

# STATE OF MAINE DEPARTMENT OF TRANSPORTATION



## KITTERY YORK COUNTY

US ROUTE 1 & WALKER STREET  
**PROJECT NO. STP-1275(200)X**  
PROJECT LENGTH: 0.227 MILES

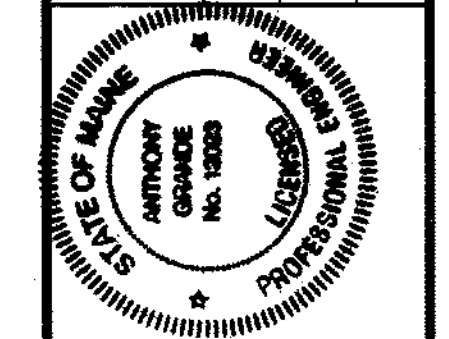
### PLAN LEGEND

Town, County, State	Centerline-Existing	Centerline-Proposed
Property Lines	Travelway-Existing	Travelway-Proposed
R/W Lines-Existing	Railroad	
R/W Lines-Proposed	Catch Basins	Existing Proposed
Culvert-Existing	Manholes	Existing Proposed
Culvert Proposed	Proposed Underdrain	
Curbing Existing Proposed	Proposed Ditch	
Type 1	Existing Ditch	
Type 3	Utility Poles	Existing Proposed
Type 5	Fire Hydrants	Existing Proposed
Outline of Bodies of Water	Existing Water Line	
Ledge	Existing San. Sewer	Existing San. Sewer Manhole
Buildings	Guardrail-Existing	Guardrail-Proposed
Trees	Guardrail-Cable, Other	
Tree Line		
Clearing Limit Line		

### INDEX OF SHEETS

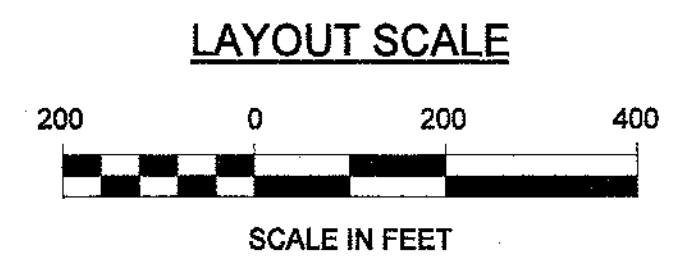
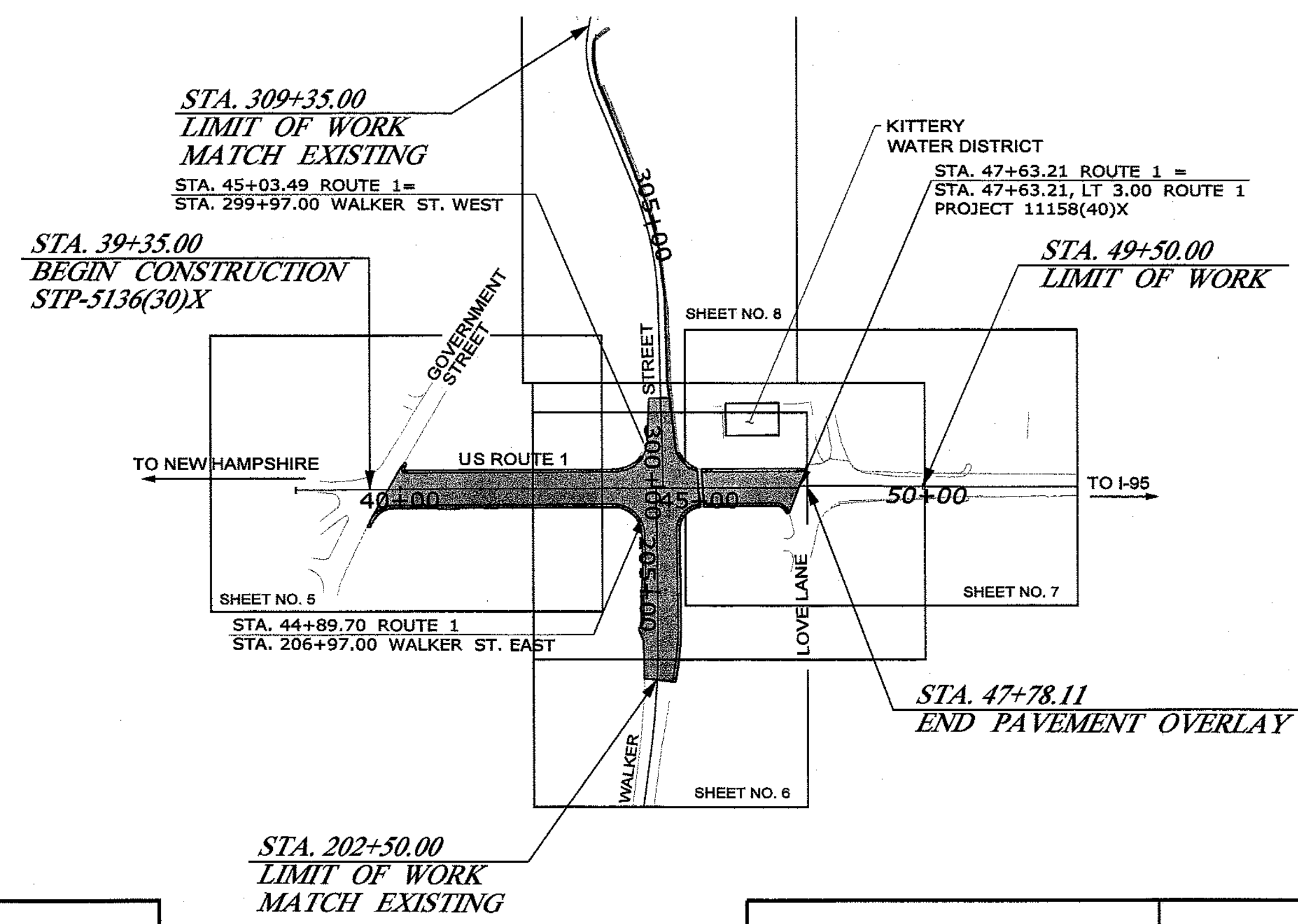
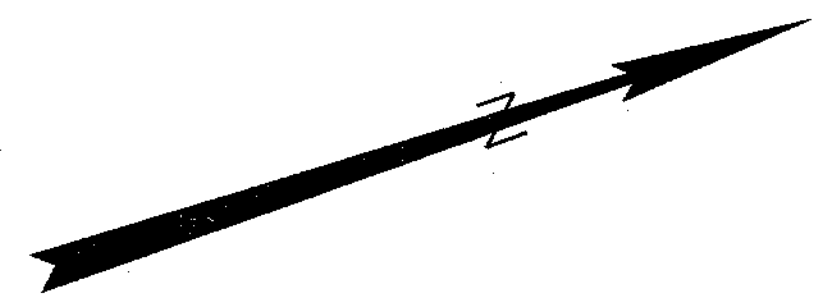
DESCRIPTION	SHEET NO.
Title Sheet	1
Typical Sections	2
Details	3
General Notes	4
General Plans	5-8
Signal Plans	9-12
Geometric Curb Layout	13-16
Pavement Marking Plans	17-19

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE	5/7/12
APPROVED	COMMISSIONER	[Signature]
	CHIEF ENGINEER	[Signature]



Tony Grande  
 SIGNATURE  
 12023  
 P.E. NUMBER  
 4/18/12  
 DATE

PROJECT INFORMATION	TRAFFIC
PROGRAM	STEVE LARRY
PROJECT MANAGER	TONY GRANDE
DESIGNER	VHB
CONSULTANT	
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	



TRAFFIC DATA	US ROUTE 1	WALKER STREET
Current (2011) AADT	9,110	9420
Future (2021) AADT	10,060	1255
Future (2031) AADT		
DHV - % of AADT	19%	13%
Design Hour Volume	1820	1255
% Heavy Trucks (AADT)	11%	1%
% Heavy Trucks (DHV)	11%	1%
Directional Distribution (DHV)	45% NB, 55% SB	84% WB / 16% EB
18 kip Equivalent P 2.0		
18 kip Equivalent P 2.5		
Design Speed (mph)	35 MPH	35 MPH

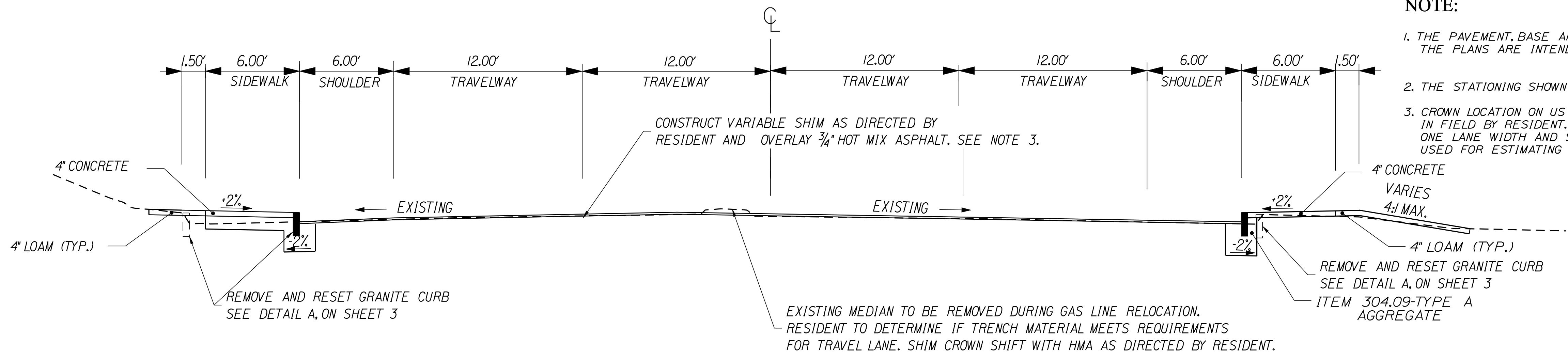
<b>PROJECT LOCATION:</b>	US Route 1, from the intersection of Walker Street extending to the intersection on Government Street, in Kittery Maine.
<b>PROGRAM AREA:</b>	Traffic
<b>OUTLINE OF WORK:</b>	Pavement, Drainage, Sidewalk and Signal Improvement

WIN 12752.00 STP-1275(200)X

KITTERY  
US ROUTE 1  
TITLE SHEET

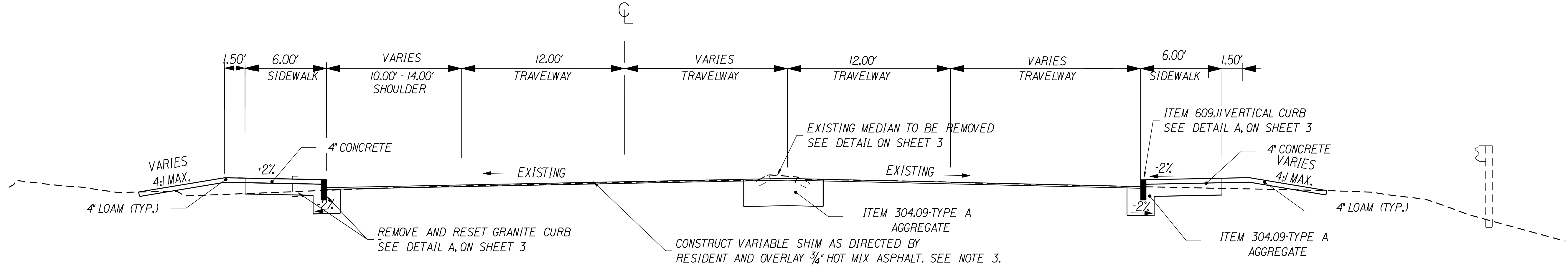
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Of 19	

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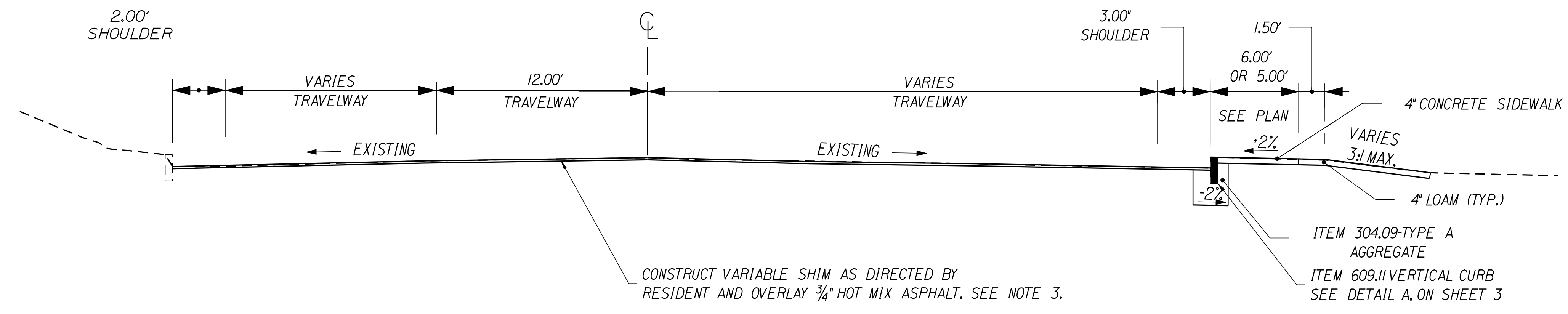


- NOTE:**
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
  2. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
  3. CROWN LOCATION ON US ROUTE 1 TO BE DETERMINED IN FIELD BY RESIDENT. PAVEMENT SURFACE REMOVAL FOR ONE LANE WIDTH AND SHIM OF 1/2" OVER ENTIRE SURFACE USED FOR ESTIMATING PURPOSES.

**US ROUTE 1  
 OVERLAY SECTION  
 STA. 39+35.0 TO STA. 47+36.00**



**WALKER STREET  
 OVERLAY SECTION  
 STA. 203+32 TO STA. 206+66**



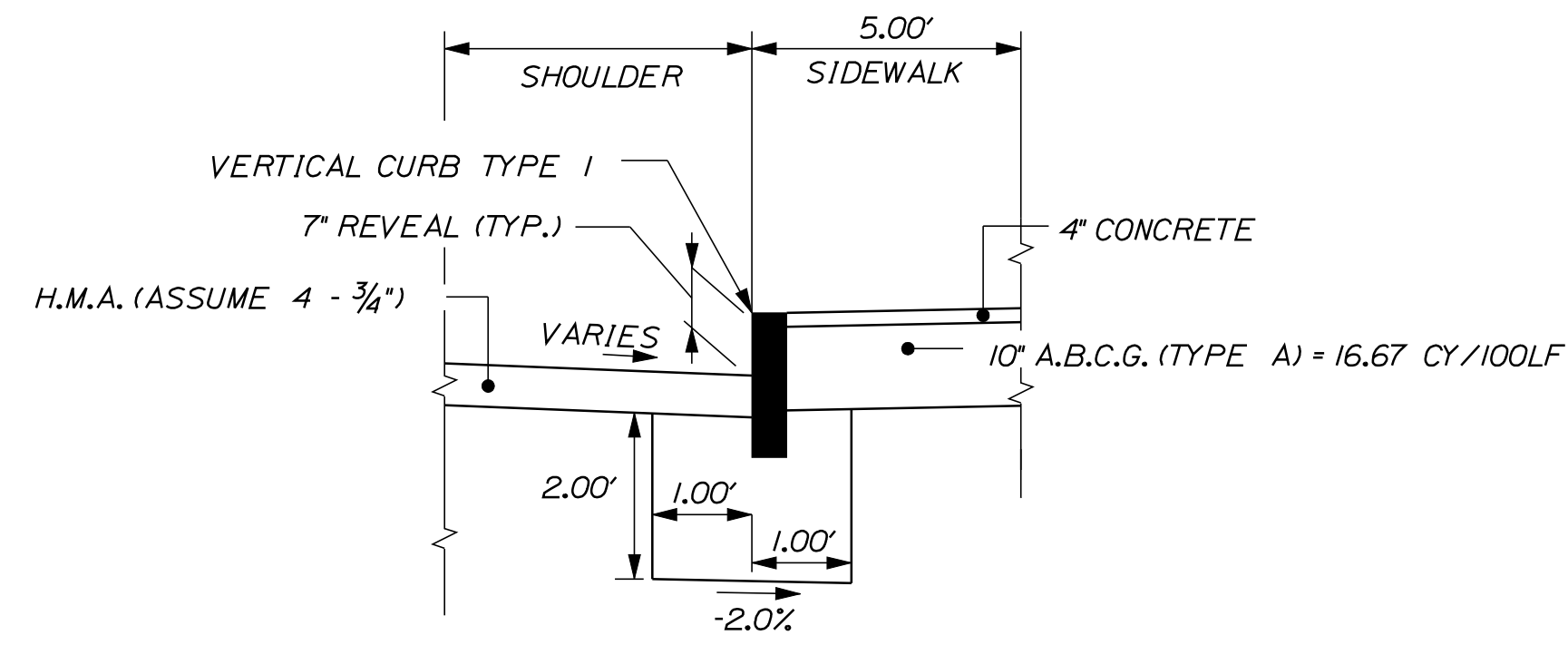
**WALKER STREET  
 OVERLAY SECTION  
 STA. 300+50 TO STA. 301+68**

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 STP-1275(20)X  
 PIN 12752.00  
 HIGHWAY PLANS

