

CITY OF PORTSMOUTH, NH

MIDDLE STREET/MILLER AVENUE/SUMMER STREET TRAFFIC SIGNAL REPLACEMENT PROJECT CITY PROJECT #7122

FOR:

CITY OF PORTSMOUTH, NH
1 JUNKINS AVE
PORTSMOUTH, NH 03801

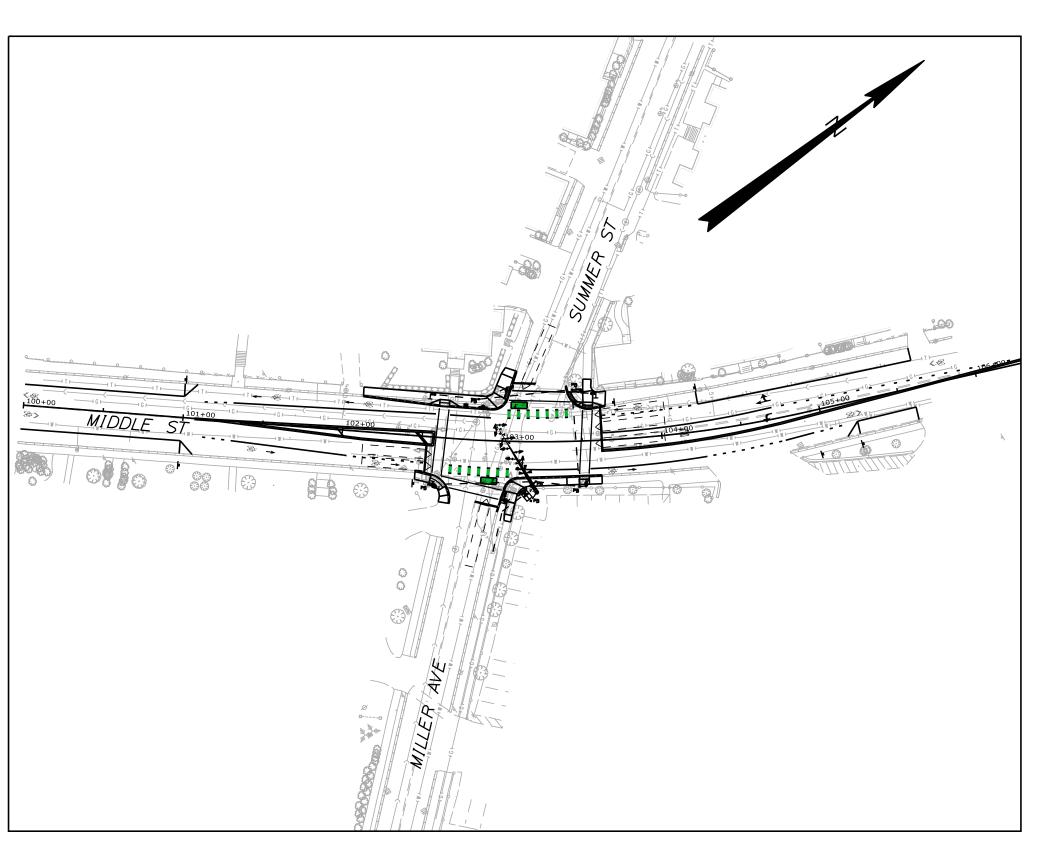
ENGINEER / SURVEYOR:



LOCATION MAP:



N.T.S.



1'' = 60'

DECEMBER 9, 2024 DECEMBER 9,

SHEET INDEX

SHEET DESCRIPTION

1 TITLE SHEET

GENERAL NOTES & DETAILS

3 GEOMETRIC PLAN

4-5 GENERAL PLANS

6-7 PAVEMENT MARKING PLANS & DETAILS

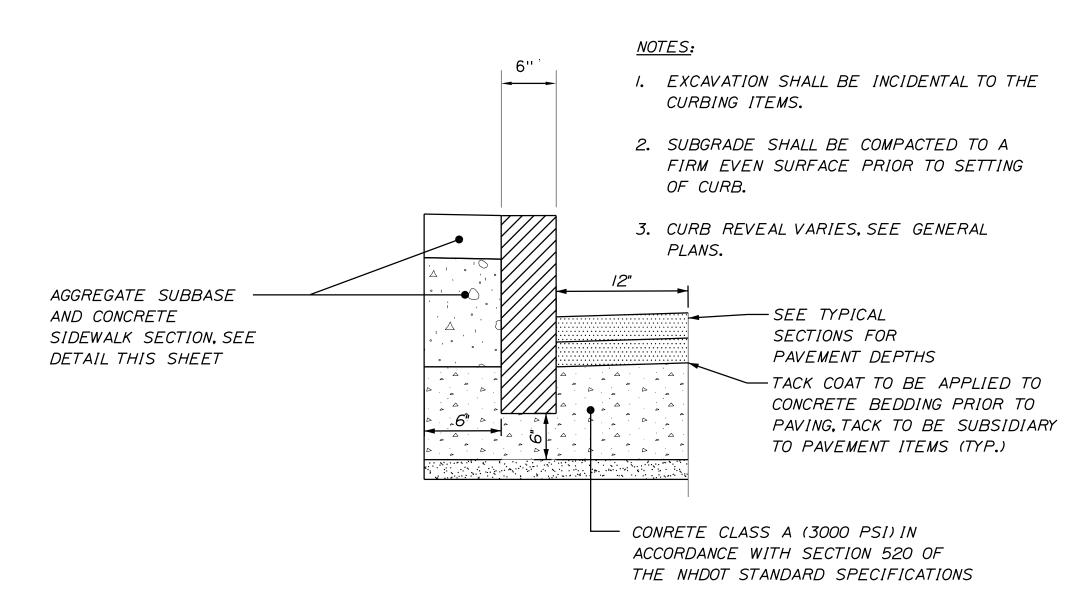
8 TRAFFIC SIGNAL NOTES

9-10 TRAFFIC SIGNAL PLANS

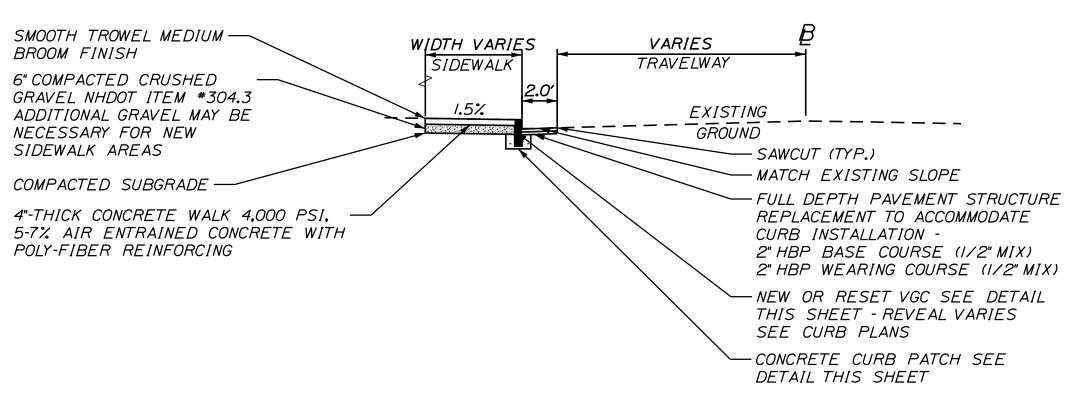
PLAN LEGEND					
Town, County, State Property Lines R/W Lines-Existing R/W Lines-Proposed Culvert-Existing Culvert Proposed Curbing Existing Proposed Straight Sloped Outline of Bodies of Water Exposed Bedrock Buildings Trees Conifer Clearing Limit Line Clearing Limit Line Railroad ROW Monument Boring HB-XXX-### Pavement Core PC-#	Catch Basins Existing Proposed Manholes Existing Proposed Proposed Underdrain Proposed Ditch Existing Ditch Utility Poles Existing Proposed Fire Hydrants Existing Proposed Existing Water Line Existing San. Sewer Existing San. Sewer Manhole Guardrail-Existing Guardrail-Proposed Guardrail-Cable, Other Centerline-Existing Centerline-Proposed Travelway-Existing Travelway-Proposed Probe P-#.#X #.# = Depth X = W (Weathered Rock) P. (Pofusal)				
Test Pit TP-XXX-###	R (Refusal) 🚜				
Fiber Optic Cable	EXIST PROP				
Signal Conduit Pedestrian Signal Head w/ Pushbutton Pedestrian Signal Post w/ equipment Steel Strain Pole					
Mast Arm Pole Luminaire	→				
Premption Receiver Signal Head (no Backplate) Signal Head (w/ Backplate)					
Confirmation Strobe Mast Arm Mounted Sign Controller Cabinet	-D - T -T				
Meter Pedestal Pullbox Video Detection Camera	□ pb ■ PB				
Video Detection Camera (360*) Advance Detection					
Stop Bar Advance Detection Detection Zone (& ID)					

