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

PROJECT LOCATION: LEWISTON

PROGRAM AREA: MULTI-MODAL

SCOPE OF WORK: TRAFFIC SIGNAL UPGRADES AND SIDEWALK IMPROVEMENTS
GENERAL

CONTRACTOR TO VERIFY THE LOCATION, DEPTH AND MATERIAL OF ALL SUBSURFACE UTILITIES.

2. A REVIEW OF MINE DEPARTMENT OF ENVIRONMENTAL PROTECTION UNGTERTAKEN BASES
SUGGESTED TO DETERMINE CONSTRUCTION ISSUES IN THE VICINITY OF THE PROJECT AREA.
COORDINATE VALUABLE INFORMATION DURING THE NEXT 30 DAYS FOR CONSTRUCTION
APPLICATION. GROUND WATER HEADS SHOULD BE DETERMINED AND WHERE CONSTRUCTION
DURING, THE CONTRACTOR SHALL VERIFY DRAINAGE HOLE WHERE TRAFFIC TO
AND IN DURING THE CONSTRUCTION PERIOD.

3. THE LOCATION OF EXISTING SITE FEATURES WILL BE CONFIRMED WITH AERIAL SURVEY AND
VARIOUS OTHER SOURCES. LOCATIONS ARE APPROXIMATE AND ARE NOT GUARANTEED TO BE
ACCURATE. THE CONTRACTOR SHALL FIELD VERIFY THE LOCATIONS OF ALL FEATURES PRIOR
TO STARTING WORK.

4. EXISTING UTILITIES AND BORROWS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD
VERIFY CURB RADII BEFORE PURCHASING DETECTABLE WARNING FIELD.

SIGN AND PAVING MARKINGS

1. ALL SIGNS AND MARKINGS SHALL BE IN CONFORMANCE WITH THE LATEST EDITION OF THE MUTCD.
2. SOLID WHITE STOP LINES SHALL BE 12" WIDE.

3. THE LOCATION OF EXISTING SITE FEATURES WILL BE CONFIRMED WITH AERIAL SURVEY AND
VARIOUS OTHER SOURCES. LOCATIONS ARE APPROXIMATE AND ARE NOT GUARANTEED TO BE
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SIGNS

1. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL TESTED AND
ACCEPTED TRAFFIC SIGNAL AT EACH LOCATION WORK COMPLETION OF THIS
CONTRACT THE TRAFFIC SIGNALS AT EACH LOCATION WILL BE FULLY
COMMENSURATE WITH THE AERIAL STREETWISE HIGHWAY COMPUTER
SIGNAL CONTROL AND MONITORING EQUIPMENT.

2. THE LOCATION OF ALL SIGNAL EQUIPMENT AND RELATED ITEMS SHALL BE IN
CONFORMANCE WITH AMERICAN WITH DISABILITIES ACT (ADA) STANDARDS.

3. TRAFFIC CONTROLLER CABINETS SHALL BE WATERSHED PM Type 1 (10.5"
SIGNAL CONTROLLER CABINETS WILL HAVE AN EXTENSION BASE AND BE
MOUNTED ON A CONCRETE PAD FOUNDATION UNLESS NOTED OTHERWISE ON THE PLANS.

4. ALL SIGNS WILL BE IN THE CABINETS MOUNTING MAINSTREAM SPECIFICATIONS.

5. THE BOTTOM OF THE HOUSING OF NEW WIRE AND SIGNAL MOUNTED SIGNALS SHALL BE
MORE THAN 6 FEET ABOVE THE GRADE AS MEASURED AT THE HIGH POINT OF THE ROADWAY.

6. TWO COPIES OF ALL SUPERVISION SHALL BE IN THE CONTROLLER CABINET.

7. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THAT ALL INSTRUCTIONS OF
CONSTRUCTION AND USE ARE CORRECT AND AUTHORIZED APPROPRIATE PLANS.

8. PRIOR TO BEGINNING THE WORK, THE CONTRACTOR SHALL CONTRIBUTE AND
MAINTAIN OF TRAFFIC SIGNALS TO THE REQUIREMENTS OF THE MUTCD. THE
TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL
CAUSE THE MINIMUM OBSTRUCTION TO TRAFFIC.