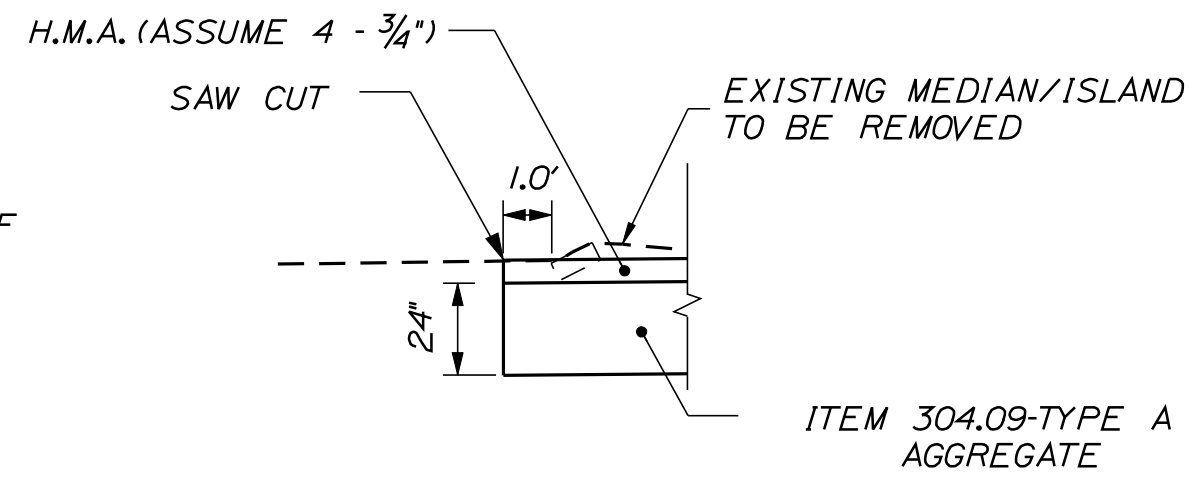
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DESIGN DETAILED	LCG		
CHECKED/REVIEWED	AG		
DESIGN DET AILED			
DESIGN DET AILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

KITTERY  
 ROUTE 1 \ WALKER ST.  
 TYPICAL SECTIONS

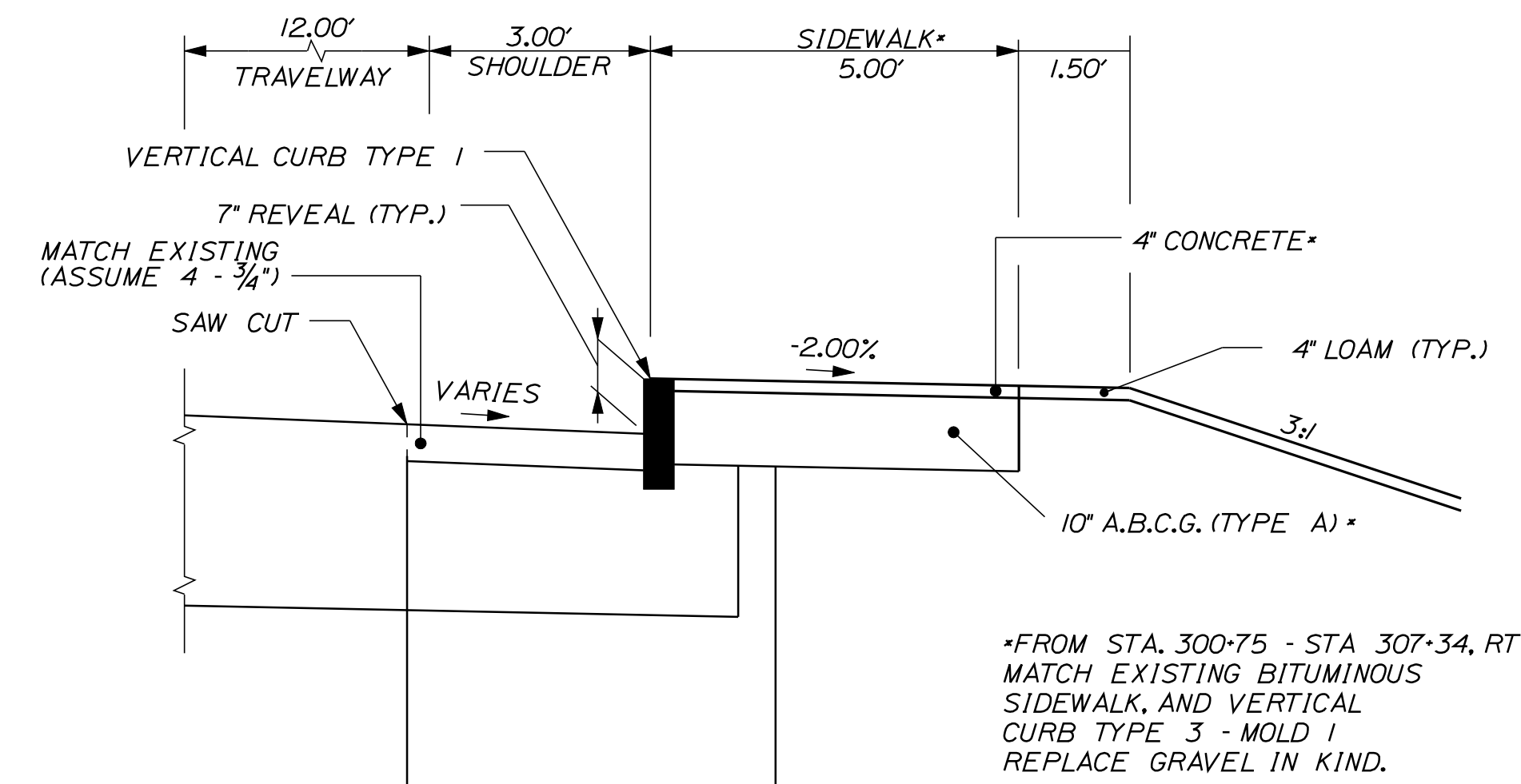
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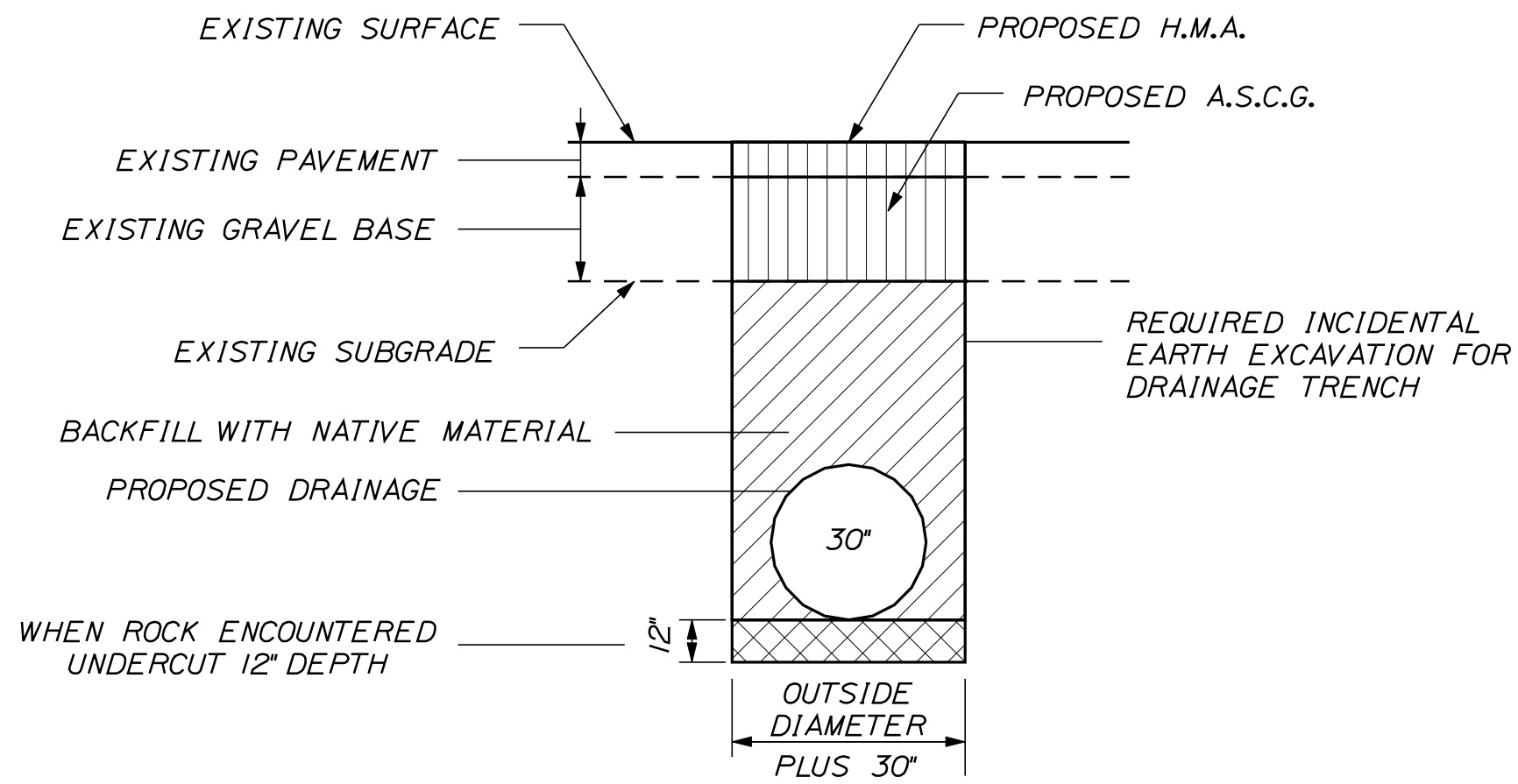
**DETAIL A**  
 VERTICAL CURB TYPE I INSTALLATION  
 SEE MAINEDOT STANDARD DETAILS 609



**MEDIAN/ISLAND REMOVAL**  
 NOT TO SCALE



**WALKER STREET**  
 STA. 300+30 TO STA. 309+00  
 NOT TO SCALE



**TRENCH DETAIL**  
 NOT TO SCALE

**TRENCH NOTES**

1. EARTH EXCAVATION, AGGREGATE SUBBASE COURSE GRAVEL, AND HOT BITUMINOUS PAVEMENT WITHIN THE AREA SHOWN [diagonal hatching] SHALL BE PAID FOR UNDER THEIR RESPECTIVE ITEM NUMBERS.
2. PAYMENT FOR ALL EXCAVATION OF ANY SLOPING OF TRENCHES REQUIRED FOR SAFETY REASONS AS WELL AS GRAVEL & HOT BITUMINOUS PAVEMENT MATERIALS REQUIRED BEYOND PAY LINES SHALL BE CONSIDERED INCIDENTAL TO PIPE ITEM.
3. ROCK EXCAVATION REQUIRED WITHIN THE AREAS SHOWN [diagonal hatching] & [cross-hatching] SHALL BE PAID FOR UNDER ITEM 206.07
4. DEPTHS OF GRAVEL & PAVEMENT LAYERS IN TRENCH TO BE THE SAME AS EXISTING.
5. H.M.A. = HOT MIX ASPHALT DEPTH TO MATCH EXISTING

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**STP-1275(200)X**

PIN  
 PIN 12752.00  
 HIGHWAY PLANS

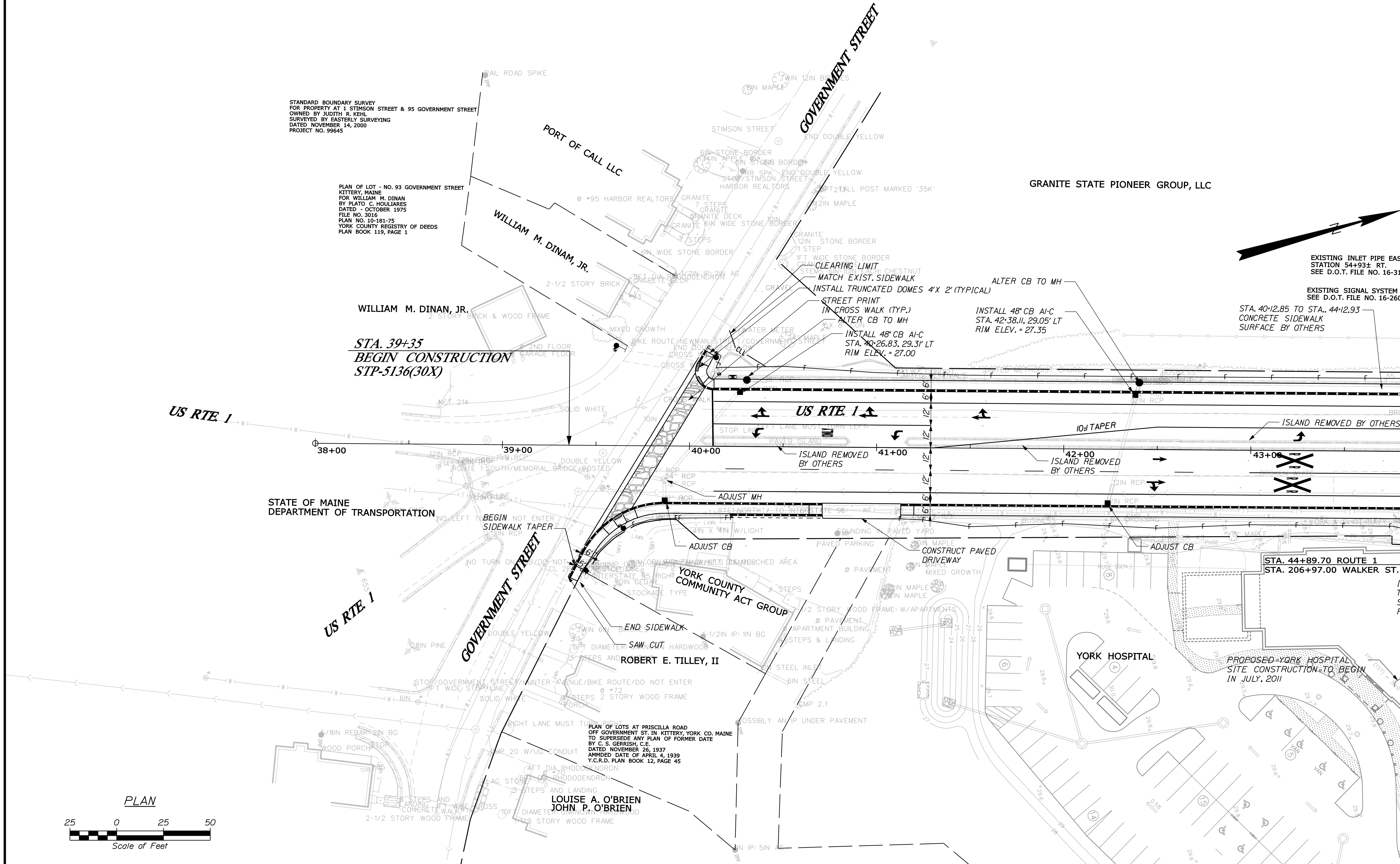
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CHECKED/REVIEWED	AG	...	...
DESIGN DETAILED	...	...	...
DESIGN DETAILED	...	...	...
REVISIONS 1	...	...	...
REVISIONS 2	...	...	...
REVISIONS 3	...	...	...
REVISIONS 4	...	...	...
FIELD CHANGES	...	...	...

KITTERY  
 ROUTE 1 \ WALKER ST.  
 DETAILS

SHEET NUMBER  
**3**  
 OF 19



Filename: ... \te\planset\005\_HDPLAN\_1.dgn  
 Division: \$(WKGROUP) Username: \$(WIN\_USERNAME) Date: 4/18/2012



STANDARD BOUNDARY SURVEY  
 FOR PROPERTY AT 1 STIMSON STREET & 95 GOVERNMENT STREET  
 OWNED BY JUDITH R. KEHL  
 SURVEYED BY EASTERLY SURVEYING  
 DATED NOVEMBER 14, 2000  
 PROJECT NO. 99645

PLAN OF LOT - NO. 93 GOVERNMENT STREET  
 KITTERY, MAINE  
 FOR WILLIAM M. DINAN  
 BY PLATO C. HOULIARES  
 DATED - OCTOBER 1975  
 FILE NO. 3016  
 PLAN NO. 10-181-75  
 YORK COUNTY REGISTRY OF DEEDS  
 PLAN BOOK 119, PAGE 1

**STA. 39+35**  
**BEGIN CONSTRUCTION**  
**STP-5136(30X)**

EXISTING INLET PIPE EASEMENT  
 STATION 54+93± RT.  
 SEE D.O.T. FILE NO. 16-317

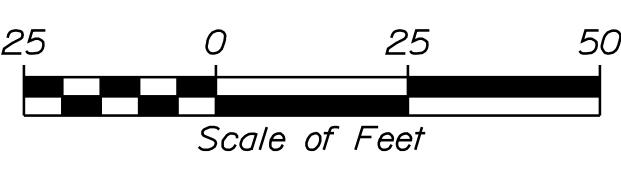
EXISTING SIGNAL SYSTEM  
 SEE D.O.T. FILE NO. 16-260,