<u>GENERAL NOTES</u>

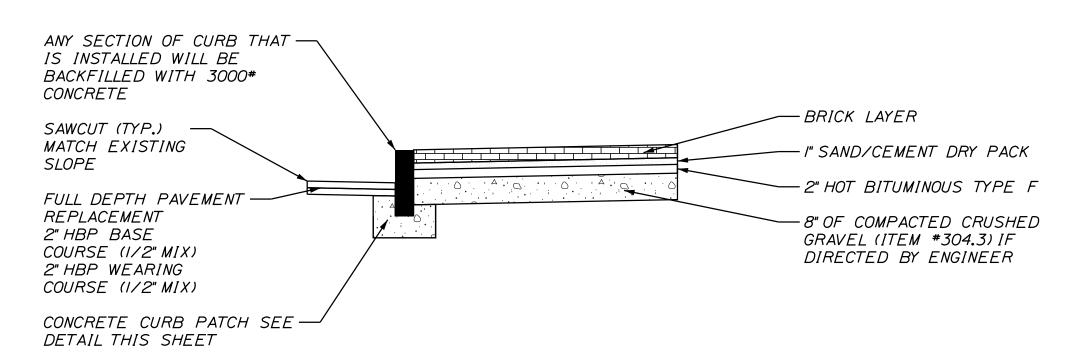
- I. FOR STANDARD PLANS, SEE DEPARTMENT OF TRANSPORTATION WEBSITE AT:
 WWW.NH.GOV/DOT/ORG/PROJECTDEVELOPMENT/HIGHWAYDESIGN/STANDARDPLANS/INDEX.HTM.
- 2. NO EXISTING MONUMENTS, BOUNDS, OR BENCHMARKS SHALL BE DISTURBED WITHOUT FIRST MAKING PROVISIONS FOR RELOCATION.
- PERFORM ALL WORK WITHIN THE EXISTING RIGHT-OF-WAY, UNLESS OTHERWISE SHOWN ON THE PLANS OR AS ORDERED BY THE ENGINEER.
- 4. ALL WORK UNDER THIS CONTRACT TO BE GOVERNED BY NHDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION, 2016 EDITION WITH THE LATEST REVISIONS AND UPDATES.
- 5. MAINTENANCE OF TRAFFIC SHALL BE PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, (MUTCD), LATEST EDITION.
- THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT EXISTING UTILITY LOCATIONS AND/OR ELEVATIONS ARE APPROXIMATE. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL EXISTING SUBSURFACE LINES AND STRUCTURES MAY NOT BE SHOWN. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACT SHALL CONTACT DIG SAFE AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION.
- 7. SIDEWALK CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH NHDOT STANDARD "SIDEWALK CURB RAMP DETAILS" SHEETS 1-9.
- 8. STATIONS REFERENCED ARE APPROXIMATE.



GRANITE CURB DETAIL
(NOT TO SCALE)



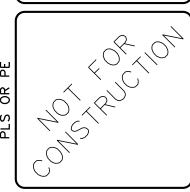
4" CONCRETE SIDEWALK DETAIL ITEM# 608.24 NOT TO SCALE



BRICK SIDEWALK DETAIL ITEM# 608.5

NOT TO SCALE





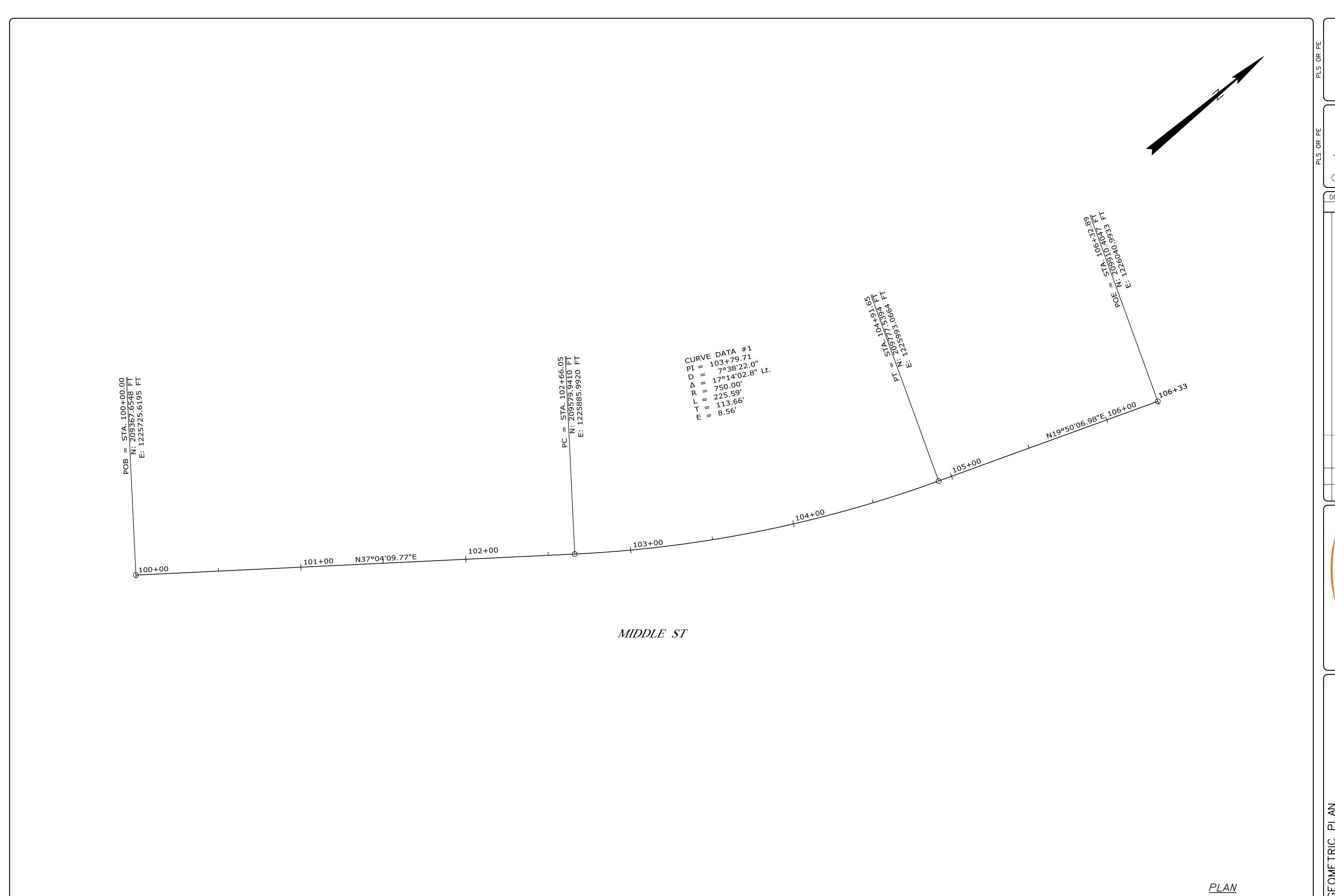
1 GRS 12/09/24 FINAL PLANS, SPECIFICATIONS, AND ESTIMATE REV: BY: DATE: STATUS: THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.	
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TECHNICS.COM
75 John Roberts Rd.
South Portland, ME 04106
Tel 2072-200-2100

ENERAL NOTES
IDDLE ST. © SUMMER ST.
RTSMOUTH, NH
ITY OF PORTSMOUTH

PROJECT NO. SCALE
21183 N.T.S.

SHEET 20F 10



SIGNED GRS	CHECKED BRL
	S, AND ESTIMATE N FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, K AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.

		1 GRS	REV: BY:	THIS PLAN S AUTHORIZED
		GRS 12/09/24 FINAL PLANS,	REV: BY: DATE: STATUS:	THIS PLAN SHALL NOT BE MODIFIED WITHOUT V AUTHORIZED OR OTHERWISE, SHALL BE AT THE

ST. GEOMETRIC

OF:
MIDDLE ST.
PORTSMOUTH, NH

PROJECT NO. SCALE

21183 1" = 25'

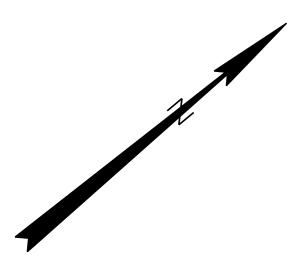
CURB RAMP NOTES:

I. SIDEWALK CURB RAMPS SHALL BE CONSTRUCTED IN ACCORDANCE WITH NHDOT STANDARD "SIDEWALK CURB RAMP DETAILS" SHEETS 1-9.

CONSTRUCTION LEGEND

(SEE DETAIL ON SHEET 2)

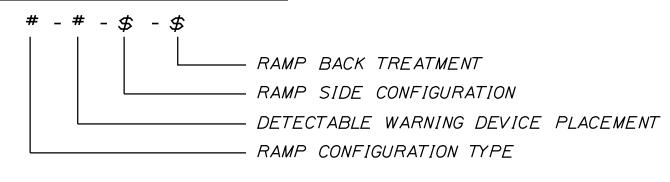
NEW BRICK SIDEWALK
(SEE DETAIL ON SHEET 2)