9. THE RESIDENT AND THE CITY SHALL HAVE THE RIGHT AND AUTHORITY TO
Determine THE ACCEPTABILITY OF WORK AND MATERIALS IN THE PROCESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT MEET THE REQUIREMENTS OF THE MUTCD.

10. THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND THE CITY WITH A WRITTEN
PRELIMINARY MEMO OF ITEMS TO BE INSTALLED TO THE SPECIFICATION.

11. THE CONTRACTOR SHALL PROVIDE A MATERIAL SCHEDULE BASED ON THE
CONTRACT AND SITE SPECIFICATIONS. THE SCHEDULE SHALL BE PROVIDED TO THE
CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

12. THE CONTRACTOR SHALL NOT BE RESPONSIBLE FOR ANY WORK PERTANDING TO
THE INSTALLATION OF ALL NEW TRAFFIC SIGNALS, WHETHER MANUFACTURED OR
MADE BY THE CONTRACTOR OR THE SUPPLIER.

13. ALL UNDERGROUND CONDUIT SHALL BE PVC SCHEDULE 40. NO CONDUIT SHALL BE PLACED
UNDER PAVEMENT AND SCHEDULE 40 BEYOND PAVEMENT LIMITS.

14. ALL PROPOSED CONDUIT FOR EXCAVATIONS IN THE ROADWAY SHALL BE 3" DIAMETER.

15. THE CONTRACTOR SHALL REFER TO THE SPECIAL PROVISIONS FOR CITY OF
LEWISTON SIGNAL REQUIREMENTS.

SIGNAL HEADS

1. ALL BASES, FULL BOXES, AND OTHER CONTROLLED CONDUIT SHALL BE SEALED TO
PREVENT ACCESS OF ROBOTS AND OTHER SMALL ANIMALS.

2. IF THE BOTTOM OF PEDESTRIAN POLE MOUNTED SIGNAL HEADS SHALL BE MOUNTED A MINIMUM OF 6 FEET ABOVE THE GRADE AS MEASURED AT THE HIGH POINT OF THE ROADWAY.

3. THE LOCATION OF EXISTING SITE FEATURES WILL BE CONFIRMED WITH AERIAL SURVEY AND
VARIOUS OTHER SOURCES. LOCATIONS ARE APPROXIMATE AND ARE NOT GUARANTEED TO BE
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4. EXISTING UTILITIES AND BORROWS ARE APPROXIMATE. THE CONTRACTOR SHALL FIELD
VERIFY CURB RADII BEFORE PURCHASING DETECTABLE WARNING FIELD.

5. THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO FIELD
ASSEMBLE THE HEAVY ELDERS OF IN EXISTING TRAFFIC SIGNALS.

6. THE CONTRACTOR SHALL PROVIDE FULL ACCESSIBILITY FOR CONSTRUCTION.

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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 "CAST IN PLACE" CONCRETE. THE EXPOSED CONCRETE BORDERS SHALL BE A SMOOTH EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM GROOVE 1 INCH DEEP PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
4. ORIENTATION: THE DETECTABLE FIELD DEVICE SHALL BE DIRECTED BY RESIDENT OR AS DIRECTED BY THE RESIDENT.
5. SIZE: THE DETECTABLE WARNING FIELD SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.
6. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR "CAST IN PLACE" CONCRETE. THE EXPOSED CONCRETE BORDERS SHALL BE A SMOOTH EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM GROOVE 1 INCH DEEP PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.
7. INSTALLATION IN EXISTING STREETS.
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25. INSTALLATION IN EXISTING STREETS.
26. DETECTABLE WARNING DEVICES SHALL BE NEW CAST IRON AND SHALL HAVE A NATURAL FINISH.
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31. INSTALLATION IN EXISTING STREETS.
### LIST OF MAJOR ITEMS

