

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



YARMOUTH
CUMBERLAND COUNTY

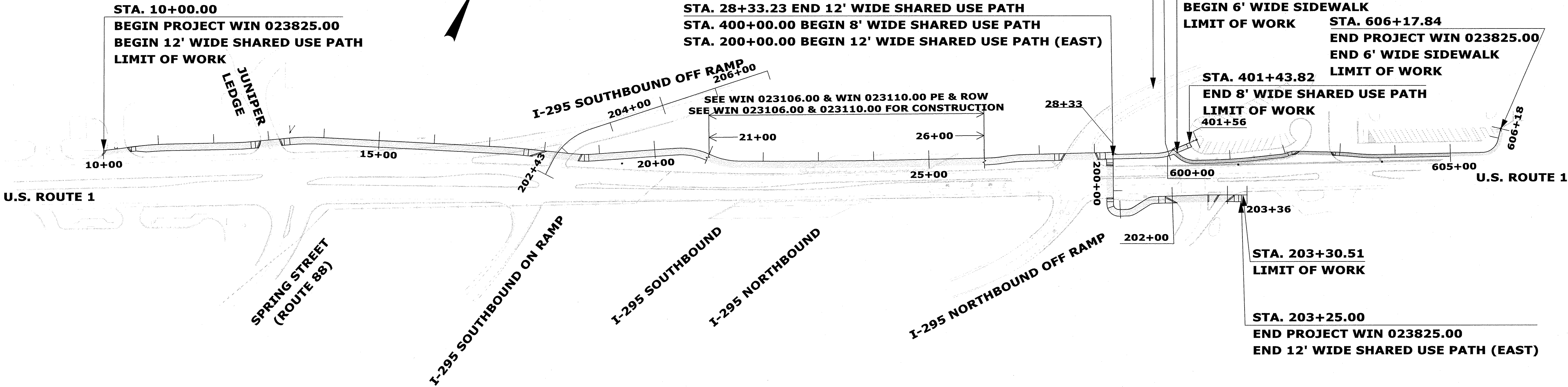
U.S. ROUTE 1
FEDERAL AID PROJECT 02382500
SHARED USE PATH
PROJECT LENGTH : 0.44 MILES

PLAN LEGEND

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

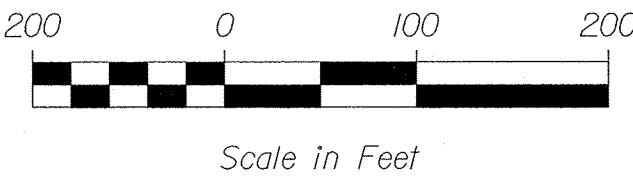
INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Estimated Quantities/General Notes	2
Typical Sections	3-4
Plan / Profile	5-9
Geometric & Curbing Plans	10-14
Signing & Striping Plans	15-19
Signal Plan	20
Cross Sections	21-37



TRAFFIC DATA	I-295 SB OFF RAMP	US ROUTE 1
Current (2019) AADT	3360	13,330
Future (2031) AADT	3560	N/A
Future (2039) AADT	3700	15,990
DHV - % of AADT	13%	11.5%
Design Hour Volume	481	1,711
% Heavy Trucks (AADT)	3%	3%
% Heavy Trucks (DHV)	3%	1%
Directional Distribution (DHV)	100%	54%
18 kip Equivalent P 2.0	110	237
18 kip Equivalent P 2.5	105	227
Design Speed (mph)	30	40
Highway Corridor Priority	N/A	3

LAYOUT SCALE

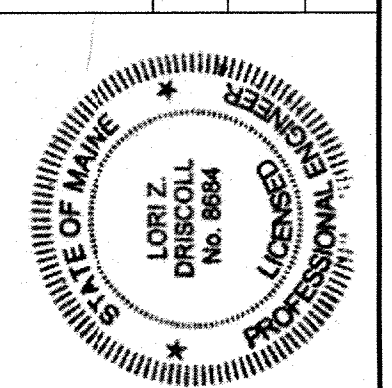


HNTB

PROJECT LOCATION:	In the Town of Yarmouth, U.S, Route 1
PROGRAM AREA:	Multimodal
SCOPE OF WORK:	Beth Condon Shared Use Path Extension Project.