CURB RAMP TREATMENTS

LOCATION	TREATMENT
()	6-2-B-A
2	4-3-B-A
3	4-3-B-A
4	10-1-A-A
5	6-3-B-A
6	5-3-A-B

TREATMENT KEY LEGEND



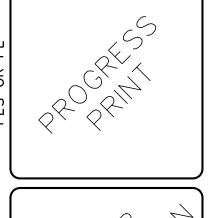
X = OMIT THIS OPTION

CONTROL	POINTS FOR MIDDI	E AT SUMMER
POINT	STATION	OFFSET
1	103+61.42	21.6' RT
2	103+53.64	21.5' RT
3	103+47.79	21.6' RT
4	103+40.01	21.7' RT
5	103+18.03	22.2' RT
5A	103+05.60	24.3' RT
6	103+01.67	30.9' RT
7	102+99.80	36.6' RT
8	102+97.74	44.3' RT
9	102+70.10	40.6' RT
10	102+69.55	35.2' RT
11	102+67.18	29.7' RT
12	102+57.51	23.3' RT
13	102+47.21	21.8' RT
14	102+11.47	21.8' LT
14A	102+19.42	21.4' LT
15	102+51.38	19.9' LT
16	102+59.39	19.5' LT
17	102+65.42	19.6' LT
18	102+73.62	19.6' LT
18A	102+92.53	19.3' LT
19	102+96.89	20.1' LT
20	103+02.50	25.7' LT
21	103+04.33	31.4' LT
22	103+06.78	39.1' LT
23	103+08.33	43.9' LT
24	103+40.07	34.8' LT
25	103+41.05	30.9' LT
26	103+44.38	24.7' LT
27	103+47.24	22.3' LT
28	103+51.18	20.4' LT
29	103+57.28	19.9' LT
30	103+65.44	20.9' LT

LOCATION 5— DETAIL 5 CONSTRUCT LANDING TO— BE 2% OR FLATTER	
RELOCATE EXISTING — UTILITY POLE ADJUST CB USING — FRAME 7260Z FROM EJ CONSTRUCT LANDING TO BE 2% OR FLATTER	
LOCATION 4 DETAIL 4 124 MIDDLE ST 120 120 120 120 120 120 120 120	
14 14A	
MIDDLE ST 14 3 2 5 5 5 5 5 5 5 5 5	
PREPLACE SECTION OF FENCE IN KIND DETAIL I LOCATION 3 LOCATION 3	
DETAIL 3 REPAIR SIDEWALK IN THIS AREA DUE TO PROPOSED CONDUIT RUN CONDUIT RUN	

STRAIGHT GRANITE CURB					
POINT TO POINT	RADIUS (FT)	LENGTH (LF)			
1 TO 2 (TERM.)	_	8.0			
3 TO 4 (TERM.)	_	8.0			
4 TO 5	-	30.0			
7 TO 8 (TERM.)	-	8			
12 TO 13	_	10.0			
14 TO 14A (TERM.)	-	8.0			
14A TO 15	_	32.0			
15 TO 16 (TERM.)	_	8.0			
17 TO 18 (TERM.)	_	8.0			
18 TO 18A	-	18.5			
21 TO 22 (TERM.)	-	8.0			
22 TO 23	_	5.0			
24 TO 25 (TERM.)		4.0			
29 TO 30 (TERM.)	_	8.0			
SHEET SUBTO	TAL (LF)	164.0			

CURV	В			
POINT TO POINT	RADIUS (FT)	LENGTH (LF)		
5 TO 5A	10	5.8		
5A TO € (TERM.)	10	8.0		
9 TO 10 (TERM.)	17	5.5		
10 TO 11 (TERM.)	17	6.0		
18A TO 19	10	4.5		
19 TO 20 (TERM.)	10	8		
26 TO 27 (TERM.)	14	4		
27 TO 28 (TERM.)	14	4		
SHEET SUBTOTAL (LF) 46.0				



DESIGNED CHECKED

(GRS	5		6	3RL	_
				1 GRS 12709724 FINAL PLANS, SPECIFICATIONS, AND ESTIMATE	:V: BY: DATE: STATUS:	HIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, INC. ANY ALTERATIONS, INC. AND WITHOUT LIABILITY TO SERAGO TECHNICS INC.
				GR	BY	PLAN
				—	$\stackrel{\cdot \cdot}{\geq}$	l 돌트

South Portland, ME 04106

TECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

DLE ST. @ SUMMER ST.
SMOUTH, NH

Y OF PORTSMOUTH

PROJECT NO. SCALE

21183 1'' = 20'

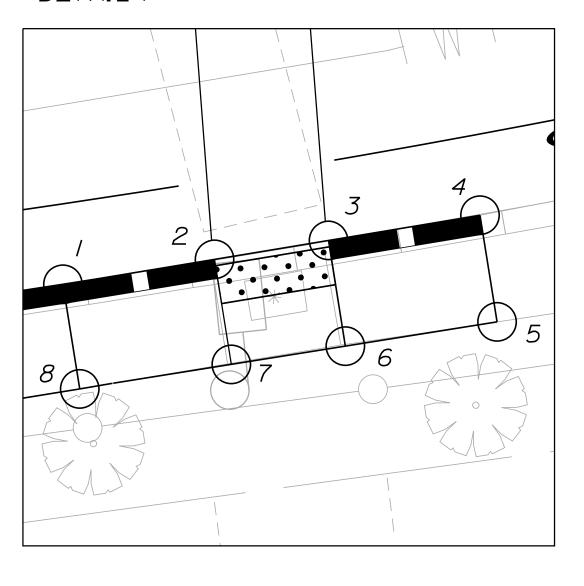
SHEET 40F 10

PLAN

O 20 40

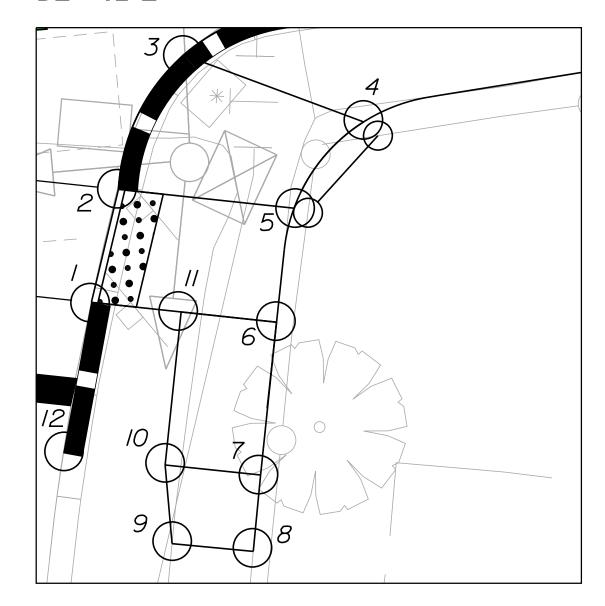
Scale of Feet

DETAIL I



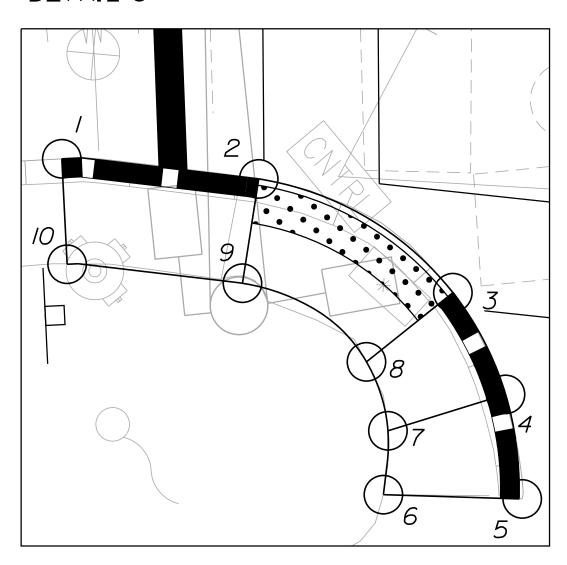
	DETAIL 1 SPOT GRADES					
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2		
1	103+40.01	21.7' RT	18.43'	18.67'		
2	103+47.79	21.6' RT	18.30'	_		
3	103+53.64	21.5' RT	18.25'	_		
4	103+61.42	21.6' RT	18.21'	18.48'		
5	103+61.33	27.2' RT	_	18.52'		
6	103+53.61	27.1' RT	-	18.33'		
7	103+47.80	27.1' RT	_	18.38'		
8	103+40.08	27.2' RT	_	18.72'		