STA. 40+12.85 TO STA. 44+12.93  
 CONCRETE SIDEWALK  
 SURFACE BY OTHERS

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION

STA. 44+89.70 ROUTE 1  
 STA. 206+97.00 WALKER ST. E

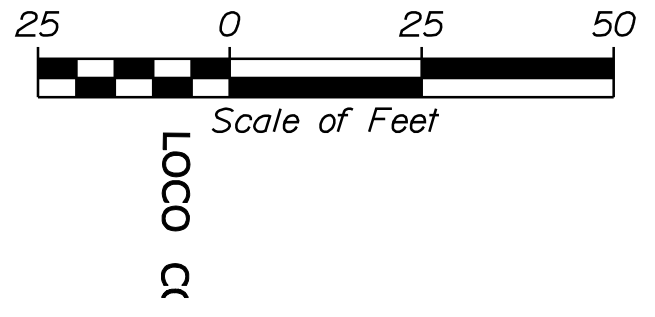
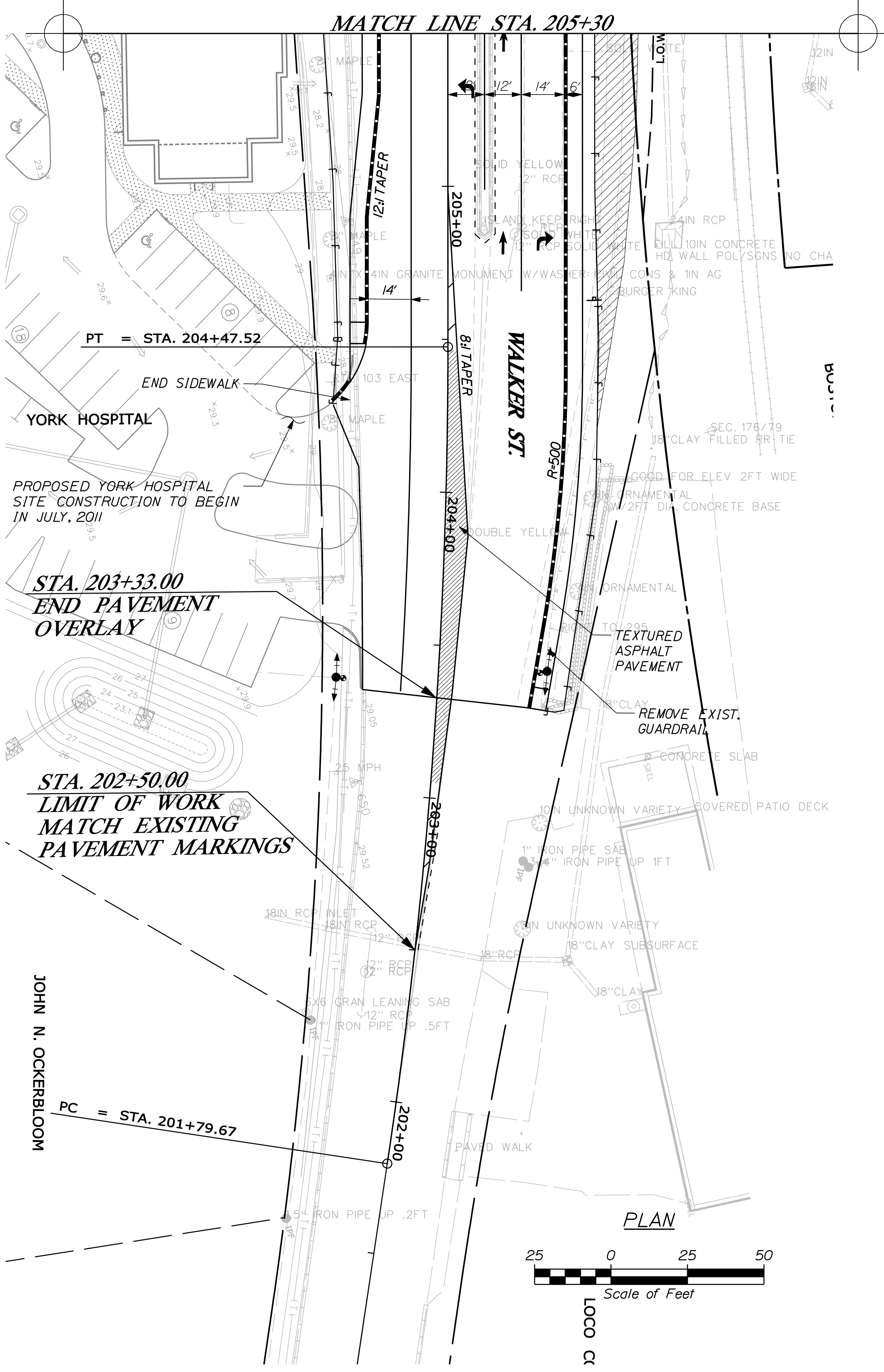
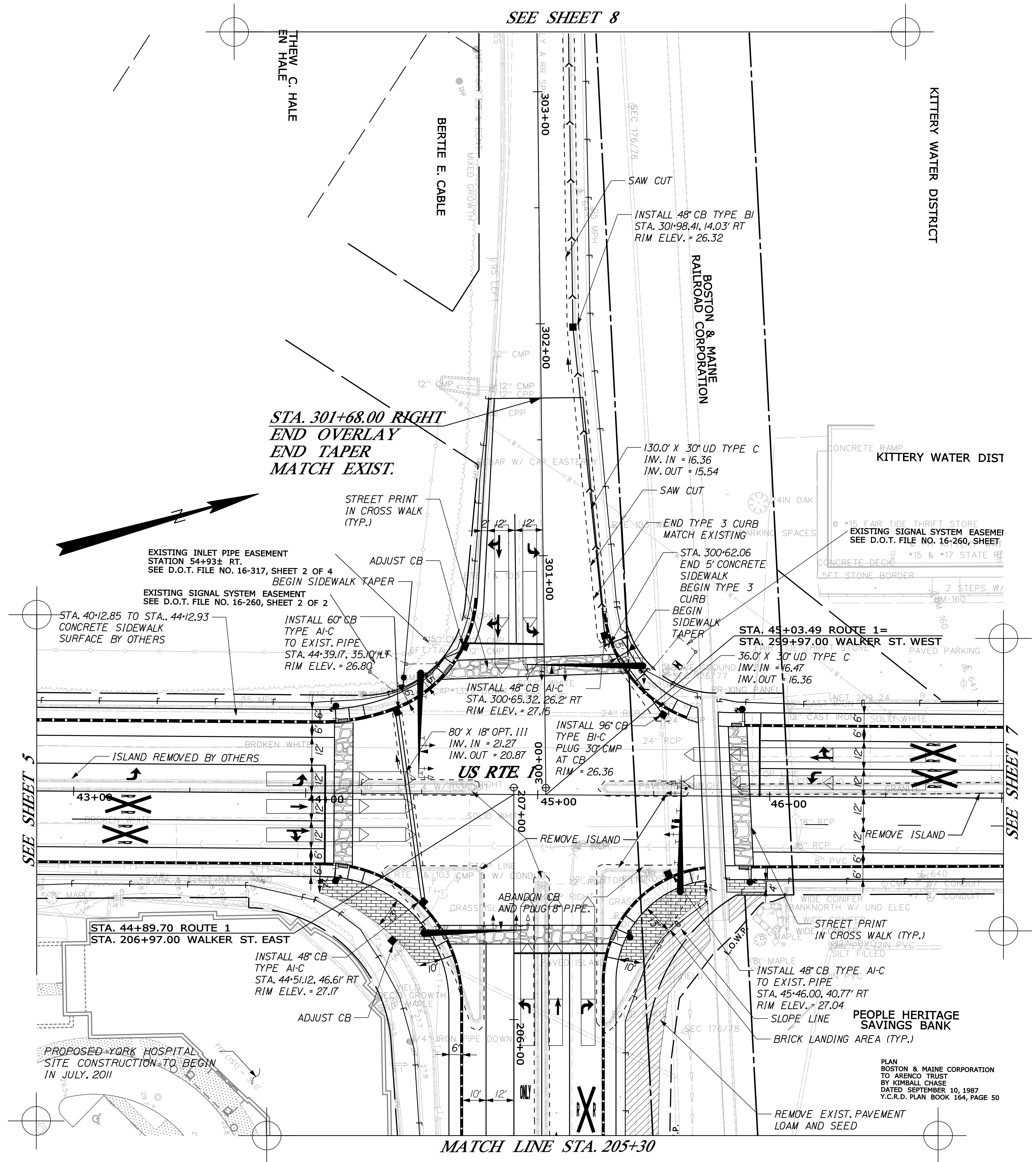
PLAN



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1275(200)X		PIN 12752.00		HIGHWAY PLANS	
PROJ. MANAGER	DATE	DESIGN DETAILED	BY	SIGNATURE	P.E. NUMBER	DATE	FIELD CHANGES	REVISIONS 1	REVISIONS 2
CHECKED	DATE	REVIEWED	BY					REVISIONS 3	REVISIONS 4
DESIGNED	DATE	APPROVED	BY						
KITTERY ROUTE 1 \ WALKER ST.									
PLANS									
SHEET NUMBER									
5									
OF 19									

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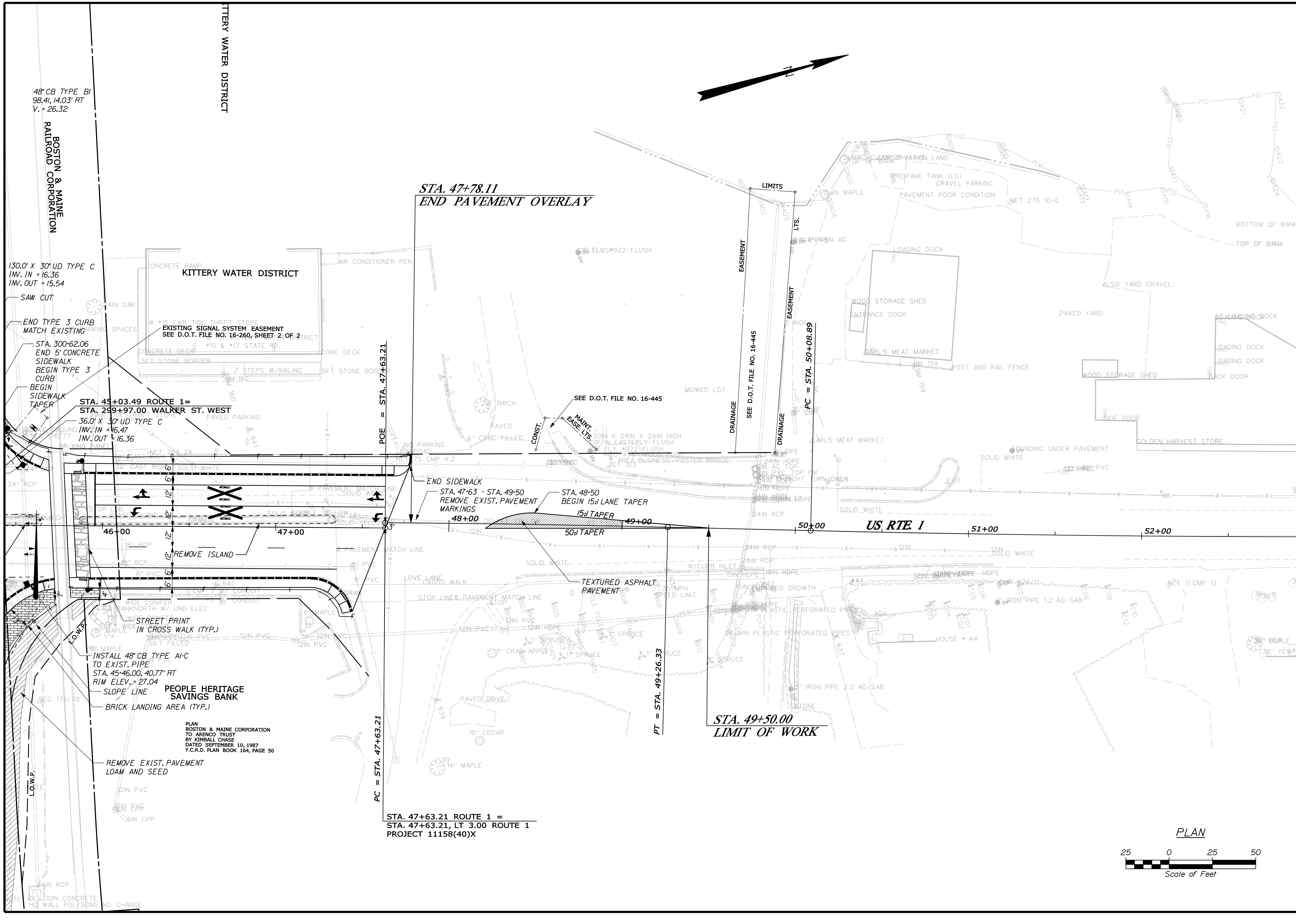
SEE SHEET 8



PLAN  
BOSTON & MAINE CORPORATION  
TO ARENCO TRUST  
BY KIMBALL CHASE  
DATED SEPTEMBER 10, 1987  
Y.C.R.D. PLAN BOOK 164, PAGE 50

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
STP-1275(200)X		HIGHWAY PLANS	
PIN 12752.00		PIN 12752.00	
PROJ. MANAGER	S.L.V.A.G.	BY	DATE
DESIGN DETAILED	LCG	MS	...
CHECKED/REVIEWED	AG	...	...
DESIGNS DETAILED	...	...	...
DESIGNS DETAILED	...	...	...
REVISIONS 1	...	...	...
REVISIONS 2	...	...	...
REVISIONS 3	...	...	...
REVISIONS 4	...	...	...
FIELD CHANGES	...	...	...
KITTERY ROUTE 1 \ WALKER ST.		PLANS	
SHEET NUMBER		6	
OF 19			

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 Username: \$(WIN\_USERNAME) Date: 4/18/2012



KITTERY WATER DISTRICT

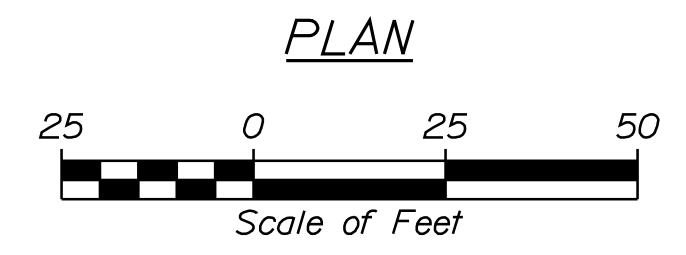
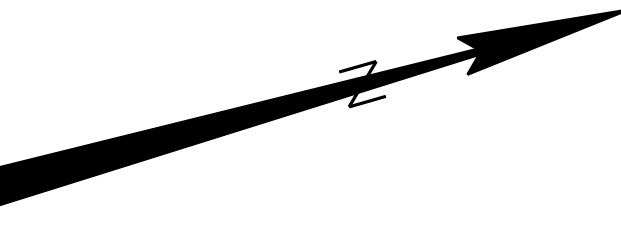
BOSTON & MAINE  
RAILROAD CORPORATION

KITTERY WATER DISTRICT

PEOPLE HERITAGE SAVINGS BANK

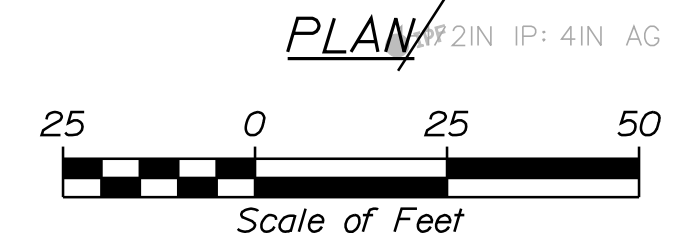
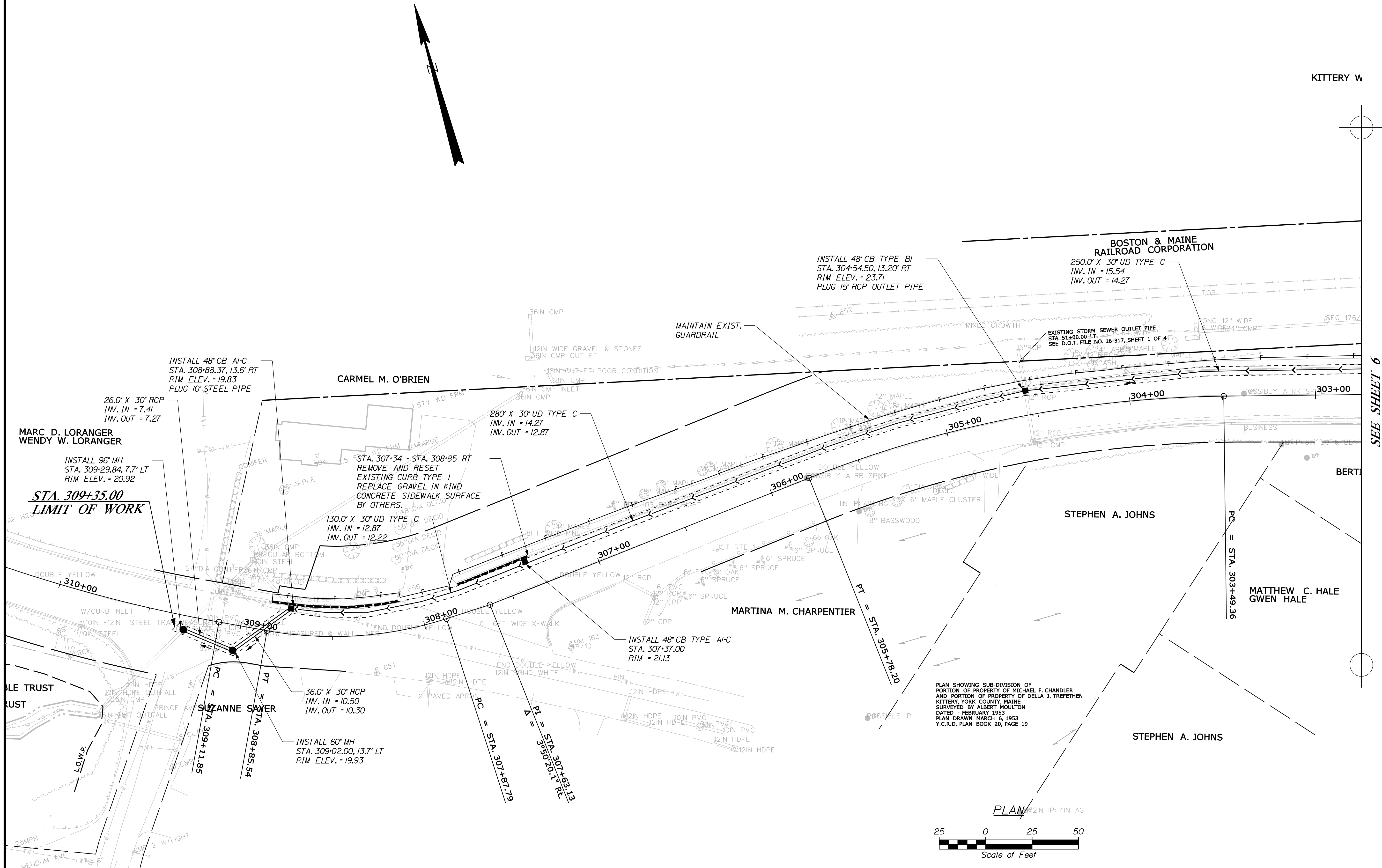
PLAN  
BOSTON & MAINE CORPORATION  
TO ARENCO TRUST  
BY KIMBALL CHASE  
DATED SEPTEMBER 10, 1987  
Y.C.R.D. PLAN BOOK 164, PAGE 50

STA. 47+63.21 ROUTE 1 =  
STA. 47+63.21, LT 3.00 ROUTE 1  
PROJECT 11158(40)X



STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-1275(200)X		HIGHWAY PLANS	
KITTERY ROUTE 1 \ WALKER ST.		PLANS	
SHEET NUMBER		7	
PROJ. MANAGER	S.L.V.A.G.	BY	DATE
DESIGN-DETAILED	LCG	MS	...
CHECKED-REVIEWED	AG	...	...
DESIGNS DET AILED	...	...	...
DESIGNS DET AILED	...	...	...
REVISIONS 1	...	...	...
REVISIONS 2	...	...	...
REVISIONS 3	...	...	...
REVISIONS 4	...	...	...
FIELD CHANGES	...	...	...
SIGNATURE		P.E. NUMBER	
DATE		DATE	

Filename: ... \e\planset\008\_HDPLAN\_4.dgn Division: \$(WKGROUP) Username: \$(WIN\_USERNAME) Date: 4/18/2012



SEE SHEET 6

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-1275(200)X	
KITTERY WALKER ST. ROUTE 1		PLANS	
SHEET NUMBER		8	
OF 19		HIGHWAY PLANS PIN 12752.00	

PROJ. MANAGER	S.L.A.G.	BY	DATE
DESIGN DETAILED	LCG	...	...
CHECKED/REVIEWED	AG	...	...
DESIGNS DETAILING	...	...	...
REVISIONS 1	...	...	...
REVISIONS 2	...	...	...
REVISIONS 3	...	...	...
REVISIONS 4	...	...	...
FIELD CHANGES	...	...	...