WIN 023825.00 02382500

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>		7-8-21
CHIEF ENGINEER: <i>[Signature]</i>		7-8-2021



SIGNATURE: <i>[Signature]</i>	P.E. NUMBER	DATE
8684	8/20/2021	

PROJECT INFORMATION	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
MULTIMODAL	BRIAN KEETER	L. DRISCOLL	HNTB				

YARMOUTH U.S. ROUTE 1	TITLE SHEET
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SHEET NUMBER	1
OF 37	

ESTIMATED QUANTITIES			
ITEM NO.	DESCRIPTION	TOTAL QUANTITY	UNIT
201.24	REMOVING STUMP	1	EA
203.20	COMMON EXCAVATION	1250	CY
203.24	COMMON BORROW	1010	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	1300	CY
403.2081	HOT MIX ASPHALT - 12.5 MM NOMINAL MAXIMUM SIZE (POLYMER MODIFIED)	32	TON
403.209	HOT MIX ASPHALT, 9.5 MM (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	230	TON
403.213	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE BASE COURSE)	90	TON
409.15	BITUMINOUS TACK COAT - APPLIED	80	GAL
603.159	12 INCH CULVERT PIPE OPTION III	6	LF
603.175	18 INCH RCP CLASS III	8	LF
603.195	24 INCH RCP CLASS III	8	LF
603.199	24 INCH CULVERT PIPE OPTION III	72	LF
603.4105	CONCRETE PIPE COLLAR	3	EA
603.55	CONCRETE PIPE TIES	3	GP
604.15	MANHOLE	3	EA
604.161	ALTERING CATCH BASIN	2	EA
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	2	EA
604.248	CATCH BASIN TYPE F6	1	EA
605.09	6 INCH UNDERDRAIN TYPE B	220	LF
605.15	24 INCH UNDERDRAIN TYPE C	170	LF
606.356	UNDERDRAIN DELINEATOR POST	2	EA
607.243	REMOVING CHAIN LINK FENCE	15	LF
608.07	PLAIN CONCRETE SIDEWALK	330	SY
608.26	CURB RAMP DETECTABLE WARNING FIELD	450	SF
609.11	VERTICAL CURB TYPE I	460	LF
609.12	VERTICAL CURB TYPE I - CIRCULAR	45	LF
609.221	TERMINAL CURB TYPE I	23	LF
609.222	TERMINAL CURB TYPE I - CIRCULAR	12	LF
609.26	CURB TRANSITION SECTION B TYPE I	7	LF
609.34	CURB TYPE 5	180	LF
609.35	CURB TYPE 5 - CIRCULAR	110	LF
609.441	CURB REMOVED AND STACKED	910	LF
610.08	PLAIN RIPRAP	16	CY
613.319	EROSION CONTROL BLANKET	670	SY
615.07	LOAM	170	CY
618.14	SEEDING METHOD NUMBER 2	27	UNIT
619.12	MULCH	27	UNIT
620.58	EROSION CONTROL GEOTEXTILE	260	SY
626.22	NON-METALLIC CONDUIT	50	LF
626.251	NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING)	160	LF
626.421	24-INCH DIAMETER FOUNDATION	4	EA
626.733	WHITE OR YELLOW PAVEMENT & CURB MARKING	1200	SF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	2250	SF
627.77	REMOVING EXISTING PAVEMENT MARKING	600	SF
629.05	HAND LABOR, STRAIGHT TIME	20	HR
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	20	HR
631.11	AIR TOOL (INCLUDING OPERATOR)	20	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20	HR
631.172	TRUCK-LARGE (INCLUDING OPERATOR)	20	HR
631.20	STUMP CHIPPER RENTAL (INCLUDING OPERATOR)	20	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	20	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	20	HR
643.22	NON-INVASIVE DETECTION - ADVANCED; INTERSECTION OF I-295 EXIT 17 NB RAMPS AND ROUTE 1	1	LS
643.62	RECTANGULAR RAPID FLASHING BEACON	1	LS
643.71	TRAFFIC SIGNAL MODIFICATION: I-295 Exit 17 NB AT ROUTE 1	1	LS
643.92	PEDESTAL POLE	4	EA
645.292	REGULATORY, WARNING, CONFIRMATION & ROUTE MARKER ASSEMBLY SIGNS TYPE II	84	SF
645.512	BLANKOUT PEDESTRIAN YIELD SIGN	1	EA
652.33	DRUM	60	EA
652.34	CONE	60	EA
652.35	CONSTRUCTION SIGNS	50	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	100	CD
652.38	FLAGGERS	1200	HR
652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	1	EA
654.351	CONNECTED ROADSIDE UNIT	1	EA
659.10	MOBILIZATION	1	LS
803.01	TEST PITS	5	EA

TOWN OF YARMOUTH			
812.162	ADJUST SEWER MANHOLE TO GRADE	2	EA

YARMOUTH WATER DISTRICT			
823.344	ADJUST BLOW OFF SHUTOFF VALVE TO GRADE	1	EA

PREEMPTION NOTES:

1. EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMMITTERS (TYPICALLY EXISTING, BUT WHERE APPLICABLE PROVIDED BY OTHERS) AND/OR BY A DUAL MODE DSRC/C-V2X ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE EXISTING DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
2. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR AND/OR RSU, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECOND OR UNTIL THE PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PREEMPTION PHASE CLEARANCE (3.5 SECONDS YELLOW AND 3.0 SECONDS RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PREEMPTION CYCLE, THE CONTROLLER SHALL TIME THE PREEMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.