DETAIL 2

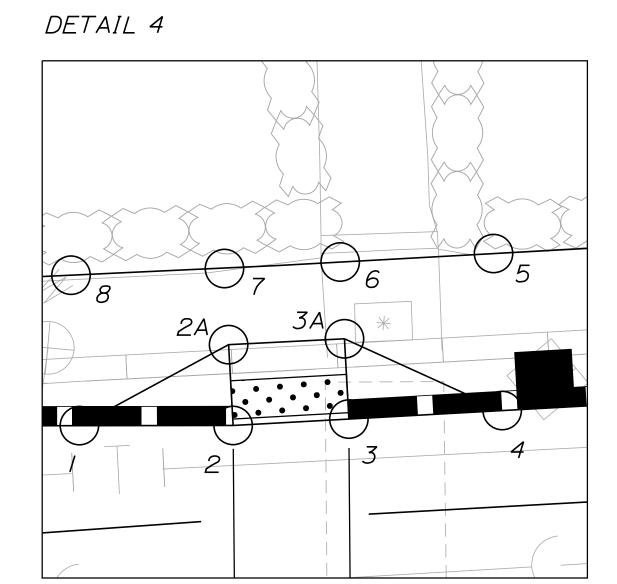


DETAIL 2 SPOT GRADES						
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2		
1	102+99.80	36.6' RT	18.20'	_		
2	103+01.67	30.9' RT	18.40'	_		
3	103+05.60	24.3' RT	18.55'	18.80'		
4	103+14.23	28.7' RT	_	18.95'		
5	103+10.30	32.8' RT	-	18.54'		
6	103+08.84	38.6' RT	_	18.35'		
7	103+07.27	46.4' RT	_	19.00'		
8	103+06.53	50.4' RT	_	18.96'		
9	103+02.63	49.5' RT	_	18.88'		
10	103+02.66	45.4' RT	_	18.93'		
11	103+04.18	37.6' RT	_	18.27'		
12	102+97.74	44.3' RT	18.03'	18.51'		

DETAIL 3

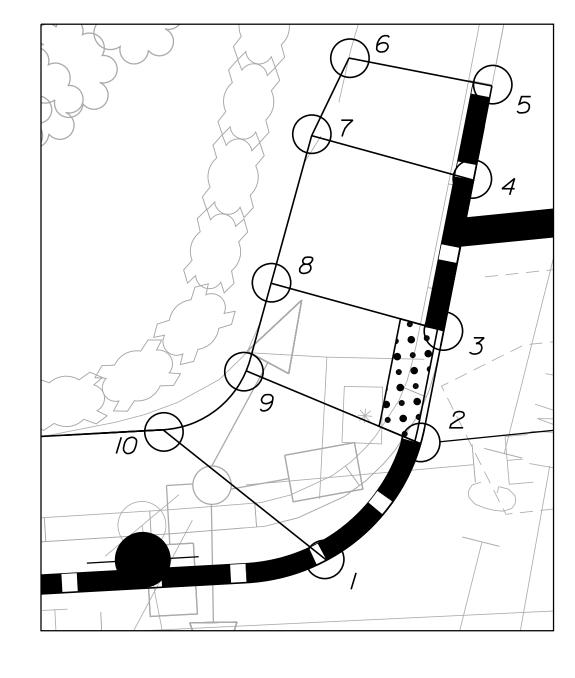


	DETAIL	3 SPOT GI	RADES	
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2
1	102+47.21	21.8' RT	18.91'	19.24'
2	102+57.51	23.3' RT	18.91'	-
3	102+67.18	29.7' RT	18.34'	_
4	102+69.55	35.2' RT	18.06'	18.31'
5	102+70.10	40.6' RT	17.95'	_
6	102+63.10	40.1' RT	_	18.39'
7	102+63.50	36.7' RT	_	18.42'
8	102+62.55	33.1' RT	_	18.45'
9	102+56.30	28.7' RT	_	18.97'
10	102+47.22	27.3' RT	_	19.37'



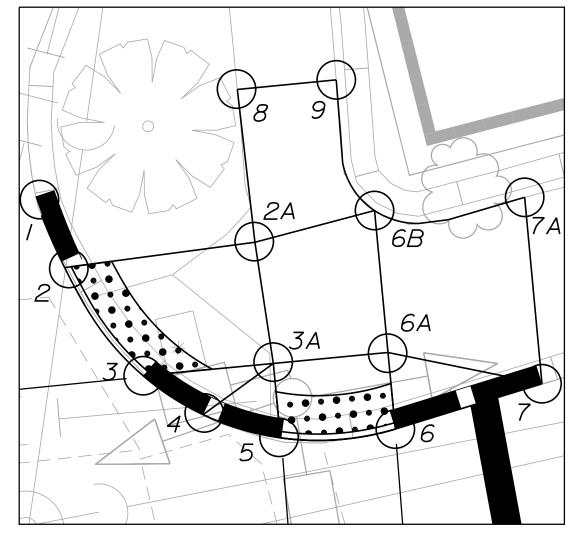
	DETAIL	4 SPOT GE	RADES	
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2
1	102+51.38	19.9' LT	19.13'	19.38'
2	102+59.39	19.5' LT	19.09'	_
2A	102+59.35	23.7' LT	_	19.41'
3	102+65.42	19.6' LT	19.02'	-
3A	102+65.39	23.7' LT	-	19.30'
4	102+73.62	19.6' LT	18.88'	19.13'
5	102+73.64	27.8' LT	_	19.21'
6	102+65.36	27.7' LT	-	19.36'
7	102+59.32	27.7' LT	_	19.47'
8	102+51.32	27.7' LT	_	19.46'

DETAIL 5



	DETAIL	5 SPOT GI	RADES	
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2
1	102+96.89	20.1' LT	18.66'	18.91'
2	103+02.50	25.7' LT	18.49'	_
3	103+04.33	31.4' LT	18.41'	_
4	103+06.78	39.1' LT	18.38'	18.63'
5	103+08.33	43.9' LT	18.34'	18.66'
6	103+00.59	46.0' LT	-	18.94'
7	102+98.14	42.2' LT	-	18.76'
8	102+95.21	34.7' LT	-	18.55'
9	102+93.45	30.3' LT	-	18.64'
10	102+88.70	27.6' LT	_	19.07'

DETAIL 6



	DETAIL	6 SPOT GI	RADES	
POINT	STATION	OFFSET	ELEV. 1	ELEV. 2
1	103+40.07	34.8' LT	18.02'	18.18'
2	103+41.05	30.9' LT	18.01'	_
2A	103+51.48	30.7' LT	-	18.59'
3	103+44.38	24.7' LT	18.05	_
3A	103+51.40	24.3' LT	-	18.47
4	103+47.24	22.3' LT	18.10'	18.43'
5	103+51.18	20.4' LT	18.15'	_
6	103+57.28	19.9' LT	18.18'	_
6A	103+57.59	23.9' LT	_	18.51'
6B	103+58.16	31.3' LT	-	18.60'
7	103+65.44	20.9' LT	18.13'	18.38'
7A	103+66.33	30.6' LT	_	18.46'
8	103+51.88	38.7' LT	_	18.40'
9	103+57.32	38.4' LT	-	18.46'

NOTES:

- I. RAMPS HAVE BEEN DESIGNED WITH THE INTENT TO COMPLY WITH NHDOT STANDARD "SIDEWALK CURB RAMP DETAILS" AND THE CONTRACTOR IS INSTRUCTED TO PAY SPECIAL ATTENTION TO THE MAXIMUM SLOPES PROVIDED IN THAT GUIDANCE.
- 2. ELEVATION I IS PROVIDED FOR ROADWAY ELEVATIONS AND ELEVATION 2 FOR SIDEWALK ELEVATIONS.



1 GRS 12/09/24 FINAL PLANS, SPECIFICATIONS, AND ESTIMATE REV: BY: DATE: STATUS: THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.
24 FINAL PLANS, SPECIFICATIONS, AND ESTIMATE STATUS: STATUS: BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, WISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.
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TECHNCS.COM
75 John Roberts Rd.
South Portland, ME 04106
Tel. 207-200-2100