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Quantity</th>
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<tbody>
<tr>
<td>Furnish and Install New Accessible Pedestrian (APS) Push Pedestrian Signal Head</td>
<td>4</td>
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<tr>
<td>Furnish and Install One-Way, 16x8 Inch LED Top Mounted Countdown Pedestrian Signal Head</td>
<td>4</td>
</tr>
<tr>
<td>Furnish and Install One-Way, 16x8 Inch LED Bracket Mounted Pedestrian Signal Head</td>
<td>4</td>
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<tr>
<td>Furnish and Install Video Detection Camera and Ancillary Equipment</td>
<td>4</td>
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<tr>
<td>Furnish and Install Dual Use Splice Enclosure and 12-Position Switch and Power Supply</td>
<td>4</td>
</tr>
<tr>
<td>Furnish and Install Environmentally Hardened Fiber Ethernet (Reuse Existing Tomar Preemption Card and Receivers)</td>
<td>4</td>
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<tr>
<td>Monitor/Malfunction Management Unit (MMU)</td>
<td>4</td>
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<tr>
<td>Furnish and Install New Ethernet Equipped Enhanced Conflict Traffic Signal Controller</td>
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<tr>
<td>Furnish and Install New TS2, Type 1 Ethernet Face Plate</td>
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<tr>
<td>Furnish and Install New NEMA 4X Cabinet, Exterior Mounted to Sabattus Street and College Street</td>
<td>4</td>
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### DETECTOR SCHEDULE

**DETECTOR**

<table>
<thead>
<tr>
<th>Detector ID</th>
<th>Detector Type</th>
<th>Detector Loop</th>
<th>Detector Code</th>
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**DETECTOR CHASSIS IN VEHICLE DETECTION AREA**

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<tr>
<th>Chassis ID</th>
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<td>Loop 5</td>
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### PROPOSED EMERGENCY VEHICLE PREEMPTION OPERATION

**PREEMPTION**

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<th>ID</th>
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<tr>
<td>5</td>
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**EMERGENCY VEHICLE PREEMPTION NOTES:**

1. Preemption signals shall be serviced on a priority basis with receivers assigned descending priorities (1 = highest, 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 or until the preemption signal ceases the controller shall then time preemption phase clearance (3.0 seconds yellow and 3.0 seconds all red). 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 preemption.
4. Emergency vehicle preemption shall override coordination.
5. Confirmation strobes shall be illuminated whenever any emergency vehicle preemption order is on.
LIST OF MAJOR ITEMS

- **Coordinating Notes:**
  1. **Coordination to Operate by Time-Of-Day.**
  2. **Offset is Referenced to the Beginning of the Coordination Phase Yellow.**
  3. **Traffic Signal Controller Shall Be Set for Stop Time in Walk to On.**

**Coordination/Coordinating Notes:**

- **Coordination Notes:**
  1. Preemption signals shall be serviced on a priority basis with
event if more than one event is detected.
  2. Preemption signals shall be serviced on a priority basis with
event if more than one event is detected.

**Detector Schedule:**

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  1. **Detector Schedule:**
  2. **Detector Schedule:**
  3. **Detector Schedule:**
  4. **Detector Schedule:**

**Proposed Emergency Vehicle:**

- **Proposed Emergency Vehicle:**
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**Emergency Vehicle Preemption Notes:**

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  2. Preemption signals shall be serviced on a priority basis with
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SABATTUS STREET AND TEMPLE STREET

LIST OF MAJOR ITEMS

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<th>EQUIPMENT AND WORK ITEMS</th>
<th>QUANTITY</th>
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<tbody>
<tr>
<td>FURNISH AND INSTALL NEW 20561.00</td>
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<tr>
<td>MOUNT SPEC CABINET COMPLETE WITH FOUNDATION AND ALL MISC.</td>
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<tr>
<td>EQUIPMENT, PANELS AND WIRING</td>
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<tr>
<td>INSTALL AND REINFORCE EXISTING NAZTEC NEW TYPE II EXTRACTED</td>
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<tr>
<td>EQUIPPED CONTROLLER WITH POWER SUPPLY AND INSTALL</td>
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<tr>
<td>QUARTER POWER CABLE, 500-300 TYPE, LEAD WIRE</td>
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<tr>
<td>FURNISH AND INSTALL NEW EXTRACTED EQUIPPED EMERGENCY CONTACT</td>
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<td>MONITOR/REALTIME MANAGEMENT UNIT (MTM)</td>
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<td>INSTALL OR REPLACE EXISTING PREVENTION THROUGH EXTENSION WITH</td>
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<td>STREET CHAINES</td>
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LIST OF MAJOR ITEMS