GENERAL CONSTRUCTION NOTES

1. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
2. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
3. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT.
4. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
5. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
6. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
7. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS.
8. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS OR STANDARD SPECIFICATIONS SECTION 605, UNDERDRAINS.
9. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
10. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
11. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL OTHER AREAS.
12. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
13. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
14. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES SHALL BE A 9.5 MM OR 12.5 MM MAINEDOT APPROVED MIX DESIGN, EXCLUDING WATER AND GAS GATE VALVES. THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT FOR THE PATCH AT LEAST TWO FEET AWAY FROM THE NEAREST EDGE OF THE STRUCTURE. THE CONTRACTOR SHALL PLACE HMA IN LIFTS OF 2 INCHES OR LESS TO MATCH THE EXISTING PAVEMENT DEPTH OR A MAXIMUM OF 6 INCHES, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF A 150-POUND PLATE COMPACTOR. HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES IS CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM FOR ADJUST, ALTER, OR REBUILD UTILITY STRUCTURE.
15. TERMINAL CURB FOR TYPE 5 CURB WILL BE PAID FOR UNDER 609.34 OR 609.35, RESPECTIVELY.
16. ALL CURBING THAT IS NOT RESET SHALL BE SALVAGED AND STOCK PILED AT THE TOWN. STEVE JOHNSON, THE YARMOUTH TOWN ENGINEER, CAN BE REACHED AT 207-846-2401 OR 207-754-2395.
17. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE REMOVED AND RESET AS DIRECTED BY THE RESIDENT. PAYMENT FOR REMOVAL AND REINSTALLATION OF EXISTING SIGNS WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT. NO SEPARATE PAYMENT WILL BE MADE.

SIGNAL NOTES

1. TRAFFIC WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
2. ALL MATERIALS SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED UPON PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
3. PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 4 = LOWEST)
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION DEMAND.
5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

3. THE CONTRACTOR SHALL FURNISH AND INSTALL THE TRAFFIC SIGNAL CONTROLLERS, CABINETS, AND OTHER VARIOUS EQUIPMENT ITEMS SHOWN ON THE PLANS. THE TRAFFIC SIGNAL CONTROLLERS SUPPLIED UNDER THIS CONTRACT SHALL BE ETHERNET EQUIPPED ADVANCED TRANSPORTATION CONTROLLERS AS DETAILED IN MAINEDOT STANDARD SPECIFICATION 718.07. ALL CONTROL CABINETS SUPPLIED UNDER THIS CONTRACT SHALL BE ADVANCED TRAFFIC CONTROL CABINETS AS DESCRIBED IN MAINEDOT STANDARD SPECIFICATION 718.08.
4. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THE PROJECT WITH WORKING AND FULLY CONFIGURED TRAFFIC SIGNAL CONTROLLERS FOR EACH INTERSECTION, DELIVERY, CONNECTED VEHICLE SYSTEM, INSTALLATION OF THE CENTRAL AND LOCAL INTERSECTION COMMUNICATION INTERFACE, AND COORDINATION WITH THE MAINEDOT OFFICE OF INFORMATION TECHNOLOGY. IN ADDITION THE CONTRACTOR SHALL FURNISH AND INSTALL THE LIGHT-BASED EMERGENCY VEHICLE PREEMPTION SYSTEM COMPATIBLE WITH THE PREEMPTION EMITTERS OWNED BY THE MUNICIPAL FIRE DEPARTMENT, NOTING THAT THE SYSTEM SHALL BE CONFIGURED SUCH THAT PREEMPTION OR PRIORITY CONTROL CAN ALSO BE INITIATED THROUGH DEDICATED SHORT-RANGE COMMUNICATIONS (DSRC)/4GLTE 5G THROUGH A ROADSIDE UNIT BY WAY OF AN APPROACHING AUTHORIZED VEHICLE WITH AN ON-BOARD UNIT.
5. THE SYSTEM SHALL SUPPORT COMMUNICATION TO ADVANCE TRANSPORTATION CONTROLLER, ASSOCIATED EQUIPMENT AND VEHICLE DETECTION AS SHOWN IN THE PLANS. INTERSECTION CONTROLLERS SHALL BE CAPABLE OF COMMUNICATING WITH THE SYSTEM AT A RATE OF ONCE-PER-SECOND. ALL CONNECTIONS TO THE CLOUD-BASED CENTRAL MANAGEMENT SYSTEM SHALL BE VIA A SECURE VPN NETWORK. FOR ALL OTHER PROJECT INTERSECTIONS, COMMUNICATIONS FROM THE CLOUD-BASED SYSTEM TO THE ON-STREET TRAFFIC SIGNAL CONTROLLERS SHALL BE MADE THROUGH THE FIELD MONITORING UNIT.
6. THE CONTRACTOR SHALL FURNISH AND INSTALL NON-INVASIVE STOP LINE AND ADVANCED VEHICLE DETECTION AS SHOWN IN THE PLANS. AS PAYMENT FOR THIS WORK, THE CONTRACTOR SHALL SUBMIT A LUMP SUM BID FOR NON-INVASIVE STOP LINE AND NON-INVASIVE ADVANCE DETECTION (WHERE APPLICABLE). THE VEHICLE DETECTORS ARE TO BE CONNECTED TO THE INTERSECTION TRAFFIC CONTROLLER FOR LOCAL VEHICLE DETECTION AND REMOTELY TELECONNECTED TO THE MAINEDOT TRAFFIC MANAGEMENT CENTER TO ALLOW VISUAL CONFIRMATION AND ADJUSTMENT OF THE DETECTION ZONES AS SHOWN IN THE PLANS. WORK SHALL BE CONSTRUCTED AND PAID FOR AS OUTLINED IN SPECIAL PROVISION 643.