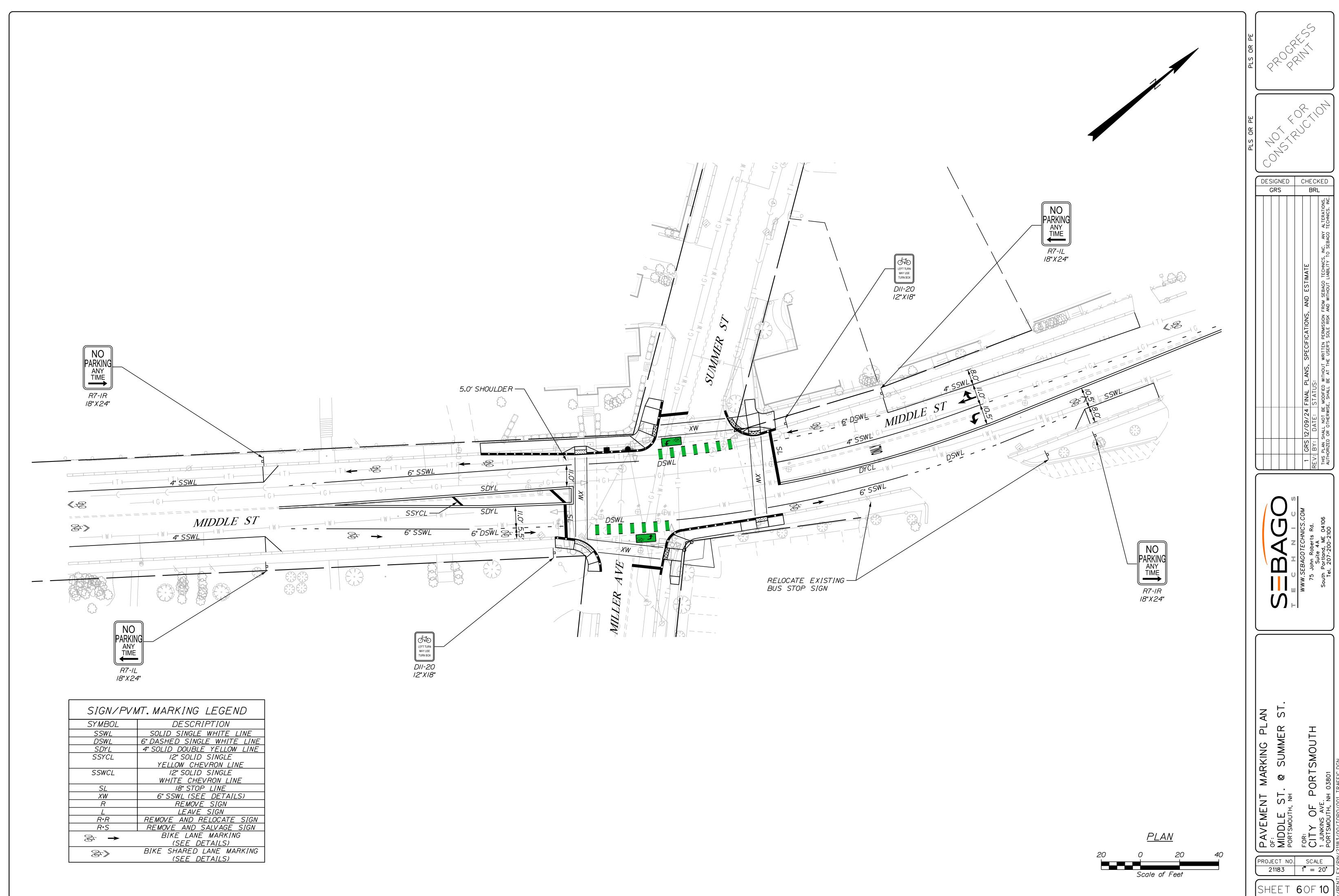
MIDDLE ST. © SUMMER ST.

PORTSMOUTH, NH

FOR:

CITY OF PORTSMOUTH

1 JUNKINS AVE.



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GRS	BRI

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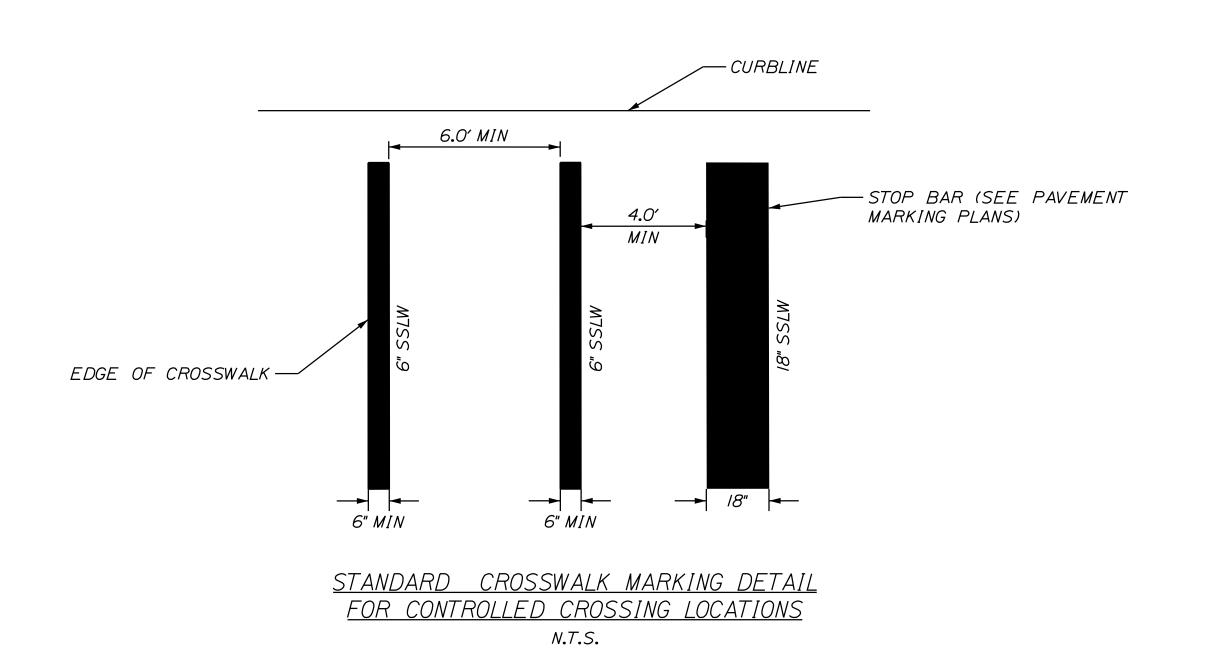
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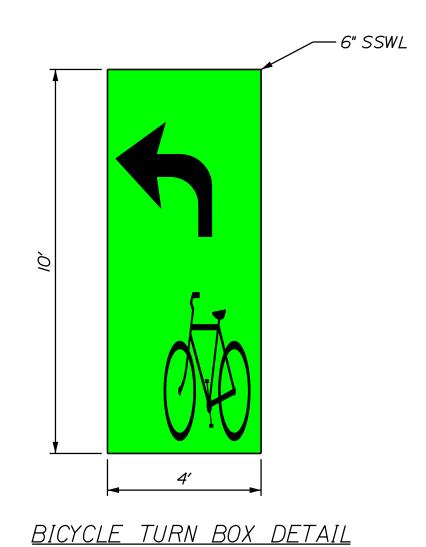
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GRS	BRL	
	ESTIMATE SEBAGO TECHNICS, INC. ANY ALTERATIONS, THOUT LIABILITY TO SEBAGO TECHNICS. INC.	

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ECHINICS: COM	-	GRS	12/09/24	GRS 12/09/24 FINAL PLANS, SPE
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d, ME 04106 200-2100	THIS AUTH	PLAN S ORIZED	SHALL NOT BE OR OTHERWIS	THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRIT. AUTHORIZED OR OTHERWISE, SHALL BE AT THE US

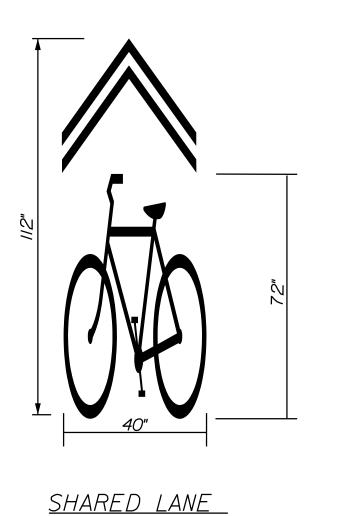


	TECHNICS.COM 75 John Roberts Rd. Suite 4A South Portland, ME 04106 Tel. 207-200-2100	CHNICS.COM Tts Rd. WE 04106 -2100
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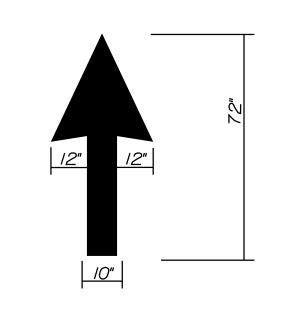