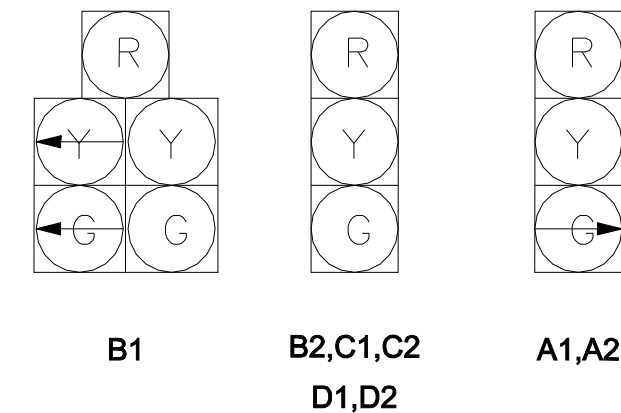
SIGNATURE	P.E. NUMBER	DATE

PLAN SHOWING SUB-DIVISION OF PORTION OF PROPERTY OF MICHAEL F. CHANDLER AND PORTION OF PROPERTY OF DELLA J. TREFETHEN KITTERY, YORK COUNTY, MAINE SURVEYED BY ALBERT MOULTON DATED - FEBRUARY 1953 PLAN DRAWN MARCH 5, 1953 Y.C.R.D. PLAN BOOK 20, PAGE 19

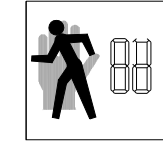
**SIGNAL PLAN NOTES:**

- ALL SIGNAL EQUIPMENT SHALL CONFORM TO THE TOWN OF KITTEERY "STANDARD TRAFFIC SIGNAL EQUIPMENT SPECIFICATION" DATED 6-28-11 OR AS MOST RECENTLY REVISED.
- THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN INSTALLING EQUIPMENT ON THEIR POLES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO DETERMINE THEIR REQUIREMENTS.
- THE ELECTRICAL CONTRACTOR SHALL MAKE THE NECESSARY CONNECTIONS FOR A #6 AWG BONDING WIRE TO AN EXISTING UTILITY'S VERTICAL GROUND WIRE. IF THIS VERTICAL GROUND WIRE DOES NOT EXIST THE CONTRACTOR SHALL LEAVE ENOUGH BONDING WIRE TO REACH THE SYSTEM NEUTRAL. THE LOCAL UTILITY SHOULD BE NOTIFIED AND SHALL MAKE THAT CONNECTION.
- THE LOCATIONS OF ALL EQUIPMENT SHOWN ARE APPROXIMATE. FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE CONSTRUCTION MANAGER.
- THE MAXIMUM SPAN WIRE MOUNTING HEIGHTS SHALL BE IN ACCORDANCE WITH SECTION 4D.15 LISTED IN THE 2009 MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES.
- THE COST OF POLE RISERS SHALL BE INCIDENTAL TO ITEM NO. 643.90.
- THE COST OF OVERHEAD SIGNS SHALL BE INCIDENTAL TO ITEM 643.71.
- SEE SHEET 12 FOR LIST OF MAJOR ITEMS.

**EXISTING INDICATIONS  
(TO BE RETAINED)**

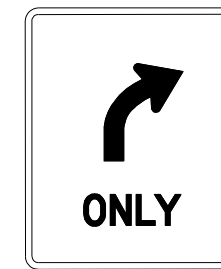


**PROPOSED INDICATIONS**

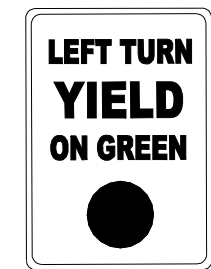


PED FACE  
P1-P4

**EXISTING OVERHEAD SIGNS**

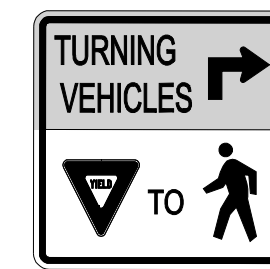


R3-5R  
1-RETAINED

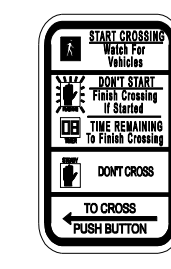


R10-12  
1-RETAINED

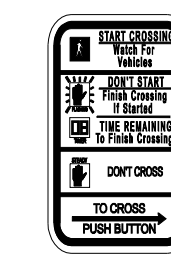
**PROPOSED SIGNS**



R10-15R  
30x30  
2-PROPOSED



R10-3eL  
9x15  
2-PROPOSED



R10-3eR  
9x15  
2-PROPOSED

**SIGNAL TIMING**

	PHASE 1	PHASE 2	PHASE 4	PHASE 6	PHASE 8
MIN GREEN	5	10	7	10	7
EXTENSION	3.0	3.0	3.0	3.0	3.0
MAX 1	10	30	20	30	20
MAX 2	20	50	35	50	35
VEH CLEAR	4.0	4.0	4.0	4.0	4.0
RED CLEAR	2.0	2.0	2.0	2.0	2.0
WALK	-	-	-	4	4
PED CLEAR	-	-	-	8	23
RECALL	OFF	SOFT	OFF	SOFT	OFF

- NOTE:  
 1. MAX 2 SHALL BE PROGRAMMED DURING COORDINATION.  
 2. IN THE EVENT OF A CONFLICT OR MALFUNCTION PHASES 2 AND 6 SHALL FLASH YELLOW AND ALL OTHER PHASES SHALL FLASH RED. PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING FLASHING OPERATIONS.

**COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE**  
ALL ENTRIES IN SECONDS

	PLAN 1	PLAN 2	PLAN 3	PLAN 4	COORDINATION MODE SET TO FLOATING FORCE-OFF
CYCLE LENGTH	80	90	100	110	
OFFSET	0	13	15	19	
SPLIT TIME Ø1	13	16	16	16	
SPLIT TIME Ø2	33	40	50	60	
SPLIT TIME Ø3	0	0	0	0	
SPLIT TIME Ø4	34	34	34	34	
SPLIT TIME Ø5	0	0	0	0	
SPLIT TIME Ø6	46	56	66	76	
SPLIT TIME Ø7	0	0	0	0	
SPLIT TIME Ø8	34	34	34	34	

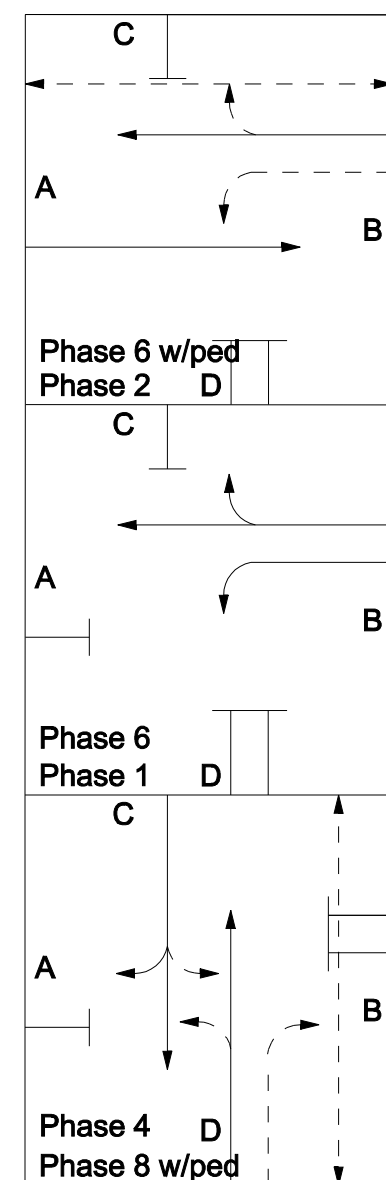
**COORDINATION NOTES:**

- OFFSET IS REFERENCED TO THE END OF THE COORDINATED Ø2 & Ø6 PHASE GREEN. NTCIP REFERENCE PHASE 2.
- COORDINATION TO BE OPERATED BY TIME-OF-DAY.

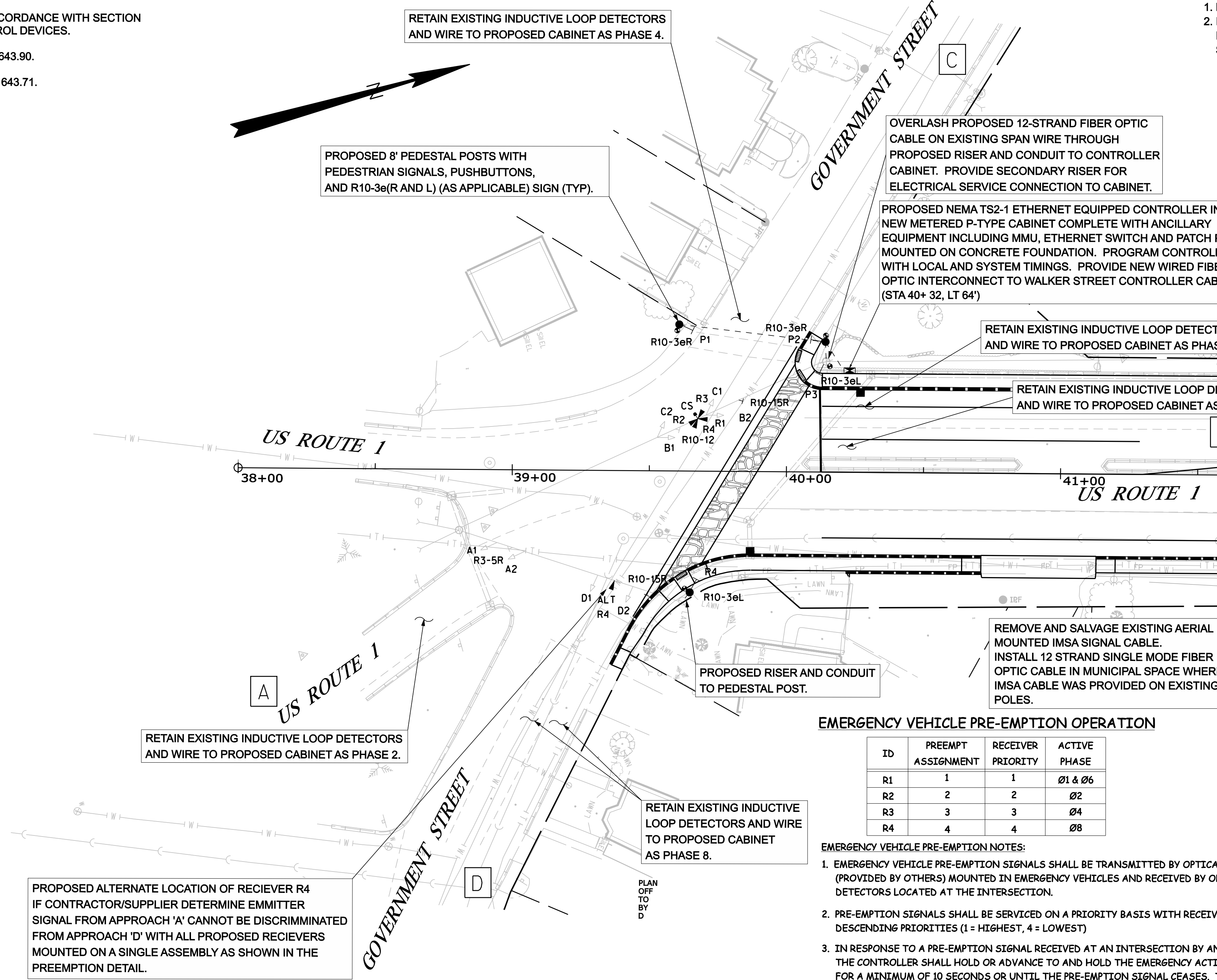
**DAILY & WEEKLY COORDINATION PROGRAM**

	MON.-FRI.	SATURDAY	SUNDAY
PLAN 1 80 SECS OFFPEAK	0600-0700 0900-1030	0700-0800	0800-0900
PLAN 2 90 SECS AM PEAK	0700-0900 1030-1130	0800-1000	0900-1200
PLAN 3 100 SECS PM PEAK / WEEKEND	1130-1800	1000-1630	1200-1500
PLAN 4 110 SECS FUTURE WHEN WARRANTED	-	-	-
PLAN 5 LATE NIGHT FREE OPERATIONS	0000-0600 1800-2400	0000-0700 1630-2400	0000-0800 1500-2400

**PHASE DIAGRAM**



- WHERE:  
 → PROTECTED TRAFFIC MOVEMENT  
 - - - PERMISSIVE TRAFFIC MOVEMENT  
 PHASE 2 LEADS AND PHASE 1 LAGS



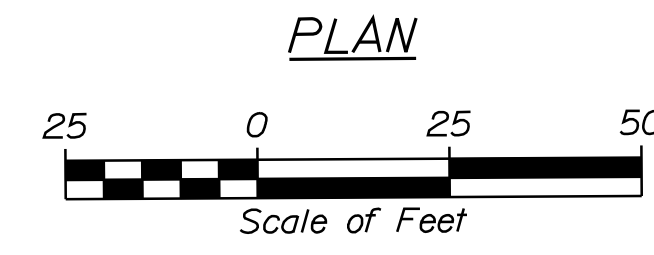
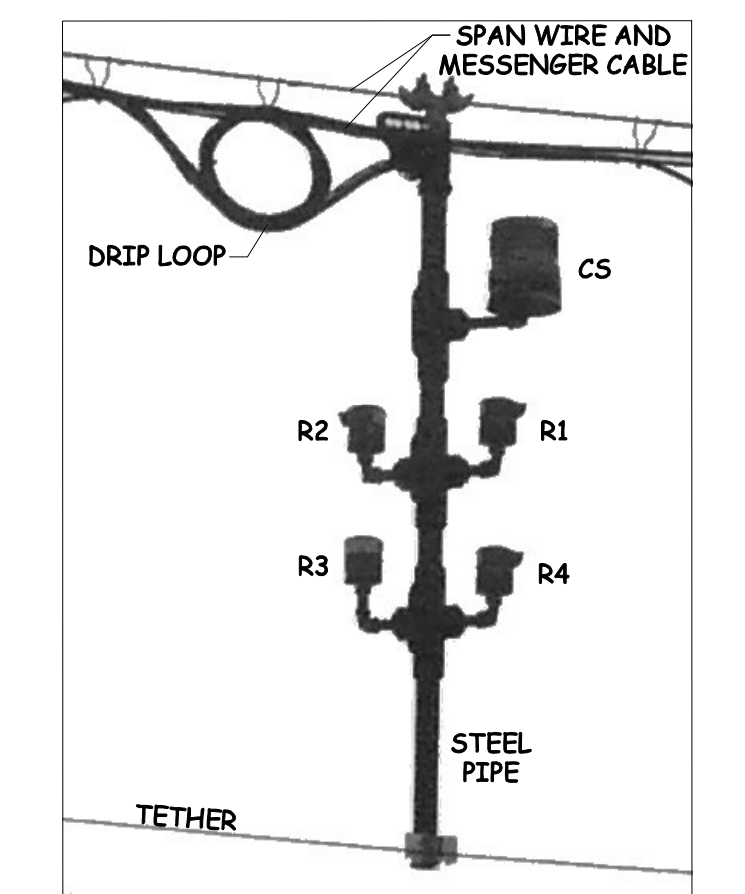
**EMERGENCY VEHICLE PRE-EMPTION OPERATION**

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
R1	1	1	Ø1 & Ø6
R2	2	2	Ø2
R3	3	3	Ø4
R4	4	4	Ø8

**EMERGENCY VEHICLE PRE-EMPTION NOTES:**

- 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.
- PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 4 = LOWEST)
- 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 (4.0 SECONDS YELLOW AND 2.0 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.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- EMERGENCY VEHICLE PRE-EMPTION SHALL OVERRIDE COORDINATION.
- CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION GREEN IS ON.