IMPLEMENT LOCAL AND SYSTEM TIMING
FURNISH AND INSTALL NEW SIGNAL CABLE
FURNISH AND INSTALL NEW SPAN WIRE ASSEMBLY AND TETHER WIRE
FURNISH AND INSTALL CONCRETE STRAIN POLE FOUNDATION
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 ENVIRONMENTALLY HARDENED FIBER ETHERNET EQUIPMENT
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 SYSTEM CHASSIS
FURNISH AND INSTALL NEW ETHERNET EQUIPPED ENHANCED CONFLICT CONTROLLER WITH POWER SUPPLY
FURNISH AND INSTALL NEW NAZTEC NEMA TS2, TYPE 1 ETHERNET EQUIPMENT, PANELS, AND WIRING
FURNISH AND INSTALL NEW P-44 BASE MOUNTED NEMA TS2, TYPE 1 EQUIPMENT AND WORK ITEMS

COORDINATION/SPLIT/OFFSET SCHEDULE

COORDINATION NOTES:
1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE YELLOW.
2. COORDINATION TO OPERATE BY TIME-OF-DAY.
3. TRAFFIC SIGNAL CONTROLLER SHALL BE SET FOR STOP TIME IN WALK TO OFF.

DETECTOR SCHEDULE

PROPOSED EMERGENCY VEHICLE PREEMPTION SCHEDULE

EMERGENCY VEHICLE PREEMPTION NOTES:
1. PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH PREEMPTION SIGNALS DEPENDENT ON DETECTION
2. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OFFICIAL 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 CEASES THE CONTROLLER SHALL TIME PREEMPTION PHASE CLEARANCE 10 SECONDS YELLOW AND 30 SECONDS ALL RED AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NEEDED 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 DEMAND
4. EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH PREEMPTION SIGNALS DEPENDENT ON DETECTION
Streets/Pond Road Intersection shall be included in Bid Alternate 3.

Fiber optic patch panel. Mounted Nema 4X cabinet with equipment to remain. Furnish existing cabinet, controller and push button, R10-3eL sign head and new vehicle signal, emergency vehicle receiver (Typ.)

Existing signal, camera, push button, R10-3eR sign head, and new camera.

Pedestrian signals:
- R10-3eL
- R10-3eR

Vehicle signals:
- D3-1a
- V1
- V2
- V3
- V4

Proposed signage:
- Pedestrian signal heads
- R10-3eL
- R10-3eR
- 16"x18" pedestrian signal heads
- 9"x15" push buttons

Proposed signal heads:
- Flashing
- Steady
- Time remaining
- Don't start
- Watch for vehicles
- If started don't cross
- Vehicles

Proposed signal phasing sequence:
- Phase 1
- Phase 2
- Phase 3
- Phase 4
- Phase 5
- Phase 6
- Phase 7
- Phase 8

Notes:
- Pedestrian time provided upon actuation
- Dual entry
- Flash
- Preemption priority
- Receptors operation
- Recall
- Pedestrian clearance (DW)
- Pedestrian clearance (FDW)
- Pedestrian walk
- All red
- Yellow
- Maximum 2
- Minimum initial

Legend:
- 30"x30" yield sign
- 12"x9" push button
- Flashing
- Steady
- Timer
- To finish crossing
- Start crossing
- Time remaining
- Finish crossing
- Don't start
- Watch for vehicles
- If started don't cross

Signaling sequence:
**List of Major Items**

- Furnish and install new box of cabinet extension mounted to existing cabinet.
- Furnish and install new telex (telephone) face plate.
- Furnish and install new fiber optic extended contact monitor/wall mount unit (model).
- Furnish and install new preemption signal receiver with detector.
- Furnish and install environmentally hardened fiber optic switch and power supply.
- Furnish and install dual use splice enclosure and dispositor.
- Furnish and install reserved/assigned access point.
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- Furnish and install fiber optic switch and power supply.
- Furnish and install reserved/assigned access point.
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- Furnish and install reserved/assigned access point.
- Furnish and install new fiber optic signal cable and ancillary equipment.
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**Daily and Weekly Coordination Schedule**