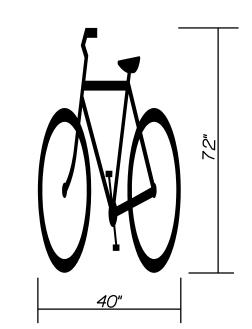
PAY QUANTITY = 40 SF



<u>MARKING</u>

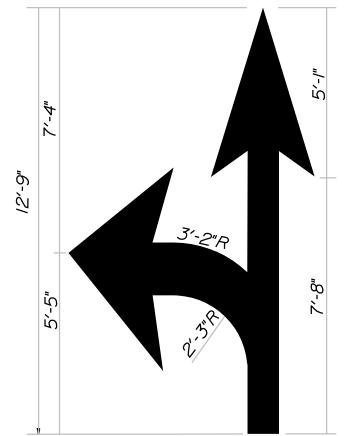
PAY QUANTITY 9.0 SF



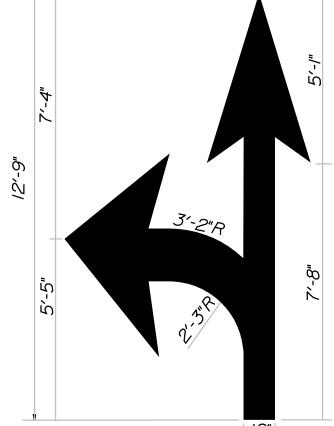


BICYCLE LANE <u>DIRECTIONAL</u> <u>ARROW</u> PAY QUANTITY 6.0 SF

BICYCLE LANE <u>SYMBOL</u> PAY QUANTITY 8,1 SF

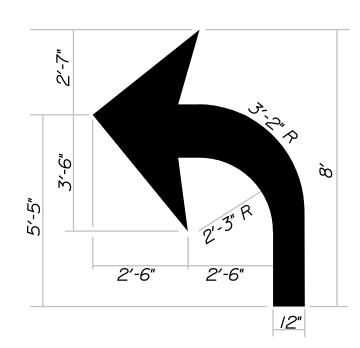


COMBINATION ARROW RIGHT TURN OPPOSITE IN KIND PAY QUANTITY = 28.8 SF

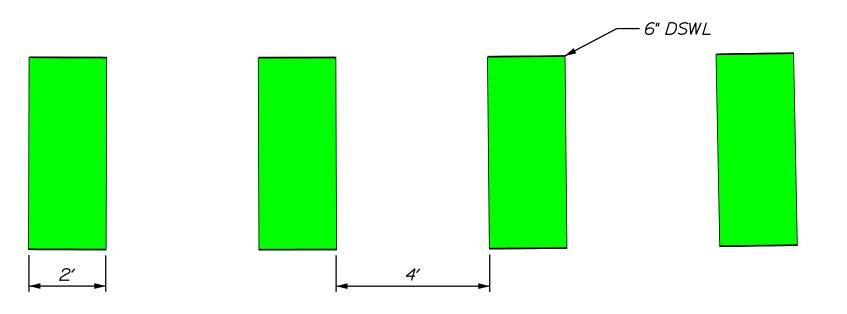




<u>ONLY MARKING</u> PAY QUANTITY = 22.3 SF



<u>LEFT-TURN ARROW</u> PAY QUANTITY = 17.0 SF



<u>INTERSECTION BICYCLE LANE</u> STRIPING DETAIL

PAVEMENT MARKING NOTES:

- I. ALL PAVEMENT MARKINGS SHALL BE IN CONFORMANCE WITH THE MOST RECENT MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) FOR STREETS AND HIGHWAYS AND ALL UPDATES.
- 2. ALL WORDS AND SYMBOLS SHALL BE RETROREFLECTIVE WHITE AND SHALL CONFORM TO THE LATEST VERSION OF THE MUTCD.
- 3. THE WORD "ONLY" SHALL NOT BE USED WITH THROUGH OR COMBINATION ARROWS, AND SHALL NOT BE USED ADJACENT TO A BROKEN LANE LINE. A WORD/SYMBOL SHALL PRECEED THE WORD "ONLY".
- 4. COMBINATION ARROWS MAY BE COMPRISED OF 2 SINGLE ARROWS (e.g. TURN AND THROUGH ARROWS). HOWEVER, THE SHAFTS OF THE ARROWS SHALL COINCIDE AS SHOWN.
- 5. PREFORMED WORDS AND SYMBOLS SHALL BE PRE-CUT BY THE MANUFACTURER.
- 6. ALL STOP BARS, WORDS, SYMBOLS AND ARROWS SHALL BE THERMOPLASTIC.

DESIGNED				KED		
(GRS	S		6	3RL	-
				GRS 12/09/24 FINAL PLANS, SPECIFICATIONS, AND ESTIMATE	DATE: STATUS:	NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, THERE SHAIL BE AT THE LISEP'S SOLF RISK AND WITHOUT LIABILITY TO SERAGO TECHNICS INC.
				32 12 / C		THIS PLAN SHALL
				1 GF	REV: BY:	HIS PLA
					R	_

DETAIL! MARKINGS

> 21183 N.T.S.

GENERAL NOTES

- I. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL

 SCHEDULES BASED ON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR ORDERING MATERIALS OR

 PERFORMING WORK.
- 2. THE LOCATIONS OF ALL EQUIPMENT ARE APPROXIMATE.FINAL LOCATIONS SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER AND/OR RESIDENT.
- 3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING AND INSTALLING ALL OTHER EQUIPMENT NECESSARY FOR A COMPLETE OPERATIONAL SIGNAL SYSTEM.
- 4. ALL SIGNAL EQUIPMENT INCLUDING BUT NOT NECESSARILY LIMITED TO THE SIGNAL CONTROLLER, VIDEO DETECTION EQUIPMENT, AND MMU SHALL BE CONFIGURED FOR IP ACCESSIBLE REMOTE COMMUNICATIONS.
- 5. ALL EQUIPMENT TO BE REMOVED AND DISCARDED SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF IN A MANNER ACCEPTABLE TO THE ENGINEER.

VIDEO DETECTION

- I. INSTALL MIOVISION 360 DEGREE CAMERA. INSTALLATION IS TO INCLUDE CAMERA, PROCESSOR, AND SYSTEM MODULE WITH COUNTING CAPABILITIES.
- 2. LOCATIONS OF CAMERAS AND DETECTION ZONES SHOWN ON THE PLANS ARE APPROXIMATE. FINAL LOCATION TO BE DETERMINED BY CONTRACTOR TO ACHIEVE ACCURATE VEHICLE DETECTION AND COUNTING CAPABILITIES.
- 3. CONTRACTOR SHALL SET UP ACCESS TO AND CONFIGURE THE MIOVISION CAMERAS FOR DATA COLLECTION AND REMOTE VIEWING BY THE CITY AND THEIR ENGINEER.

VEHICULAR SIGNAL HEADS

- I. SHALL HAVE 5-INCH BLACK LOUVERED BACK PLATES WITH 2-INCH RETRO-REFLECTORIZED BORDERS.
- 2. SHALL BE ONE-WAY, 12 INCH DIAMETER, WITH LED LENSES.
- 3. SHALL BE EQUIPPED WITH TUNNEL VISORS.
- 4. SHALL BE BLACK POLYCARBONATE WITH BLACK FACES.
- 5. SHALL BE FIX-MOUNTED TO MAST ARMS.
- 6. SIGNALS TO OPERATE WITH COLORS AT ALL TIMES.
- 7. SIGNALS TO OPERATE IN FLASH MODE FOR EMERGENCIES ONLY. SIGNAL INDICATIONS SHALL BE ALL RED FOR 3 SECONDS AFTER CONFLICT FLASH

 EMERGENCY PRE-EMPTION
- I. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT THE INTERSECTION BY OPTICAL DETECTORS, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN THE EMERGENCY PRE-EMPTION PHASE FOR A MINIMUM OF FIVE (5) SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME THE PRE-EMPTION PHASE SAS NECESSARY, THEN TIME THE PRE-EMPTION PHASE CLEARANCE, AND FINALLY RESUME NORMAL OPERATIONS.
- 2. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE INTERVAL TIMES SHALL BE MAINTAINED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- 3. THE CONFIRMATION STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY PRE-EMPTION GREEN IS ON.
- 4. FINAL PLACEMENT OF THE OPTICAL DETECTORS SHALL BE COORDINATED WITH THE ENGINEER AND CITY'S FIRE DEPARTMENT.
- 5. INSTALL GTT OPTICOM'S LATEST INGARED SERIES OF EMERGENCY VEHICLE PREEMPTION HARDWARE, OR APPROVED EQUAL COMPATIBLE WITH THE OPTICOM PREEMPTION SYSTEM. TO INCLUDE OPTICAL PREEMPTION DETECTORS, CONFIRMATION STROBES, AND OPTICAL SIGNAL PROCESSOR.

TRAFFIC STRUCTURES

- I. MAST ARMS AND PEDESTAL POLES SHALL BE NATURAL FINISH.
- 2. ALL EQUIPMENT INCLUDING CONTROLLER CABINET, POLES, PULL BOXES, AND CONDUIT SHALL BE PROTECTED AGAINST RODENTS.

TRAFFIC SIGNAL CABINETS AND CONTROLLERS

- I. THE PROPOSED TRAFFIC SIGNAL CABINETS SHALL BE NEMA TS2 W/ PLAIN ALUMINUM FINISH, SIZE NOTED ON THE PLANS. CABINET SHALL INCLUDE ALL NEW ANCILLARY EQUIPMENT EXCEPT AS NOTED ON PLANS.
- 2. GROUND MOUNTED CABINETS SHALL BE INSTALLED WITH A 15" EXTENSION BASE.
- 3. THE PROPOSED TRAFFIC SIGNAL CONTROLLER SHALL BE A ATC NEMA CONTROLLER APPROVED BY THE CITY, WITH LATEST FIRMWARE INSTALLED.
- 4. ONE COPY OF AS-BUILT PLANS WITH TRAFFIC SIGNAL TIMINGS, WIRING DIAGRAMS, BOX PRINTS, AND EQUIPMENT MANUALS SHALL BE LEFT IN EACH CONTROLLER CABINET.