**PREEMPTION ASSEMBLY DETAIL**



STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 STP-1275(200)X  
 WIN  
 PIN 12752.00  
 HIGHWAY PLANS

PROJ. MANAGER: [ ]  
 S.L.V.A.G.: [ ]  
 DATE: [ ]  
 DESIGN-DETAILED: [ ]  
 CHECKED-REVIEWED: [ ]  
 DESIGNED-DRAWN: [ ]  
 REVISIONS: [ ]  
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 REVISIONS 4: [ ]  
 FIELD CHANGES: [ ]

DATE: [ ]  
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 P.E. NUMBER: [ ]  
 DATE: [ ]  
 \$\$(ICE-FIELD)\$\$

KITTEERY  
 ROUTE 1 \ WALKER ST.  
 SIGNAL PLANS

SHEET NUMBER  
 9  
 OF 19

Filename: ... \te\planset\009\_SIGNAL\_001.dgn  
 Division: \$(WKGROUP)  
 Username: \$(WIN\_USERNAME)  
 Date: 4/18/2012

**SIGNAL PLAN NOTES:**

- ALL SIGNAL CONTROL EQUIPMENT SHALL CONFORM TO THE TOWN OF KITTEERY STANDARD "TRAFFIC SIGNAL EQUIPMENT SPECIFICATION" DATED 6-28-11 OR AS MOST RECENTLY REVISED.
- THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN INSTALLING EQUIPMENT ON THEIR POLES. THE CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING THE UTILITY COMPANIES TO DETERMINE THEIR REQUIREMENTS.
- THE ELECTRICAL CONTRACTOR SHALL MAKE THE NECESSARY CONNECTIONS FOR A #6 AWG BONDING WIRE TO AN EXISTING UTILITY'S VERTICAL GROUND WIRE. IF THIS VERTICAL GROUND WIRE DOES NOT EXIST THE CONTRACTOR SHALL LEAVE ENOUGH BONDING WIRE TO REACH THE SYSTEM NEUTRAL. THE LOCAL UTILITY SHOULD BE NOTIFIED AND SHALL MAKE THAT CONNECTION.
- THE COST OF POLE RISERS SHALL BE INCIDENTAL TO ITEM NO. 643.90.
- THE COST OF THE OVERHEAD SIGNS SHALL BE INCIDENTAL TO ITEM 643.71
- THE COST FOR REMOVAL OF THE EXISTING SPAN WIRE SIGNAL SYSTEM (COMPLETE) SHALL BE INCIDENTAL TO ITEM NO. 643.71.
- ALL TRAFFIC SIGNAL IMPACTS DURING CONSTRUCTION SHALL BE MITIGATED BY THE CONTRACTOR. THE CONTRACTOR SHALL RELOCATE EXISTING TRAFFIC SIGNAL HEADS FOR EACH CONSTRUCTION STAGE AS NEEDED. TRAFFIC SIGNAL HEADS SHALL ALIGN WITH THE CORRESPONDING TRAFFIC LANES. ALL OTHER IMPACTS, SUCH AS, BUT NOT LIMITED TO, LOOP DETECTORS SHALL ALSO BE MITIGATED. THIS WORK SHALL BE INCIDENTAL TO ITEM 652.361. ALL MITIGATION MUST BE APPROVED BY THE RESIDENT.
- SEE SHEET 12 FOR LIST OF MAJOR ITEMS.

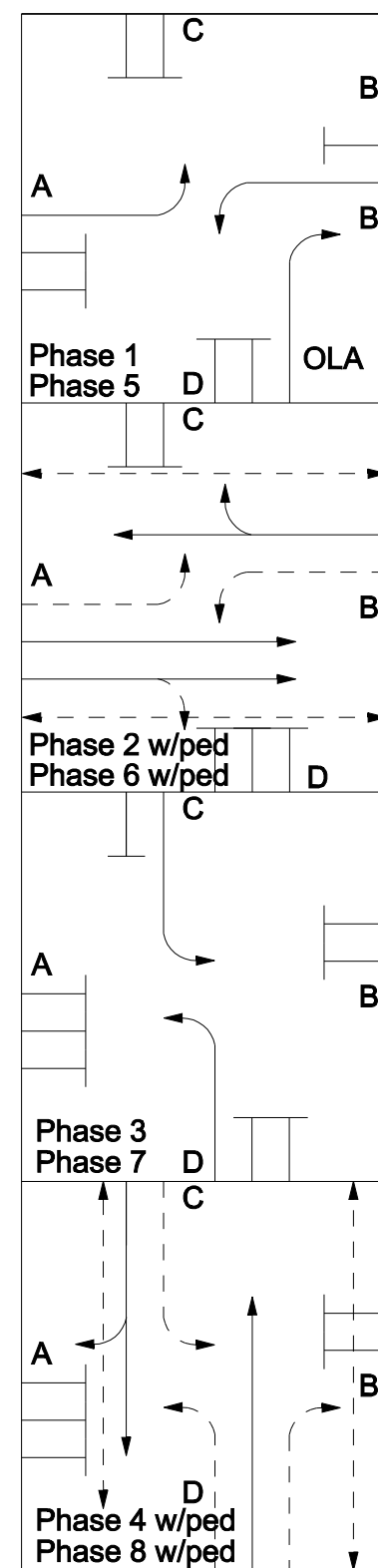
**COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE**  
ALL ENTRIES IN SECONDS

	PLAN 1	PLAN 2	PLAN 3	PLAN 4	COORDINATION MODE SET TO FIXED FORCE-OFF
CYCLE LENGTH	80	90	100	110	
OFFSET	0	0	0	0	
SPLIT TIME Ø1	12	16	16	16	
SPLIT TIME Ø2	29	32	32	32	
SPLIT TIME Ø3	13	16	26	31	
SPLIT TIME Ø4	26	26	26	31	
SPLIT TIME Ø5	12	16	16	16	
SPLIT TIME Ø6	29	32	32	32	
SPLIT TIME Ø7	13	16	16	16	
SPLIT TIME Ø8	26	26	36	46	

**COORDINATION NOTES:**

- OFFSET IS REFERENCED TO THE END OF THE COORDINATED Ø2 & Ø6 PHASE GREEN. NTCIP REFERENCE PHASE 2.
- COORDINATION TO BE OPERATED BY TIME-OF-DAY.

**PHASE DIAGRAM**



WHERE:  
 → PROTECTED TRAFFIC MOVEMENT  
 - - - PERMISSIVE TRAFFIC MOVEMENT

REMOVE AND SALVAGE EXISTING AERIAL MOUNTED IMSA SIGNAL CABLE. INSTALL 12-STRAND SINGLE MODE FIBER OPTIC CABLE IN MUNICIPAL SPACE WHERE IMSA CABLE WAS PROVIDED ON EXISTING POLES.

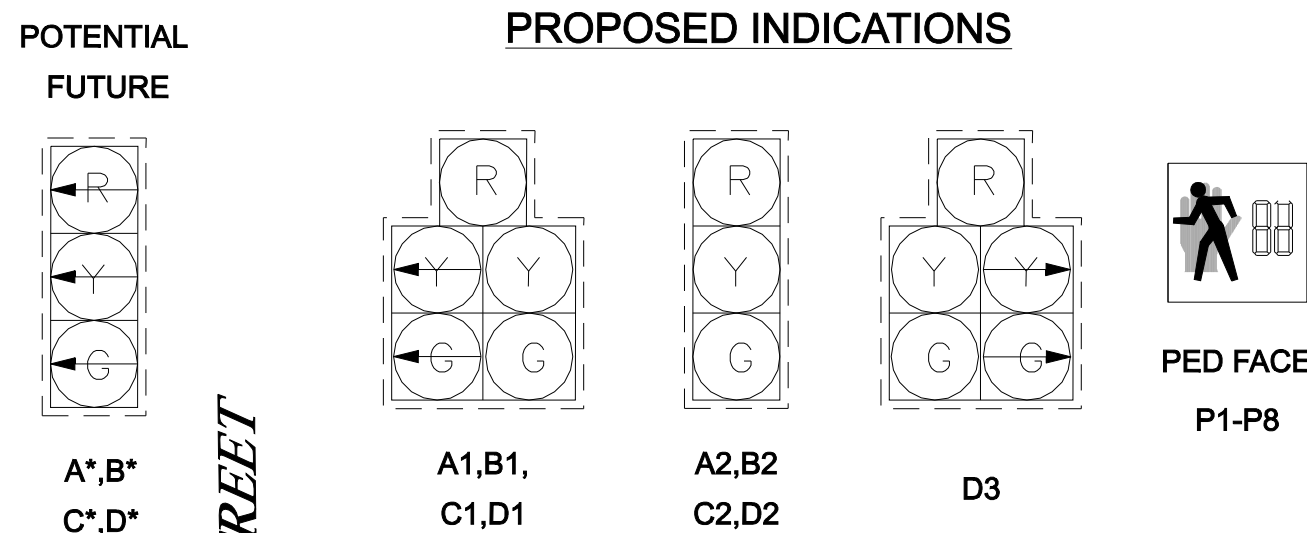
**EMERGENCY VEHICLE PRE-EMPTION OPERATION**

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
R1	1	1	Ø1 & Ø6
R2	2	2	Ø2 & Ø5
R3	3	3	Ø3 & Ø7
R4	4	4	Ø4 & Ø8

**EMERGENCY VEHICLE PRE-EMPTION NOTES:**

- 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.
- PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 4 = LOWEST)
- 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 (4.0 SECONDS YELLOW AND 3.0 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.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- EMERGENCY VEHICLE PRE-EMPTION SHALL OVERRIDE COORDINATION.
- CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY VEHICLE PREEMPTION GREEN IS ON.

**PROPOSED INDICATIONS**



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

**SIGNAL TIMING**

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MIN GREEN	5	10	5	7	5	10	5	7
EXTENSION	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
MAX 1	10	30	15	30	10	30	10	35
MAX 2	20	40	35	35	20	40	20	50
VEH CLEAR	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
RED CLEAR	3.0	3.0	2.0	2.0	3.0	3.0	2.0	2.0
WALK	-	4	-	4	-	4	-	4
PED CLEAR	-	18	-	15	-	18	-	15
RECALL	OFF	SOFT	OFF	OFF	OFF	SOFT	OFF	OFF

**NOTES:**

- MAX 2 SHALL BE PROGRAMMED DURING COORDINATION.
- IN THE EVENT OF A CONFLICT OR MALFUNCTION PHASES 2 AND 6 SHALL FLASH YELLOW AND ALL OTHER PHASES SHALL FLASH RED. PEDESTRIAN SIGNAL HEADS SHALL BE BLANK DURING FLASHING OPERATIONS.

**DAILY & WEEKLY COORDINATION PROGRAM**

	MON.-FRI.	SATURDAY	SUNDAY
PLAN 1 80 SECS OFFPEAK	0600-0700 0900-1030	0700-0800	0800-0900
PLAN 2 90 SECS AM PEAK	0700-0900 1030-1130	0800-1000	0900-1200
PLAN 3 100 SECS PM PEAK/WEEKEND	1130-1800	1000-1630	1200-1500
PLAN 4 110 SECS FUTURE WHEN WARRANTED	-	-	-
PLAN 5 LATE NIGHT FREE OPERATIONS	0000-0600 1800-2400	0000-0700 1630-2400	0000-0800 1500-2400

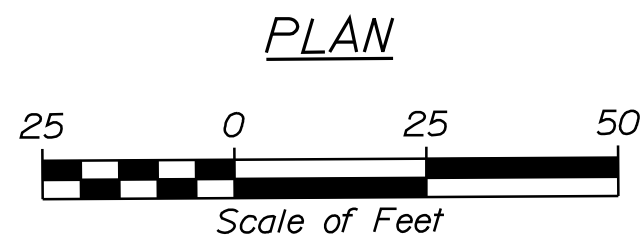
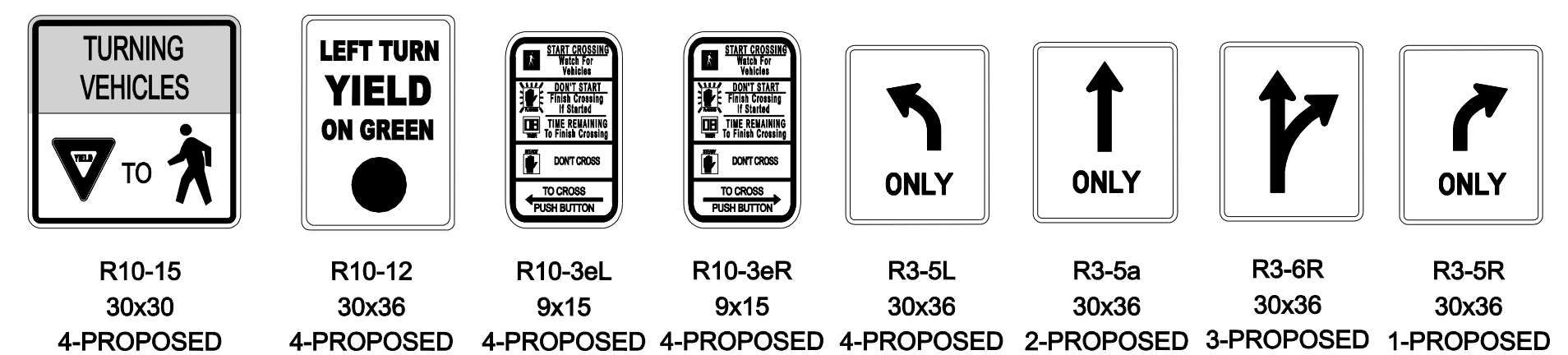
PROGRAM VIDEO DETECTION ZONES FOR PHASE 6

PROGRAM VIDEO DETECTION ZONES FOR PHASE 1

**LEGEND**

- BLACK PAINTED BASE MOUNTED TS2-1 CABINET WITH CONTROLLER
- BLACK PAINTED GALVANIZED STEEL MAST ARM
- VEHICULAR HEAD (BLACK) WITH BACKPLATE
- MAST ARM MOUNTED SIGN
- VIDEO DETECTION ZONE
- BLACK PAINTED ALUMINUM PEDESTAL POLE
- OPTICOM RECEIVER
- CONFIRMATION STROBE
- VIDEO DETECTION CAMERA
- PEDESTRIAN SIGNAL HEAD (BLACK) WITH APS PUSH BUTTON AND INFORMATIONAL SIGN
- UNDERGROUND CONDUIT
- EXISTING SIGNAL EASEMENT

**PROPOSED SIGNS**



LIST OF MAJOR ITEMS FOR US ROUTE 1 AT WALKER STREET

EQUIPMENT AND WORK ITEMS 643.71	QUANTITY	EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
P-44 ALUMINUM NEMA TS2 TYPE 1 GROUND MOUNTED CONTROLLER CABINET WITH 15-INCH EXTENSION WITH 2-COAT BLACK POWDER COATING. POLICE DOOR SHALL HAVE AUTO/MANUAL, FLASH/AUTO AND SIGNAL ON/OFF SWITCHES	1	FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	1
EAGLE EPAC SERIES M50 TRAFFIC ACTUATED SIGNAL CONTROLLER	1	FURNISH AND INSTALL NON-METALLIC SIGNAL CONDUIT (ITEM 626.22)	530 LF
EAGLE MARC MASTER CONTROLLER	1	FURNISH AND INSTALL 18-INCH FOUNDATION (ITEM 626.31)	5
MALFUNCTION MANAGEMENT UNIT EDI MODEL MMU 16LE	1	FURNISH AND INSTALL 36-INCH FOUNDATION (ITEM 626.331)	4
3 SETS OF BOX PRINTS AND 2 SETS OF EQUIPMENT MANUALS IN CONTROLLER CABINET	1	FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1
ONE-WAY 3-SECTION 12-INCH BLACK POLYCARBONATE SIGNAL HEADS WITH LED MODULES WITH CAP (CUT-AWAY) VISORS MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS PAINTED BLACK INCLUDING ANY METAL BANDS WITH 5-INCH LOUVERED BACKPLATES	5	FURNISH AND INSTALL POLE RISER (ITEM 643.90)	2
ONE-WAY 5-SECTION 12-INCH BLACK POLYCARBONATE SIGNAL HEADS WITH LED MODULES WITH CAP (CUT-AWAY) VISORS MOUNTED ON MAST ARMS WITH ASTRO-BRACKETS PAINTED BLACK INCLUDING ANY METAL BANDS WITH 5-INCH LOUVERED BACKPLATES	5	FURNISH AND INSTALL APPROXIMATELY 1000 LINEAR FEET OF 12-STRAND FIBER OPTIC INTERCONNECT CABLE (ITEM 643.90)	1
BRACKET MOUNTED 16-INCH BY 18-INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH SOLID HAND SYMBOL, SOLID WALKING MAN SYMBOL AND COUNTDOWN TIMER DISPLAY, 6E LAMINATION 6TI SERIES, MCCAIN MODEL 1000 SERIES OR APPROVED EQUAL. ALL COMPONENTS SHALL BE COLORED BLACK AND HEADS SHALL BE EQUIPPED WITH CAP (CUT-AWAY) VISORS	4	GALVANIZED STEEL MAST ARM POLE WITH 45-FOOT SIGNAL ARM PAINTED BLACK (ITEM 643.91)	2
POST MOUNTED 16-INCH BY 18-INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH SOLID HAND SYMBOL, SOLID WALKING MAN SYMBOL AND COUNTDOWN TIMER DISPLAY, 6E LAMINATION 6TI SERIES, MCCAIN MODEL 1000 SERIES OR APPROVED EQUAL. ALL COMPONENTS SHALL BE COLORED BLACK AND HEADS SHALL BE EQUIPPED WITH CAP (CUT-AWAY) VISORS	4	GALVANIZED STEEL MAST ARM POLE WITH 50-FOOT SIGNAL ARM PAINTED BLACK (ITEM 643.91)	2
ADA COMPLIANT PEDESTRIAN SIGNAL (APS) ASSEMBLY CONSISTING OF BUTTONS WITH CONFIRMATION LIGHT, VIBRO-TACTILE ARROW, SPEAKERS FOR INFORMATIONAL MESSAGE AND TONE LOCATOR AND R10-3e INFORMATIONAL SIGNS - CAMPBELL COMPANY ADVISOR MODEL (A-915) OR APPROVED EQUAL	8	FURNISH AND INSTALL 8-FOOT ALUMINUM PEDESTAL POST PAINTED BLACK (ITEM 643.92)	4
OPTICOM FIRE PREEMPTOR PHASE SELECTOR MODEL 764 WITH A MODEL 760 CARD RACK WITH PANEL AND D HARNESS	1	FURNISH AND INSTALL 10-FOOT ALUMINUM PEDESTAL POST PAINTED BLACK (ITEM 643.92)	1
OPTICOM RECEIVER MODEL 711	4	FURNISH AND INSTALL VIDEO DETECTION SYSTEM CONSISTING OF 360 DEGREE ALDIS GRIDSMAK CAMERA, GRIDSMAK CONTROL UNIT WITH VIDEO PROCESSOR CARD AND ANCILLARY EQUIPMENT (ITEM 643.83 - NON-PARTICIPATING BID ALTERNATIVE 1)	1
CONFIRMATION STROBE LIGHT 120 VAC WITH RED LEXON OPTIC LENS. WHELAN MODEL IAC 12 RP OR APPROVED EQUIVALENT	1	THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.	
ENVIROMENTALLY HARDENED CISCO CATALYST MODEL 2955 SWITCH OR APPROVED EQUAL	1		
DUAL USE SPLICE ENCLOSURE AND 12 POSITION PATCH PANEL	1		
R3-5R 30" X 36" SIGN WITH BLACK METAL BANDS	1		
R3-6R 30" X 36" SIGN WITH BLACK METAL BANDS	3		
R3-5a 30" X 36" SIGN WITH BLACK METAL BANDS	2		
R3-5L 30" X 36" SIGN WITH BLACK METAL BANDS	4		
R10-12 30" X 36" SIGN WITH BLACK METAL BANDS	4		
R10-15 30" X 30" SIGN WITH BLACK METAL BANDS	4		

