINATION SCHEDULE

COORDINATION TO OPERATE BY TIME-OF-DAY.

3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.
INSTALL NEW ADA COMPLIANT CONCRETE SIDEWALK AND CURB RAMP. INCLUDING GRADING AND DETECTABLE WARNING DEVICES. SEE DETAILS. MATCH NEW RAMP AND SIDEWALK FLUSH WITH EXISTING SIDEWALK AND ROADWAY PAVEMENT. (TYP.)

REMOVE AND RESET CURB AS DIRECTED BY THE ENGINEER. MATCH RESET CURB WITH EXISTING CURBING.

INSTALL NEW CROSSWALK.

VERTICAL CURB TYPE 1 - CIRCULAR
RESET CURB TYPE 1

POINT TO POINT TO POINT TO POINT TO
11 7 8 6 5 3 1 10
7.50 7.00 8.33 5.00 7.00 7.00 7.00

LENGTH TIPDOWN TIPDOWN TIPDOWN TIPDOWN TIPDOWN TIPDOWN
7.50 4.00 7.00 4.00 7.00 7.00 7.00

MATCH EXISTING REVEAL

CURB RAMP DETECTABLE WARNING FIELD

APPROX. RADIUS
SE NE NW
33 SF 27 SF 48 SF

LOCATION
AREA

10' 7.5' 25'

NOTE: DIVIDED LANE ROADWAY
INSTALL NEW ADA COMPLIANT CONCRETE SIDEWALK AND CURB RAMP, INCLUDING GRADING AND INSTALLATION OF DETECTABLE WARNING DEVICES. REMOVE AND RESET CURB AS DIRECTED BY THE ENGINEER. WATCH NEW RAMP AND SIDEWALK FLUSH WITH EXISTING SIDEWALK AND ROADWAY PAVEMENT (TYP.).

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET

SABATTUS STREET
RESET CURB WITH EXISTING CURBING. DIRECTED BY THE ENGINEER. MATCH REMOVE AND RESET CURB AS MARKINGS (TYP.) AND STOP BAR PAVERMENT INSTALL NEW CROSSWALK EXISTING SIDEWALK AND ROADWAY PAVERMENT. (TYP.) MATCH NEW RAMP AND SIDEWALK FLUSH WITH DETECTABLE WARNING DEVICES. SEE DETAILS AND CURB RAMP, INCLUDING GRADING AND INSTALL NEW ADA COMPLIANT CONCRETE SIDEWALK.
**Legend**

- **Overhead Aerial Wire**
- **Proposed Underground Conduit**
- **Existing City Owned Fiber Optic**
- **Existing Leased Fiber Optic**
- **Existing Controller Cabinet**
- **Proposed Controller Cabinet**

**Notes:**

1. The Contractor shall install precast concrete junction boxes between aerial and underground interconnect at a minimum. The Contractor shall submit proposed junction box layout for approval prior to installation.

2. See special provisions for utility pole field survey and make ready work items.

3. The Contractor is advised that existing copper interconnect may be encountered. The Contractor shall abandon in place any existing underground interconnect running in conflict with proposed interconnect fiber. Aerial interconnect in conflict with proposed interconnect shall be milked and disposed.

**Design Details:**

- **File Name:** 018_Interconnect.Plan.dgn
- **User Name:**
- **Date:** 7/23/2015

**Highway Plans:**

- **State of Maine**
- **Department of Transportation**
- **Division:**

**Field Changes:**

- **Rev 1**
- **Rev 2**
- **Rev 3**
- **Rev 4**

**Checked-Reviewed:**

- **Design 2 Detailed**
- **Design 3 Detailed**

**Date:**

- **Signature:**
- **P.E. Number:** 19

**Project:**

- **Location:** Lewiston
- **Department:**
- **Client:**

**Scale of Feet:**

- **Plan:** 200 400

**Legend:**

- **Proposed Underground Conduit**
- **Proposed Fiber Optic Cable in Existing SABATTUS/CAMPUS Signal Cabinet**
- **Existing City Owned Fiber Optic Cable on Utility Poles**
- **Proposed Fiber Optic Cable and Copper Interconnect**
- **EXISTING CITY OWNED FIBER OPTIC CABLE ON UTILITY POLES**
- **EXISTING CITY OWNED FIBER OPTIC CABLE ON UTILITY POLES**
- **EXISTING CITY OWNED FIBER OPTIC CABLE ON UTILITY POLES**

**Notes:**

- The Contractor shall connect proposed fiber optic cable to existing patch panel and fiber ethernet switch in existing SABATTUS/MAIN SIGNAL CABINET.
- The Contractor shall install proposed fiber optic cable in proposed underground conduit.
- The Contractor shall connect proposed fiber optic cable to existing patch panel and fiber ethernet switch in existing SABATTUS/CAMPUS SIGNAL CABINET.
- The Contractor shall connect proposed fiber optic cable to existing patch panel and fiber ethernet switch in existing SABATTUS/OLD GREENE SIGNAL CABINET.
- The Contractor shall connect proposed fiber optic cable to existing patch panel and fiber ethernet switch in existing SABATTUS/MAIN SIGNAL CABINET.