STARTUP AND ACCEPTANCE TESTING

- I. UPON COMPLETION OF THE WORK, THE CONTRACTOR SHALL INITIATE COMMUNICATIONS TO THE PROJECT INTERSECTIONS. THE CONTRACTOR SHALL TEST THE ABILITY TO REMOTELY ACCESS THE TRAFFIC SIGNAL CONTROLLERS THRU THE APPLICATION PROGRAMMING INTERFACE (API). THE CONTRACTOR SHALL ALSO DEMONSTRATE THE ABILITY TO REMOTELY VIEW THE DETECTION CAMERAS, INCLUDING THE ABILITY TO REVISE DETECTION ZONE AND RETRIEVE COUNT INFORMATION. THE 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 START-UP PERIOD RESTARTED FOR ANOTHER SEVEN (7) DAYS.
- 2. UPON DEMONSTRATING A SUCCESSFUL 7 DAY START UP TEST, THE CITY AND ITS ENGINEER SHALL EVALUATE THE OPERATION OF THE SYSTEM FOR A PERIOD OF 30 DAYS. DURING THIS PERIOD THE ENGINEER WILL DETERMINED IF THE VEHICLE COUNTING ABILITY OF THE CAMERAS IS AT LEAST 90% ACCURATE. SHOULD THE SYSTEM MALFUNCTION DURING THIS PERIOD OR THE ACCURACY OF THE CAMERAS IS DETERMINED TO BE IN ADEQUATE, THE CONTRACTOR SHALL MAKE ANY REPAIRS OR CORRECTIONS AND THE ACCEPTANCE TEST PERIOD WILLS START OVER AGAIN. ACCEPTANCE TESTING MUST DEMONSTRATE TO THE CITY AND ITS ENGINEER THAT THE COMMUNICATIONS CONNECTION AND ALL HARDWARE AND EQUIPMENT FUNCTION IN ACCORDANCE WITH THESE SPECIFICATIONS, REQUIREMENTS, THROUGHPUTS, AND FUNCTIONALITY.
- 3. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A PERIOD OF ONE YEAR AFTER FINAL ACCEPTANCE.

PEDESTRIAN SIGNAL HEADS AND PUSHBUTTONS

- I. PEDESTRIAN SIGNAL HEADS SHALL BE ONE-WAY ONE-SECTION, 16" x 18" LED HAND/MAN WITH COUNTDOWN MODULE, HAND/MAN SYMBOL SHALL BE FILLED AND NOT OUTLINED.
- 2. PEDESTRIAN SIGNAL HEADS SHALL BE EQUIPPED WITH TUNNEL VISORS.
- 3. PEDESTRIAN SIGNAL HEADS SHALL BE CONSTRUCTED OF POLYCARBONATE MATERIAL WITH BLACK FACES.
- 4. INSTALL 19 INCH ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSH BUTTONS WITH RIO-3e PUSH BUTTON SIGNS. SIGNS SHALL BE POSTED AT EACH APS PUSH BUTTON.
- 5. PEDESTRIAN SIGNALS SHALL BE BLANK DURING FLASHING OPERATION.
- 6. LOCATOR TONES FOR ALL PUSH BUTTONS ARE REQUIRED. THEIR VOLUME IS TO BE AUTOMATICALLY ADJUSTED TO AMBIENT NOISE LEVELS.
- 7. PEDESTRIAN PUSH BUTTONS SHALL HAVE A MAXIMUM ALLOWABLE REACH DISTANCE OF 10 INCHES FROM THE ADJACENT WALK SURFACE.

 EXTENSION BRACKETS TO BE INSTALLED AND/OR PAVEMENT OR CONCRETE EXTENDED IF DEEMED NECESSARY.
- 8. PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED AT A HEIGHT OF APPROXIMATELY 42 INCHES, BUT NO GREATER THAN 48 INCHES, ABOVE THE WALK SURFACE.
- 9. THE AUDIBLE WALK INDICATION SHALL MEET MUTCD REQUIREMENTS AND SHALL BE A SPEECH MESSAGE AT LOCATIONS WHERE TWO
 PUSHBUTTONS ARE MOUNTED ON ONE POLE OR LOCATED LESS THAN 10' APART. THE SPEECH MESSAGE SHALL BE:

 "(CROSSING STREET) WALK SIGN IS ON TO CROSS (CROSSING STREET)"

 PEDESTAL POLE OR



ESIGNED	CHECKED				
GRS	BRL				
	1 GRS 12/09/24 FINAL PLANS, SPECIFICATIONS, AND ESTIMATE REV: BY: DATE: STATUS: THIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, AUTHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.				
	7				



TRAFFIC SIGNAL NOTES

OF:
MIDDLE ST. @ SUMMER ST.
PORTSMOUTH, NH

CITY OF PORTSMOUTH
1 JUNKINS AVE.

MAST ARM POLE

COUNTDOWN PEDESTRIAN

RIO-3e SIGN

APS PUSH

FOUNDATION FOR

PEDESTAL POLE

BUTTON ASSEMBLY

APS PUSH BUTTON ASSEMBLY

SINGLE MOUNTED DETAIL

SIGNAL HEAD

PROJECT NO. SCALE

21183 1'' = 20'

SHEET 80F 10

LIST OF MAJOR ITEMS

<u>LIST OF MAJOR ITEMS</u>	
EQUIPMENT AND WORK ITEMS (ITEM 616.191)	QTY.
FURNISH AND INSTALL P-44 NEMA TRAFFIC SIGNAL CABINET MOUNTED ON NEW FOUNDATION w/ NEW ANCILLARY EQUIPMENT AND ATC CONTROLLER w/ LATEST FIRMWARE	I EA
FURNISH AND INSTALL ONE-WAY, 3-SECTION, 12-INCH BLACK TRAFFIC SIGNAL HEADS WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 2 INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM	7 EA
FURNISH AND INSTALL ONE-WAY, 3-SECTION, 12-INCH BLACK TRAFFIC SIGNAL HEADS WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 2 INCH RETROREFLECTIVE BORDERS MOUNTED ON POLE	I EA
FURNISH AND INSTALL ONE-WAY, 4-SECTION, 12-INCH BLACK TRAFFIC SIGNAL HEADS WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 2 INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM	I EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED SIDE OF POLE MOUNTED BLACK COUNTDOWN PEDESTRIAN SIGNAL HEAD	3 EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POST MOUNTED BLACK COUNTDOWN PEDESTRIAN SIGNAL HEAD	5 EA
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON WITH 9"X15" RIO-3e INFORMATIONAL SIGN	8 EA
FURNISH AND INSTALL 8' PEDESTAL POLE W/ FOUNDATION	6 EA
FURNISH AND INSTALL IO' PEDESTAL POLE W/ FOUNDATION	I EA
FURNISH AND INSTALL MIOVISION 360° VIDEO DETECTION CAMERA SYSTEM	I LS
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR WITH SYSTEM CHASSIS	I EA
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	4 EA
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	I EA
FURNISH AND INSTALL MAST ARM MOUNTED SIGNS	6 EA
FURNISH AND INSTALL 50-FOOT MAST ARM W/ FOUNDATION	I EA
FURNISH AND INSTALL 3" STEEL CONDUIT (ITEM 614.33)	IO LF
FURNISH AND INSTALL 14" CONCRETE PULL BOX (ITEM 614.511)	6 EA
FURNISH AND INSTALL 3" PVC SCH. 40 CONDUIT (ITEM 614.73114)	376 LF

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

BID ALTERNATE I

EQUIPMENT AND WORK ITEMS	aty.
OBLITERATE PAVE. MARKING LINE, 12" WIDE & UNDER (ITEM 632.911)	500 LF

CONDUIT SCHEDULE

FROM-TO	TYPE	LENGTH (FT)
A-B	3" PVC SCH 40	5
B-D	3" PVC SCH 40	28
В-М	3" PVC SCH 40	61
C-E	3" PVC SCH 40	7
D-F	3" PVC SCH 40	//
D-G	3" PVC SCH 40	24
D-I	3" PVC SCH 40	68
E-F	3" PVC SCH 40	6
F-POWER	3" STEEL	10
F-POWER	3" PVC SCH 40	32
H-I	3" PVC SCH 40	4
J-K	3" PVC SCH 40	30
K-L	3" PVC SCH 40	20
K-M	3" PVC SCH 40	59
M-N	3" PVC SCH 40	6
M-O	3" PVC SCH 40	15

PROP 8' PED POLE ON CONC FDN -

W/ PROP APS PUSHBUTTON AND

W/ PROP PED SIGNAL HEAD

RIO-3e SIGN

PROP 8' PED POLE ON CONC FDN -

W/ PROP APS PUSHBUTTON AND

W/ PROP PED SIGNAL HEAD

EXCAVATE EXISTING

GRADE

AND RIO-3e SIGNS (2)

FOUNDATION TO 12" BELOW

W/ PROP PED SIGNAL HEADS (2)

W/ PROP APS PUSHBUTTONS (2)

RIO-3e SIGN

PROP 8' PED POLE ON CONC FDN —

PROP IO' PED POLE ON CONC FDN -

W/ PROP SIGNAL HEAD

W/ PROP PED SIGNAL HEAD

W/ PROP APS PUSHBUTTON AND

RIO-3e SIGN

CI AI,A2,BI, *B2,C2,C3*, DI,D2

PI-P8 8-PROPOSED

NOTE:

ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S) WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