LIST OF MAJOR ITEMS FOR US ROUTE 1 AT GOVERNMENT STREET

EQUIPMENT AND WORK ITEMS 643.71	QUANTITY	EQUIPMENT AND WORK (ITEM XXX.YYZ)	QUANTITY
P-44 ALUMINUM NEMA TS2 TYPE 1 GROUND MOUNTED CONTROLLER CABINET WITH 15-INCH EXTENSION WITH 2-COAT BLACK POWDER COATING. POLICE DOOR SHALL HAVE AUTO/MANUAL, FLASH/AUTO AND SIGNAL ON/OFF SWITCHES	1	FURNISH AND INSTALL 8-FOOT ALUMINUM PEDESTAL POST PAINTED BLACK (ITEM 643.92)	3
EAGLE EPAC SERIES M50 TRAFFIC ACTUATED SIGNAL CONTROLLER	1	FURNISH AND INSTALL 18-INCH FOUNDATION (ITEM 626.31)	3
MALFUNCTION MANAGEMENT UNIT EDI MODEL MMU 16LE	1	FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1
3 SETS OF BOX PRINTS AND 2 SETS OF EQUIPMENT MANUALS IN CONTROLLER CABINET	1	FURNISH AND INSTALL NON-METALLIC SIGNAL CONDUIT (ITEM 626.22)	95 LF
POST MOUNTED 16-INCH BY 18-INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH SOLID HAND SYMBOL, SOLID WALKING MAN SYMBOL AND COUNTDOWN TIMER DISPLAY, 6E LAMINATION 6TI SERIES, MCCAIN MODEL 1000 SERIES OR APPROVED EQUAL. ALL COMPONENTS SHALL BE COLORED BLACK AND HEADS SHALL BE EQUIPPED WITH CAP (CUT-AWAY) VISORS	3	FURNISH AND INSTALL POLE RISER (ITEM 643.90)	3
BRACKET MOUNTED 16-INCH BY 18-INCH LED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH SOLID HAND SYMBOL, SOLID WALKING MAN SYMBOL AND COUNTDOWN TIMER DISPLAY, 6E LAMINATION 6TI SERIES, MCCAIN MODEL 1000 SERIES OR APPROVED EQUAL. ALL COMPONENTS SHALL BE COLORED BLACK AND HEADS SHALL BE EQUIPPED WITH CAP (CUT-AWAY) VISORS	1	THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.	
ADA COMPLIANT PEDESTRIAN SIGNAL (APS) ASSEMBLY CONSISTING OF BUTTONS WITH CONFIRMATION LIGHT, VIBRO-TACTILE ARROW, SPEAKERS FOR INFORMATIONAL MESSAGE AND TONE LOCATOR AND R10-3e INFORMATIONAL SIGNS - CAMPBELL COMPANY ADVISOR MODEL (A-915) OR APPROVED EQUAL	4		
OPTICOM FIRE PREEMPTOR PHASE SELECTOR MODEL 764 WITH A MODEL 760 CARD RACK WITH PANEL AND D HARNESS	1		
OPTICOM RECEIVER MODEL 711	4		
CONFIRMATION STROBE LIGHT 120 VAC WITH RED LEXON OPTIC LENS. WHELAN MODEL IAC 12 RP OR APPROVED EQUIVALENT	1		
SPAN WIRE PREEMPTION HANGING ASSEMBLY	1		
ENVIROMENTALLY HARDENED CISCO CATALYST MODEL 2955 SWITCH OR APPROVED EQUAL	1		
DUAL USE SPLICE ENCLOSURE AND 12 POSITION PATCH PANEL	1		
R10-15R 30" X 30" SIGN	2		

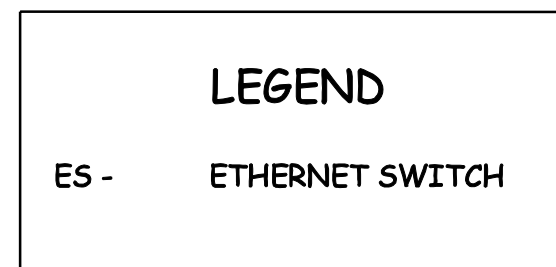
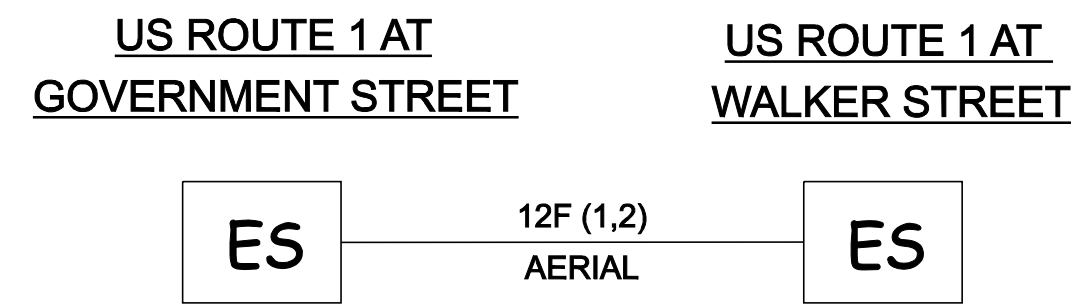
STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STP-1275(20)X  
WIN  
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HIGHWAY PLANS

PROJ. MANAGER  
S.L.V.A.G.  
DATE  
BY  
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CHECKED-REVIEWED  
DESIGN-REVIEWED  
DESIGNS DETAILED  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES  
SIGNATURE  
P.E. NUMBER  
DATE  
SHEET FIELD NO.

KITTERY  
ROUTE 1 \ WALKER ST.  
SIGNAL PLANS

SHEET NUMBER  
11  
OF 19

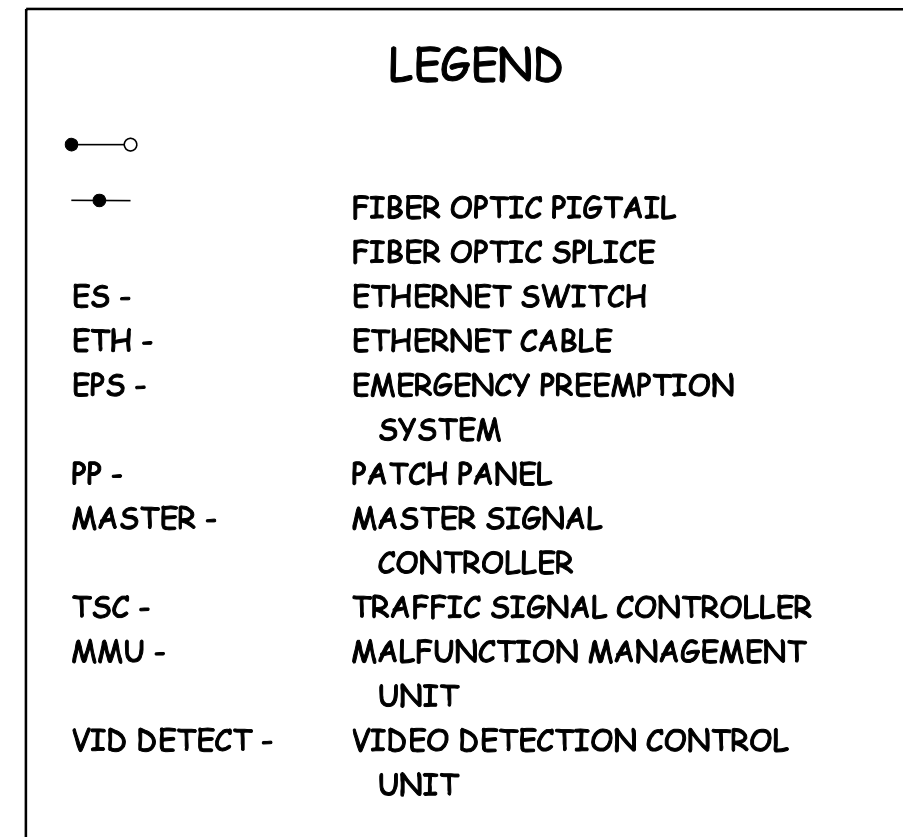
**NETWORK DIAGRAM**



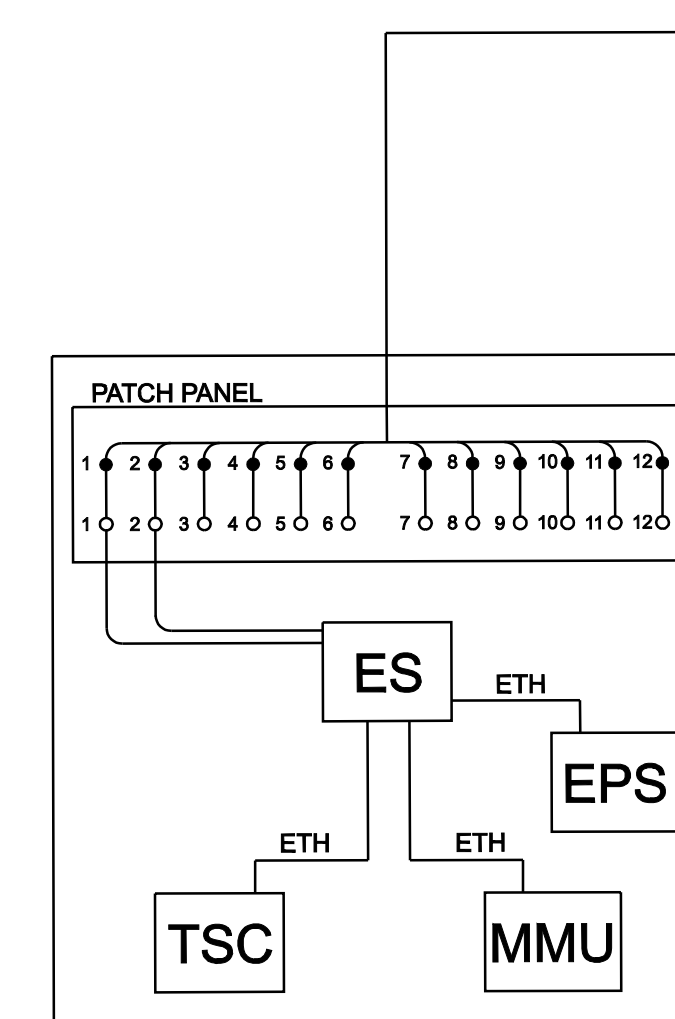
**FIBER OPTIC CABLE CONSTRUCTION NOTES:**

1. MANUFACTURED PIGTAILS SHALL BE TERMINATED ON PATCH PANELS.
2. FIBER OPTIC CABLE BENDS SHALL EXCEED THE MINIMUM BENDING RADIUS FOR THE CABLE AT ALL TIMES DURING INSTALLATION, MODIFICATION, REPAIR, SPLICING, OR IN THE PERMANENT CONDITION.
3. FIBER OPTIC CABLE SHALL NOT BE SPLICED. FIBERS NOT TERMINATED IN A SPLICE ENCLOSURE OR SHOWN AS THROUGH FIBERS SHALL NOT BE CUT.
4. TERMINATED FIBERS IN THE SPLICE ENCLOSURES SHALL BE TERMINATED ON A 12-POSITION PATCH PANEL.

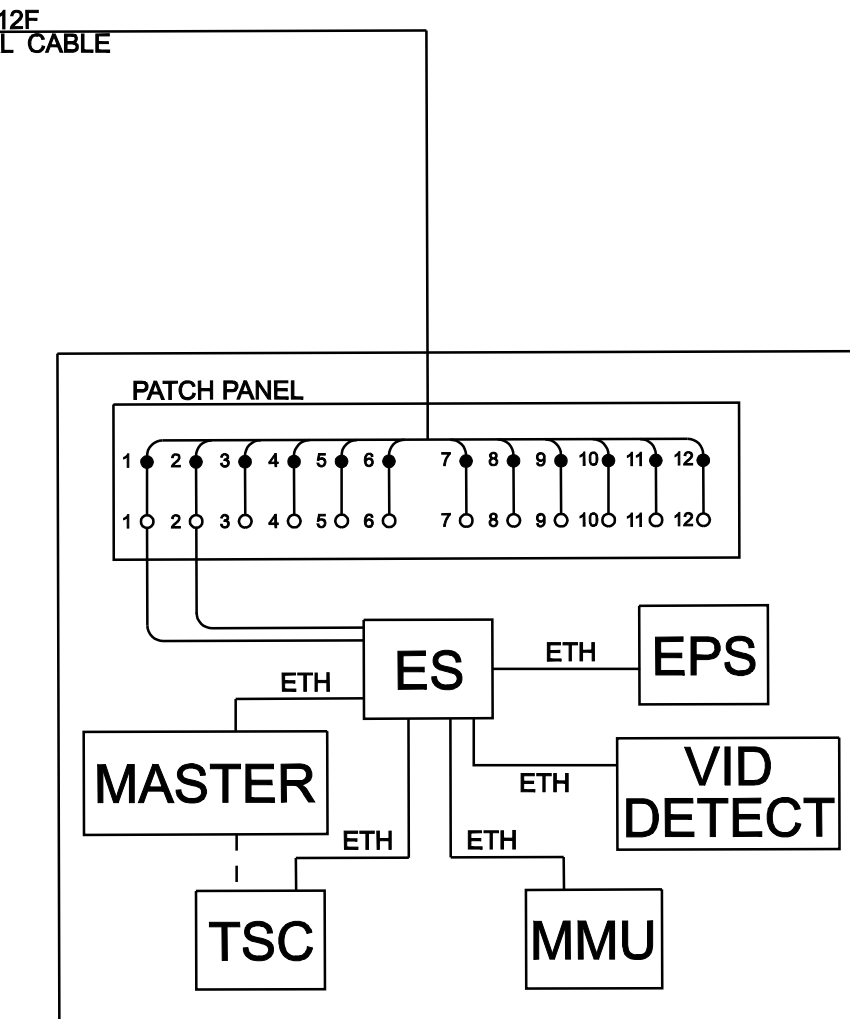
**SYSTEM ARCHITECTURE DIAGRAM**



**US ROUTE 1 AT GOVERNMENT STREET**



**US ROUTE 1 AT WALKER STREET**



**SPLICE TABLES**

**FIBER OPTIC SPLICE TABLE  
US ROUTE 1 AT GOVERNMENT STREET**

	CABLE	STRAND	CONNECTION TYPE	CABLE	STRAND	DESCRIPTION
PATCH PANEL AT CONTROLLER CABINET (US ROUTE 1/GOVERNMENT ST)	12F TO WALKER ST	1	SPLICE	PIGTAIL	-	ES, PP POSITION 1
	12F TO WALKER ST	2	SPLICE	PIGTAIL	-	ES, PP POSITION 2
	12F TO WALKER ST	3	SPLICE	PIGTAIL	-	SPARE, PP POSITION 3
	12F TO WALKER ST	4	SPLICE	PIGTAIL	-	SPARE, PP POSITION 4
	12F TO WALKER ST	5	SPLICE	PIGTAIL	-	SPARE, PP POSITION 5
	12F TO WALKER ST	6	SPLICE	PIGTAIL	-	SPARE, PP POSITION 6
	12F TO WALKER ST	7	SPLICE	PIGTAIL	-	SPARE, PP POSITION 7
	12F TO WALKER ST	8	SPLICE	PIGTAIL	-	SPARE, PP POSITION 8
	12F TO WALKER ST	9	SPLICE	PIGTAIL	-	SPARE, PP POSITION 9
	12F TO WALKER ST	10	SPLICE	PIGTAIL	-	SPARE, PP POSITION 10
	12F TO WALKER ST	11	SPLICE	PIGTAIL	-	SPARE, PP POSITION 11
	12F TO WALKER ST	12	SPLICE	PIGTAIL	-	SPARE, PP POSITION 12

**FIBER OPTIC SPLICE TABLE  
US ROUTE 1 AT WALKER STREET**

	CABLE	STRAND	CONNECTION TYPE	CABLE	STRAND	DESCRIPTION
PATCH PANEL AT CONTROLLER CABINET (US ROUTE 1/WALKER ST)	12F TO GOVERNMENT ST	1	SPLICE	PIGTAIL	-	ES, PP POSITION 1
	12F TO GOVERNMENT ST	2	SPLICE	PIGTAIL	-	ES, PP POSITION 2
	12F TO GOVERNMENT ST	3	SPLICE	PIGTAIL	-	SPARE, PP POSITION 3
	12F TO GOVERNMENT ST	4	SPLICE	PIGTAIL	-	SPARE, PP POSITION 4
	12F TO GOVERNMENT ST	5	SPLICE	PIGTAIL	-	SPARE, PP POSITION 5
	12F TO GOVERNMENT ST	6	SPLICE	PIGTAIL	-	SPARE, PP POSITION 6
	12F TO GOVERNMENT ST	7	SPLICE	PIGTAIL	-	SPARE, PP POSITION 7
	12F TO GOVERNMENT ST	8	SPLICE	PIGTAIL	-	SPARE, PP POSITION 8
	12F TO GOVERNMENT ST	9	SPLICE	PIGTAIL	-	SPARE, PP POSITION 9
	12F TO GOVERNMENT ST	10	SPLICE	PIGTAIL	-	SPARE, PP POSITION 10
	12F TO GOVERNMENT ST	11	SPLICE	PIGTAIL	-	SPARE, PP POSITION 11
	12F TO GOVERNMENT ST	12	SPLICE	PIGTAIL	-	SPARE, PP POSITION 12

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STP-1275(200)X  
WIN  
PIN 12752.00  
HIGHWAY PLANS

PROJ. MANAGER	S.L.V.A.G.	BY	DATE
DESIGN DETAILED	LOG	MGS	...
CHECKED-REVIEWED	AG	...	...
DESIGN DETAILED	...	...	...
DESIGN DETAILED	...	...	...
REVISIONS 1	...	...	...
REVISIONS 2	...	...	...
REVISIONS 3	...	...	...
REVISIONS 4	...	...	...
FIELD CHANGES	...	...	...