- **Week 1 Week 2**
- **Week 3 Week 4**
- **Week 5 Week 6**
- **Week 7 Week 8**
- **Week 9 Week 10**
- **Week 11 Week 12**
- **Week 13 Week 14**

**Coordination/Split/Offset Schedule**

- **Plan 1**
- **Plan 2**
- **Plan 3**

**Detector Schedule**

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**Proposed Emergency Vehicle Preemption Operation**

**Emergency Vehicle Preemption Notes:**

1. Preemption signals shall be serviced on a priority basis with detectors assigned descending priorities (1 = highest, 4 = lowest).
2. In response to a preemption signal received at an intersection, 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 ceases. The controller shall stop preemption phase clearance for seconds yellow to the emergency vehicle to prevent 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 signals.
4. Emergency vehicle preemption shall override coordination.
5. Confirmation strobes shall be illuminated whenever any emergency vehicle preemption green is on.
INSTALL NEW ADA COMPLIANT CURB RAMP INCLUDING GRADING AND DETECTABLE WARNING DEVICES, SEE DETAILS. REMOVE AND RESET CURB RAMP WITH THE ENGINEER, MATCH NEW RAMP AND SIDEWALK AND DETECTABLE WARNING DEVICES. SEE SIDEWALK AND CURB RAMP, INCLUDING GRADING INSTALL NEW ADA COMPLIANT CURB RAMP INCLUDING GRADING AND DETECTABLE WARNING DEVICES, SEE DETAILS. REMOVE AND RESET CURB RAMP WITH THE ENGINEER, MATCH NEW RAMP AND SIDEWALK AND DETECTABLE WARNING DEVICES. SEE SIDEWALK AND CURB RAMP, INCLUDING GRADING INSTALL NEW ADA COMPLIANT CURB RAMP INCLUDING GRADING AND DETECTABLE WARNING DEVICES, SEE DETAILS. REMOVE AND RESET CURB RAMP WITH THE ENGINEER, MATCH NEW RAMP AND SIDEWALK AND DETECTABLE WARNING DEVICES. SEE SIDEWALK AND CURB RAMP, INCLUDING GRADING INSTALL NEW ADA COMPLIANT CURB RAMP INCLUDING GRADING AND DETECTABLE WARNING DEVICES, SEE DETAILS. REMOVE AND RESET CURB RAMP WITH THE ENGINEER, MATCH NEW RAMP AND SIDEWALK AND DETECTABLE WARNING DEVICES. 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INSTALL NEW ADA COMPLIANT CONCRETE SIDEWALK AND CURB RAMP. INCLUDE GRADING AND DETECTABLE WARNING DEVICES SEE DETAILS. MATCH NEW RAMP AND SIDEWALK WITH EXISTING SIDEWALK AND ROADWAY PAVEMENT (TYP).

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

INSTALL NEW CROSSWALK AND STOP BAR PAVEMENT MARKINGS (TYP.).
RESET CURB WITH EXISTING CURBING.
DIRECTED BY THE ENGINEER.
REMOVE AND RESET CURB AS
MARKINGS (TYP.)
AND STOP BAR PAVEMENT
INSTALL NEW CROSSWALK
EXISTING SIDEWALK AND ROADWAY PAVEMENT. (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
NOTES:
1. ALL PROPOSED WORK AT THE SABATTUS STREET/POND ROAD INTERSECTION SHALL BE INCLUDED IN BID ALTERNATE 3.
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 in conflict with proposed interconnect, fiber aerial, interconnect in conflict with proposed interconnect shall be removed and disposed.

4. All work associated with the installation of the interconnect between the Sabattus Street/College Street and Sabattus Street/Campus Street intersections shall be included in bid alternative 1.

5. All work associated with the installation of the interconnect between the Sabattus Street/College Street and Sabattus Street/Pond Road intersections shall be included in bid alternative 3.

6. The contractor shall connect proposed fiber optic cable to existing patch panel and fiber Ethernet switch in existing Sabattus/Campus signal cabinet, and fiber optic cable to existing patch panel and fiber Ethernet switch in existing Sabletus/Campus signal cabinet.

7. See Note 4 for additional details.