PROPOSED INDICATIONS

- PROP 8' PED POLE ON CONC FDN W/ PROP PED SIGNAL HEAD W/ PROP APS PUSHBUTTON AND

RIO-3e SIGN PROP 8' PED POLE ON CONC FDN W/ PROP PED SIGNAL HEAD W/ PROP APS PUSHBUTTON AND RIO-3e SIGN

-PROP 8'PED POLE ON CONC FDN W/ PROP PED SIGNAL HEAD W/ PROP APS PUSHBUTTON AND RIO-3e SIGN

W/ PROP 360 CAMERA W/ PROP SIGNAL HEADS (8) W/ PROP PREEMPTION DETECTORS (4) W/ PROP PREEMPTION STROBE

- PROP CONTROLLER CAB ON CONC FDN W/ PROP ATC TS CONTROLLER

PROP STEEL CONDUIT RISER FOR POWER SERVICE

PLAN Scale of Feet

PROPOSED FOUNDATION SCHEDULE

I.D.	DESCRIPTION	FOUNDATION	STATION O/S
Α	8' PEDESTAL POLE	TSFND	103+51.42 28.1' RT
В	14" PULL BOX	PB	103+47.52 28.4′ RT
С	50' MAST ARM	TYPE 2	103+21 . 81 31 . 6′ RT
D	14" PULL BOX	PB	103+21.23 24.9' RT
E	14" PULL BOX	PB	103+18.30 37.0' RT
F	CONTROLLER CABINET	CCFND	103+14.82 32.6′ RT
G	IO' PEDESTAL POLE	TSFND	103+3.00 38.3′ RT
Н	8' PEDESTAL POLE	TSFND	102+59.04 30.9' RT
I	14" PULL BOX	PB	102+56.06 29.9' RT
J	8' PEDESTAL POLE	TSFND	102+54.01 26.7′ LT
K	14" PULL BOX	PB	102+84.04 25.6′ LT
L	8' PEDESTAL POLE	TSFND	103+02.26 33.4′ LT
М	14" PULL BOX	PB	103+44.49 32.3' LT
N	8' PEDESTAL POLE	TSFND	103+50.44 31.8' LT
0	8' PEDESTAL POLE	TSFND	103+59.15 29.5′ LT

TSFND = CONCRETE FOUNDATION FOR PEDESTALS CONSTRUCTED IN ACCORDANCE WITH NHDOT SIGNAL AND LIGHTING STANDARDS SL-2

PB = 14-INCH CONCRETE PULL BOX CONSTRUCTED IN ACCORDANCE WITH NHDOT SIGNAL AND LIGHTING STANDARD

TYPE # = TRAFFIC SIGNAL MAST ARM FOUNDATION CONSTRUCTED IN ACCORDANCE WITH NHDOT TRAFFIC SIGNAL STANDARD TS-1, TS-2, OR TS-3 AS APPLICABLE.

CCFDN = CONCRETE FOUNDATION FOR CONTROLLER CABINETS IN ACCORDANCE WITH NHDOT SIGNAL AND LIGHTING STANDARDS SL-2

DESIGNED CHECKED GRS

S SUMMER PLAN SIGNAL

PROJECT NO. SCALE 21183 1" = 20'

SHEET 90F 10

NOTE:

ALL EXISTING TRAFFIC SIGNAL EQUIPMENT SHALL BE REMOVED AND DISCARDED.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ <i>I</i>	<i>\$2</i>	<i>φ 3</i>	<i>φ</i> 4	ø 5	φ6	φ7	<i>\$</i>	φ9 PED
MINIMUM INITIAL	5 . 0	10.0	-	5. 0	-	10.0	-	5.0	1.0
PASSAGE TIME	<i>3.0</i>	<i>3.0</i>	-	<i>3.0</i>	-	<i>3.0</i>	-	3. 0	-
MAXIMUM I	11.0	44.0	-	25.0	-	61.0	-	25.0	-
MAXIMUM 2	-	-	-	-	-	-	-	-	-
YELLOW	4.0	4.0	-	4.0	-	4.0	-	4.0	2.0
ALL RED	2.0	2.0	-	2.0	-	2.0	-	2.0	1.0
PED WALK	-	-	-	-	-	-	-	-	7.0
PED CLEAR	-	-	-	-	-	-	-	-	12.0
RECALL	0	0	_	0	-	0	-	0	-
DETECTOR	PR	PR	-	PR	-	PR	-	PR	-
PREEMPT PRIORITY	/	2	-	3	-	/	-	4	-
FLASH	R	Υ	-	R	-	Υ	-	R	-
DUAL ENTRY	OFF	ON	-	ON	-	ON	-	ON	-

<u>SIGNAL TIMING NOTES:</u> DEFINITIONS

> S = SOFT RECALL O = RECALL OFF

PR = PRESENCE

Y = YELLOW R = RED D = DARK

DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	φ CALLED	φ EXT.	TYPE
⟨ /⟩	MILLER AVE NB LEFT/THRU/RIGHT	ф8	ф8	VIDEO
2	MIDDLE ST EB BIKE LANE	<i>φ</i> 2	<i>φ</i> 2	VIDEO
3	<i>MIDDLE ST EB</i> <i>LEFT/THRU/RIGHT</i>	<i>φ</i> 2	<i>φ</i> 2	VIDEO
4	MILLER AVE SB LEFT/THRU/RIGHT	φ4	φ4	VIDEO
5	MIDDLE ST WB BIKE LANE	ø 6	<i>\$</i> 6	VIDEO
6	MIDDLE ST WB THRU/RIGHT	<i>\$</i> 6	<i>φ</i> 6	VIDEO
7	MIDDLE ST WB LEFT	φι	φι	VIDEO

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT	RECEIVER	<i>ACTIVE</i>
1D	ASSIGNMENT	PRIORITY	PHASE
	/	RESERVED	RESERVED
	2	RESERVED	RESERVED
RI	3	1	φI÷ φ 6
R2	4	2	<i>\$</i> 2
R3	5	3	φ4
R4	6	4	<i>φ</i> 8

PRE-EMPTION NOTES:

- I. EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS (PROVIDED BY OTHERS) MOUNTED IN EMERGENCY VEHICLES AND RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
- 2. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (I = HIGHEST, 6 = LOWEST)
- 3. IN RESPONSE TO A PRE-EMPTION 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 PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (3.5 SECONDS YELLOW AND 2.5 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
- 4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- 5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

PLAN Scale of Feet PROP VIDEO DETECTION ZONE (TYP.) PB RIO-IIIb R3-5L RIO-IIIb R8-5L RIO-IIIb R8-7-81 R8

PROPOSED SIGNS

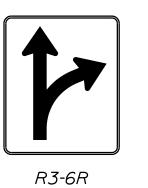


4-PROPOSED

ON RED ONLY

RIO-IIb R3-5L
24" x 24" 30" x 36"

I-PROPOSED



30"x36"

I-PROPOSED

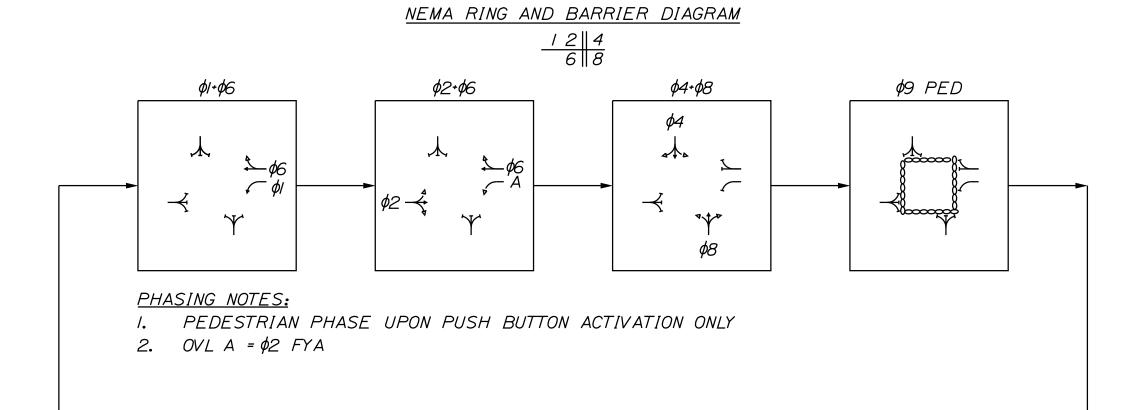




 RIO-3eL
 RIO-3eR

 9"xI5"
 9"xI5"

 5-PROPOSED
 3-PROPOSED



PREFERENTIAL PHASE SEQUENCE

R R R

PLS OR PE

SIGNED GRS	CHECKED				
GRS	BRL				
	GRS 12/09/24 FINAL PLANS, SPECIFICATIONS, AND ESTIMATE	DATE: STATUS:	HIS PLAN SHALL NOT BE MODIFIED WITHOUT WRITTEN PERMISSION FROM SEBAGO TECHNICS, INC. ANY ALTERATIONS, JIHORIZED OR OTHERWISE, SHALL BE AT THE USER'S SOLE RISK AND WITHOUT LIABILITY TO SEBAGO TECHNICS. INC.		
	3RS	/: BY:	LAN		
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TECHNICS.COM
75 John Roberts Rd.
Suite 4A
South Portland, ME 04106
Tel. 207-200-2100

FFIC SIGNAL PLAN

LE ST. @ SUMMER ST.

MOUTH, NH

COF PORTSMOLITH

PROJECT NO. SCALE

21183 1" = 20"

SHEET 100F 10