KITTERY  
ROUTE 1 \ WALKER ST.  
FIBER OPTIC PLANS

SHEET NUMBER  
**12**  
OF 19

CONTROL POINTS				
Point	Station	Offset	X Coord.	Y Coord.
1	39+36.49	70.80 RT	884081.74	92329.24
2	39+39.63	64.55 RT	884076.63	92333.98
3	39+43.14	57.56 RT	884071.06	92339.12
4	39+53.64	43.51 RT	884060.27	92353.51
5	39+59.07	39.10 RT	884057.58	92360.02
6	39+64.18	35.94 RT	884056.01	92365.86
7	39+70.56	33.07 RT	884055.10	92372.83
8	39+87.82	30.00 RT	884056.97	92399.69
8A	40+21.91	36.00 RT	884072.35	92421.38
9	40+64.16	30.00 RT	884078.30	92463.64
9A	40+64.16	36.00 RT	884084.06	92461.95
10	40+71.16	30.00 RT	884080.24	92470.36
10A	40+71.16	36.00 RT	884086.00	92468.67
11	41+13.16	30.00 RT	884091.88	92510.71
12	41+20.17	30.00 RT	884093.82	92517.45
18	40+07.97	51.28 RT	883984.63	92432.17
19	40+04.33	45.24 LT	883989.43	92427.00
20	40+06.22	32.52 LT	884002.17	92425.29
21	40+12.85	30.00 LT	884006.43	92430.96

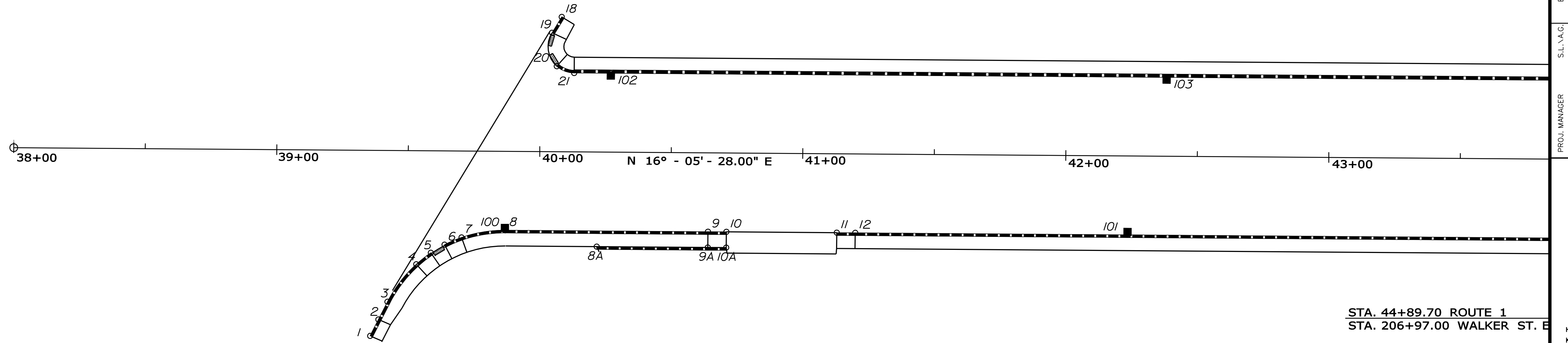
VERTICAL CURB - TYPE 1		
Pt. to Pt.	Radius	Length
2 TO 3	-	7.8'
8 TO 9	-	92.8'
8A TO 9A	-	42.2'
12 TO 13	-	286.2'
21 TO 23	-	393.1'

TERMINAL CURB TYPE 1 - 7 FT - CIRCULAR		
Pt. to Pt.	Radius	Length
4 TO 5	50.0'	7.0'
6 TO 7	50.0'	7.0'
20 TO 21	10.0'	7.3'

TERMINAL CURB TYPE 1 - 7 FT		
Pt. to Pt.	Radius	Length
1 TO 2	-	7.0'
9 TO 10	-	7.0'
9A TO 10A	-	7.0'
11 TO 12	-	7.0'
18 TO 19	-	7.0'

VERTICAL CURB TYPE 1 - CIRCULAR		
Pt. to Pt.	Radius	Length
3 TO 4	50.0'	17.6'
7 TO 8	50.0'	17.6'

CONTROL POINTS FOR MIDPOINT OF CURB INLETS				
Point	Station	Offset	X Coord.	Y Coord.
100	39+86.98	30.01 RT	884056.91	92389.47
101	42+23.71	30.00 RT	884122.52	92616.93
102	40+26.80	30.00 LT	884010.29	92444.36
103	42+38.12	30.00 LT	884068.86	92647.41



STA. 44+89.70 ROUTE 1  
 STA. 206+97.00 WALKER ST. E

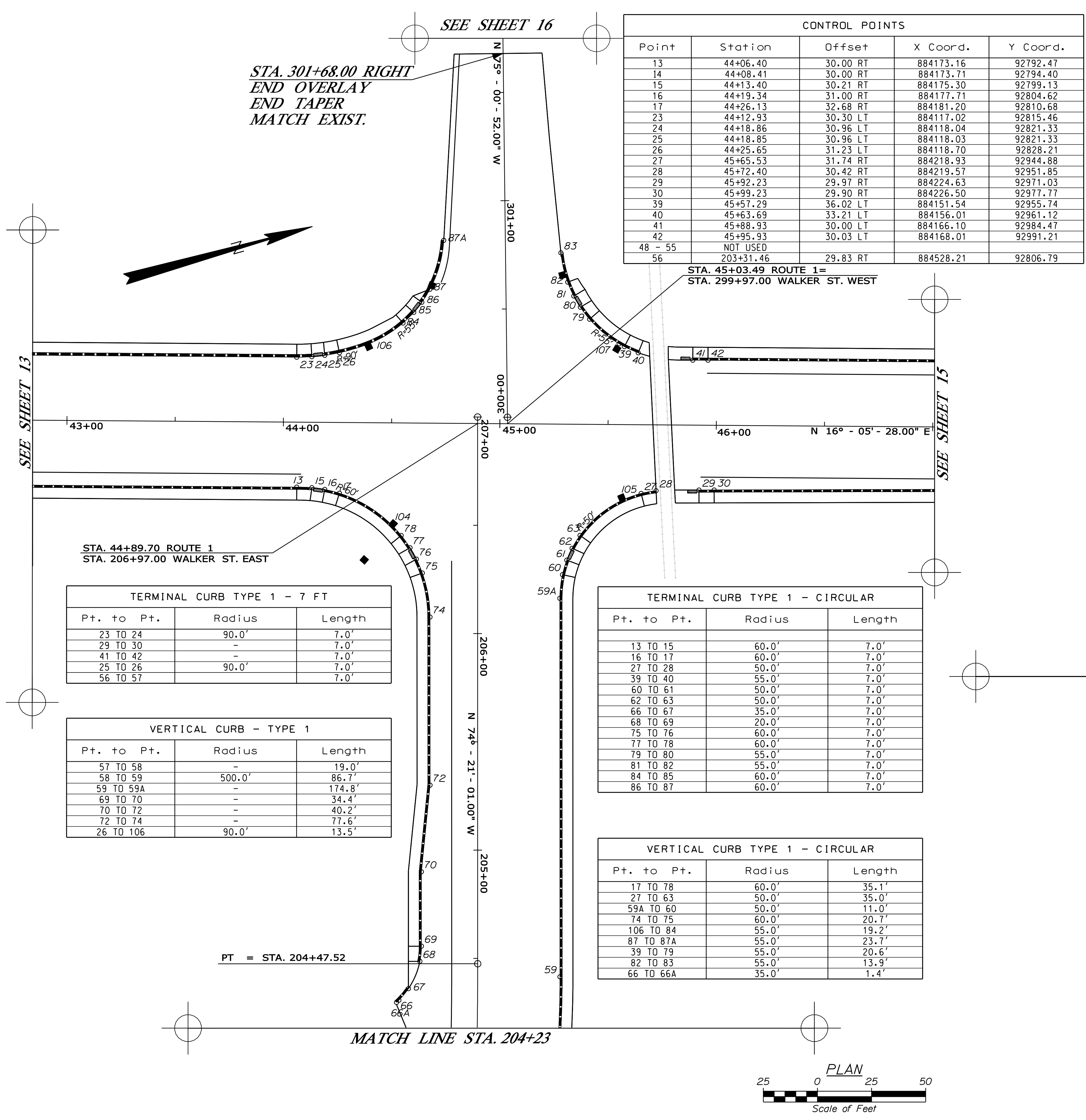
STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**STP-1275(20)X**  
 PIN  
 PIN 12752.00  
 HIGHWAY PLANS

PROJ. MANAGER	S.L.V.A.G.	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN DETAILED	LCG	MGS	---			
CHECKED/REVIEWED	AG	---	---			
DESIGN DETAILED	---	---	---			
DESIGN DETAILED	---	---	---			
REVISIONS 1	---	---	---			
REVISIONS 2	---	---	---			
REVISIONS 3	---	---	---			
REVISIONS 4	---	---	---			
FIELD CHANGES	---	---	---			

KITTERY  
 ROUTE 1 \ WALKER ST.  
 GEOMETRIC CURB LAYOUT

SHEET NUMBER  
**13**  
 OF 19

Filename: ... \014\_GEO\_CURB\_LAYOUT\_2.dgn Division: \$(WKGROUP) Username: \$(WIN\_USERNAME) Date: 4/18/2012



CONTROL POINTS FOR MIDPOINT OF CURB INLETS				
Point	Station	Offset	X Coord.	Y Coord.
104	44+50.50	47.24 RT	884201.94	92830.06
105	45+57.13	34.76 T	884219.51	92935.98
106	44+38.80	35.86 LT	884118.85	92841.85
107	45+54.83	37.36 LT	884149.57	92953.75

CURVE DATA #1  
 PI = 203+13.85  
 D = 3°10'59.2"  
 Δ = 8°31'32.9" Lt.  
 R = 1800.00'  
 L = 267.85'  
 T = 134.17'  
 E = 4.99'

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STP-1275(20)X  
PIN 12752.00  
HIGHWAY PLANS

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PROJ. MANAGER	S.L.V.A.G.	DATE	BY	DATE
DESIGN-DETAILED	LCG	...	...	...
CHECKED-REVIEWED	AG	...	...	...
DESIGN-DETAILED	...	...	...	...
DESIGN-DETAILED	...	...	...	...
REVISIONS 1	...	...	...	...
REVISIONS 2	...	...	...	...
REVISIONS 3	...	...	...	...
REVISIONS 4	...	...	...	...
FIELD CHANGES	...	...	...	...

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KITTELY  
ROUTE 1 \ WALKER ST.  
GEOMETRIC CURB LAYOUT

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SHEET NUMBER  
**14**  
OF 19

CONTROL POINTS				
Point	Station	Offset	X Coord.	Y Coord.
31	47+19.99	28.66 RT	884258.78	93104.14
32	47+33.28	32.33 RT	884266.00	93105.90
33	47+38.67	36.77 RT	884271.75	93109.84
34	47+42.16	41.64 RT	884277.40	93111.84
35	47+44.62	48.17 RT	884284.35	93121.40
36 - 38	NOT USED			
43	47+61.09	30.00 LT	884213.81	93149.89
44	47+68.09	30.00 LT	884215.75	93156.62
45	47+77.26	36.00 LT	884212.53	93167.09
46	47+78.09	39.95 LT	884208.97	93168.98
47	47+78.11	42.89 LT	884206.15	93169.81

VERTICAL CURB - TYPE 1		
Pt. to Pt.	Radius	Length
30 TO 31	-	120.8'
42 TO 43	-	165.2'

VERTICAL CURB TYPE 1 - CIRCULAR		
Pt. to Pt.	Radius	Length
31 TO 32	25.0'	12.0'

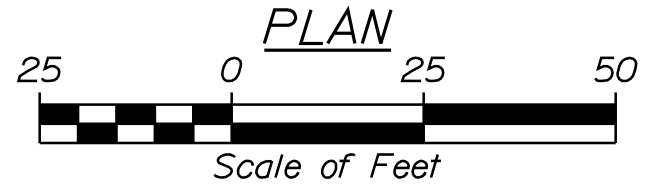
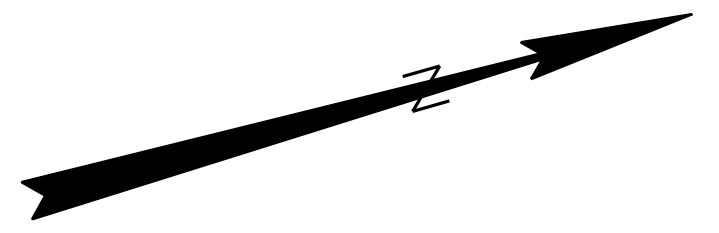
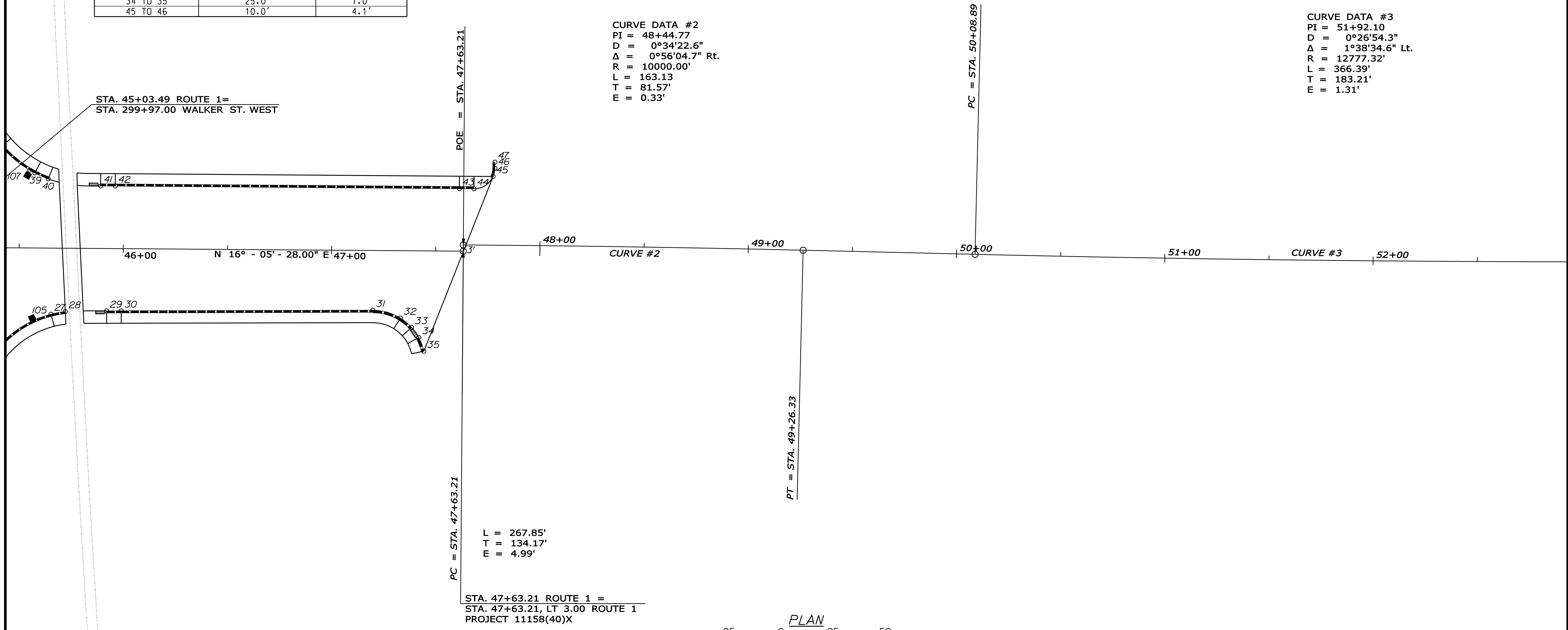
CONTROL POINTS FOR MIDPOINT OF CURB INLETS				
Point	Station	Offset	X Coord.	Y Coord.
107	47+41.25	31.72 RT	884267.61	93113.73

TERMINAL CURB TYPE 1 - 7 FT		
Pt. to Pt.	Radius	Length
43 TO 44	-	7.0'
46 TO 47	-	2.9'

TERMINAL CURB TYPE 1 - CIRCULAR		
Pt. to Pt.	Radius	Length
32 TO 33	25.0'	7.0'
34 TO 35	25.0'	7.0'
45 TO 46	10.0'	4.1'

**CURVE DATA #2**  
 PI = 48+44.77  
 D = 0°34'22.6"  
 Δ = 0°56'04.7" Rt.  
 R = 10000.00'  
 L = 163.13  
 T = 81.57'  
 E = 0.33'

**CURVE DATA #3**  
 PI = 51+92.10  
 D = 0°26'54.3"  
 Δ = 1°38'34.6" Lt.  
 R = 12777.32'  
 L = 366.39'  
 T = 183.21'  
 E = 1.31'



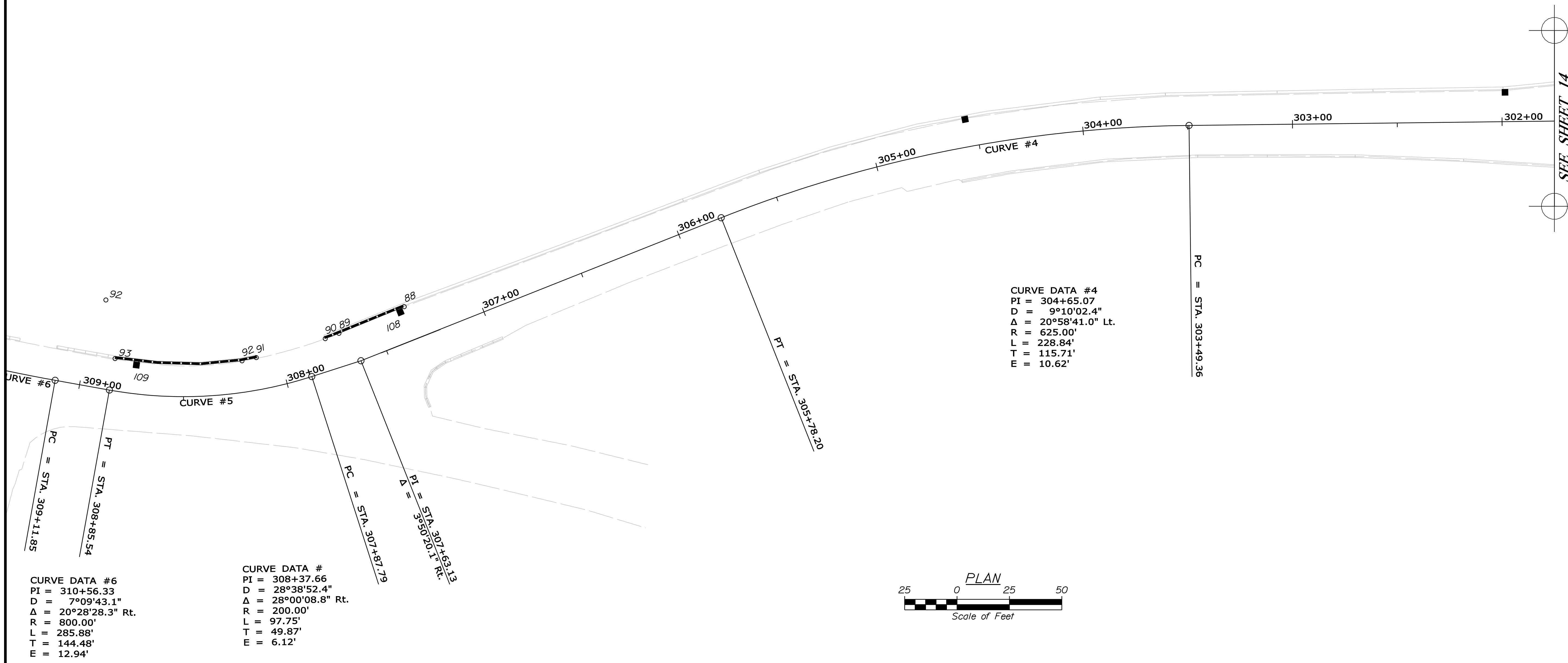
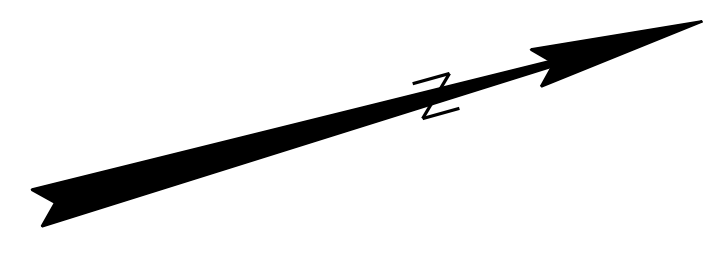
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1275(200)X		PIN PIN 12752.00		HIGHWAY PLANS	
KITTERY		ROUTE 1 \ WALKER ST.		GEOMETRIC CURB LAYOUT		SHEET NUMBER		15	
OF 19									

CONTROL POINTS				
Point	Station	Offset	X Coord.	Y Coord.
88	307+34.34	16.37 RT	883446.93	93003.04
89	307+69.14	15.67 RT	883413.51	92999.20
90	307+76.13	15.26 RT	883406.53	92998.53
91	308+12.15	15.33 RT	883372.40	92998.68
92	308+12.15	15.33 RT	883372.40	92998.68
93	308+85.54	15.27 RT	883507.39	93016.45

VERTICAL CURB - TYPE 1		
Pt. to Pt.	Radius	Length
88 TO 89	-	33.6'
92 TO 93	184.7	61.1'

TERMINAL CURB TYPE 1 - 7 FT		
Pt. to Pt.	Radius	Length
89 TO 90	-	7.0'
91 TO 92	184.7	7.0'

CONTROL POINTS FOR MIDPOINT OF CURB INLETS				
Point	Station	Offset	X Coord.	Y Coord.
108	307+37.15	16.33 RT	883444.23	93002.72
109	308+85.54	15.27 RT	883307.39	93016.45



**CURVE DATA #4**  
 PI = 304+65.07  
 D = 9°10'02.4"  
 Δ = 20°58'41.0" Lt.  
 R = 625.00'  
 L = 228.84'  
 T = 115.71'  
 E = 10.62'

**CURVE DATA #6**  
 PI = 310+56.33  
 D = 7°09'43.1"  
 Δ = 20°28'28.3" Rt.  
 R = 800.00'  
 L = 285.88'  
 T = 144.48'  
 E = 12.94'

**CURVE DATA #**  
 PI = 308+37.66  
 D = 28°38'52.4"  
 Δ = 28°00'08.8" Rt.  
 R = 200.00'  
 L = 97.75'  
 T = 49.87'  
 E = 6.12'

SEE SHEET 14

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
**STP-1275(200)X**  
 PIN  
 PIN 12752.00  
 HIGHWAY PLANS

PROJ. MANAGER	S.L.V.A.G.	BY	DATE
DESIGN DETAILED	LCG	MGS	...
CHECKED-REVIEWED	AG	...	...
DESIGN DETAILED	...	...	...
DESIGN DETAILED	...	...	...
REVISIONS 1	...	...	...
REVISIONS 2	...	...	...
REVISIONS 3	...	...	...
REVISIONS 4	...	...	...
FIELD CHANGES	...	...	...

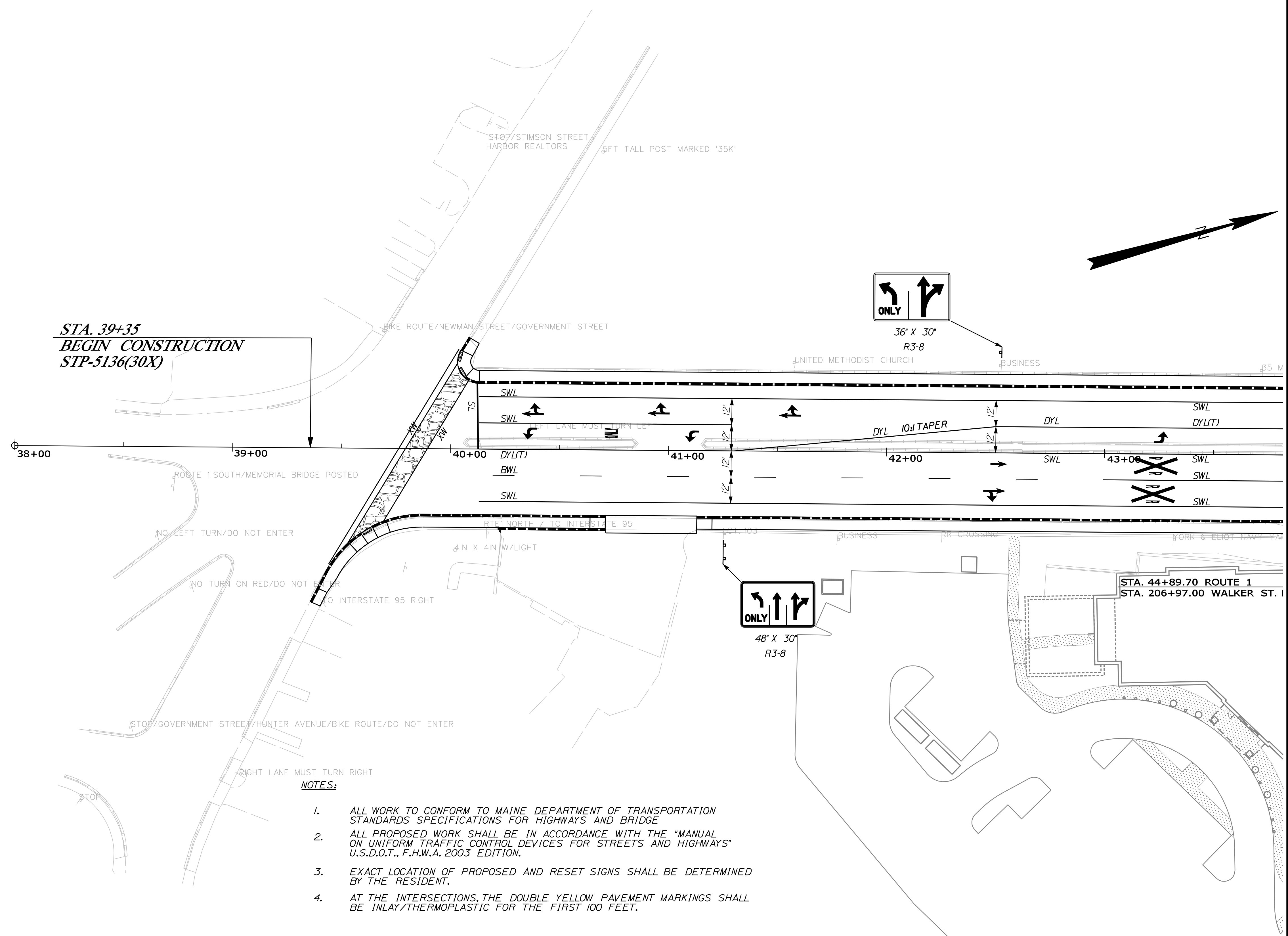
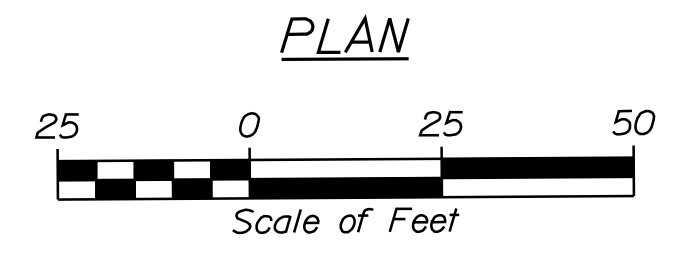
KITTERY  
 ROUTE 1\WALKER ST.  
 GEOMETRIC CURB LAYOUT

SHEET NUMBER  
**16**  
 OF 19

Filename: ... \e\planset\017\_HD\_Sign\_1.dgn Division: \$(WKGROUP) Username: \$(WIN\_USERNAME) Date: 4/18/2012

**KEY TO SIGNS AND PAVEMENT MARKINGS**

R&R=	REMOVE AND RESET SIGN
REM=	REMOVE SIGN (AND DISPOSE)
RET=	RETAIN SIGN (IN PLACE)
REL=	RELOCATE SIGN
R&S=	REMOVE AND STACK SIGN
SL=	SINGLE SOLID LINE (Stop Line) - 18"
SWL=	SOLID WHITE LINE - 4"
SYL=	SOLID YELLOW LINE - 4"
BWL=	BROKEN WHITE LINE - 4"
DYL=	DOUBLE WHITE LINE - 4"
DYL(T)=	DOUBLE WHITE LINE - 4" INLAY/THERMOPLASTIC
↔	WHITE LEFT OR RIGHT ARROW
XW=	CROSS WALK - 8'



- NOTES:**
1. ALL WORK TO CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION STANDARDS SPECIFICATIONS FOR HIGHWAYS AND BRIDGE
  2. ALL PROPOSED WORK SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS" U.S.D.O.T., F.H.W.A. 2003 EDITION.
  3. EXACT LOCATION OF PROPOSED AND RESET SIGNS SHALL BE DETERMINED BY THE RESIDENT.
  4. AT THE INTERSECTIONS, THE DOUBLE YELLOW PAVEMENT MARKINGS SHALL BE INLAY/THERMOPLASTIC FOR THE FIRST 100 FEET.

STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
STP-1275(200)X	
PIN	PIN 12752.00
HIGHWAY PLANS	

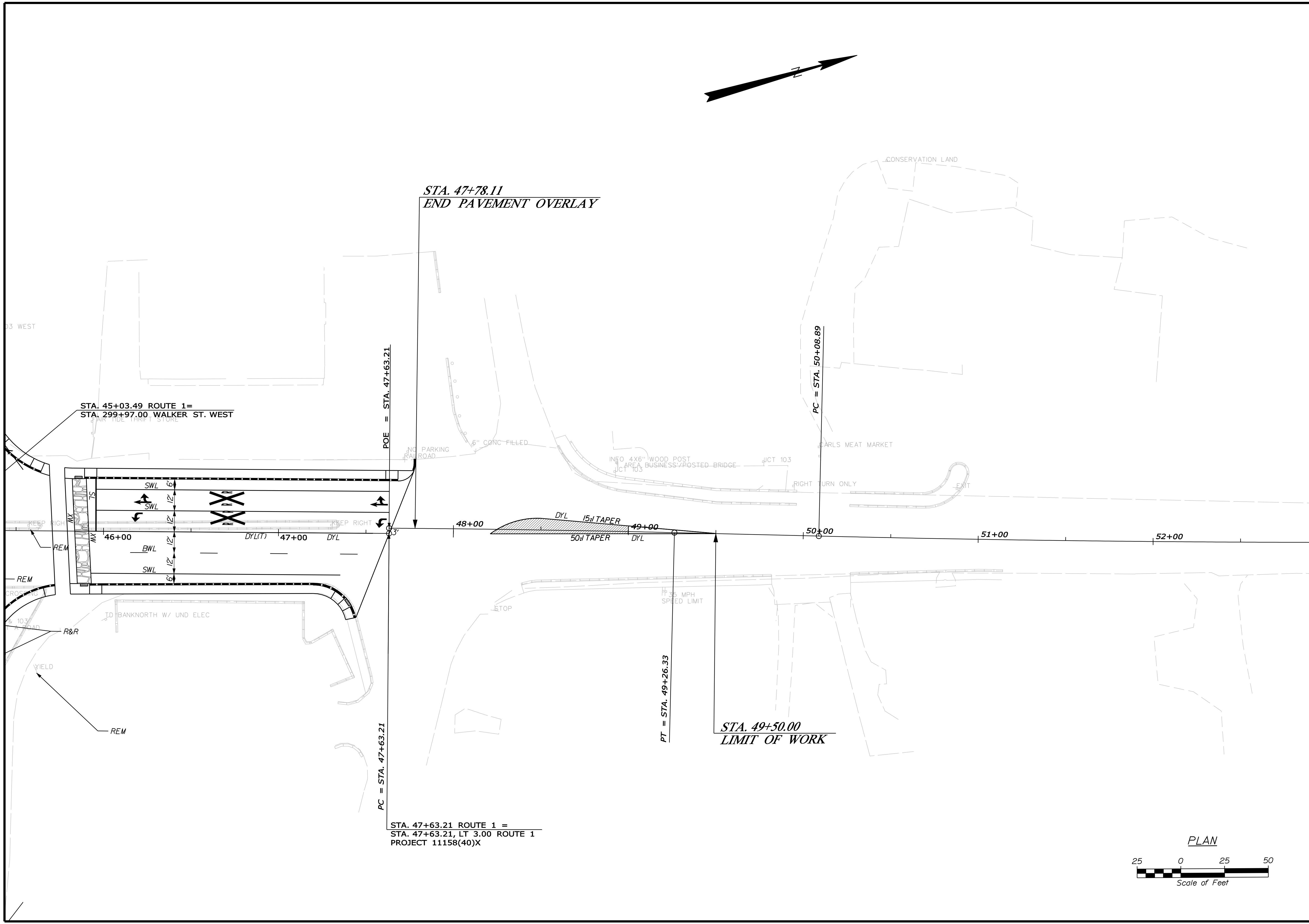
PROJ. MGR.	S.L./A.G.	BY	DATE
DESIGN DETAILED	LCG	IMS	...
CHECKED/REVIEWED	AG	...	...
DESIGNS DETAILED	...	...	...
DESIGNS DETAILED	...	...	...
REVISIONS 1	...	...	...
REVISIONS 2	...	...	...
REVISIONS 3	...	...	...
REVISIONS 4	...	...	...
FIELD CHANGES	...	...	...

KITTERY ROUTE 1 \ WALKER ST.	SIGNATURE
PAVEMENT MARKING AND SIGNING PLANS	P.E. NUMBER
SHEET NUMBER	DATE
17	\$\$(DATE_FIELD)\$\$
OF 19	



Filename: ... \te\planset\019\_HD\_Sign\_3.dgn Division: \$(WKGROUP) Username: \$(WIN\_USERNAME) Date: 4/18/2012



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
STP-1275(200)X  
PIN  
PIN 12752.00 HIGHWAY PLANS

PROJ. MANAGER	S.L. NO.	BY	DATE
DESIGN DETAILED	LCG	MGS	...
CHECKED-REVIEWED	AG	...	...
DESIGNS DETAILED	...	...	...
REVISIONS 1	...	...	...
REVISIONS 2	...	...	...
REVISIONS 3	...	...	...
REVISIONS 4	...	...	...
FIELD CHANGES	...	...	...

KITTERY  
ROUTE 1 \ WALKER ST.  
PAVEMENT MARKING AND  
SIGNING PLANS

SHEET NUMBER  
**19**  
OF 19