THE NON-INVASIVE VEHICLE DETECTION ZONES SHOWN IN THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DETECTION ZONES SHALL BE LOCATED IN THE FIELD AND APPROVED BY MAINEDOT AND THE RESIDENT.

THE LOCATION OF DETECTION DEVICES SHOWN IN THE PLANS ARE CONCEPTUAL. THE ACTUAL NUMBER OF DETECTION DEVICES AND MOUNTING LOCATIONS SHALL BE PER MANUFACTURER RECOMMENDATION.

THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO ADJUST THE VIDEO DETECTOR MOUNTING HEIGHT FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER INSTALLATION. NO ADDITIONAL COST WILL BE ALLOWED FOR FIELD ADJUSTING THE PIPE EXTENSIONS OR REWIRING AS NECESSARY. THIS WORK WILL BE INCIDENTAL TO THE 643.21 AND/OR 643.22 ITEM.
7. THE CONTRACTOR SHALL RE-INSPECT THE SIGNALIZED INTERSECTION DURING THE ACCEPTANCE TESTING PERIOD AND CERTIFY DETECTORS ARE FUNCTIONING PROPERLY BEFORE FINAL ACCEPTANCE IS GRANTED.

NEW TRAFFIC SIGNAL CONTROL CABINET, MAST ARM POLE, OR PEDESTAL POLE FOUNDATIONS SHALL BE CONSTRUCTED IN LOCATIONS SHOWN ON THE PLANS, THE PROPOSED FOUNDATIONS AS SHOWN ARE TO BE WITHIN EXISTING RIGHT-OF-WAY OR PROPOSED EASEMENTS TO AVOID UNDERGROUND CONFLICTS BASED ON AVAILABLE INFORMATION PROVIDED DURING DESIGN; HOWEVER, THE CONTRACTOR MAY, UPON CONSULTATION AND APPROVAL FROM THE RESIDENT, RELOCATE CABINET AND TRAFFIC SIGNAL POLE FOUNDATIONS AS NEEDED TO AVOID UNANTICIPATED CONFLICTS AS LONG AS THE FINAL LOCATION MEETS THE GUIDELINES IN SECTION 4E.08 OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), DOES NOT VIOLATE ADA, AND THE STRUCTURE IS INSTALLED COMPLETELY WITHIN THE EXISTING RIGHT-OF-WAY OR AVAILABLE EASEMENTS.
8. MAINEDOT SHALL HAVE FIRST RIGHTS TO ALL EQUIPMENT REMOVED OR REPLACED BY THE PROJECT (CONTACT RON COTE AT 207-446-2305). THE LOCAL MUNICIPALITIES SHALL HAVE SECOND SALVAGE RIGHTS TO ALL EQUIPMENT NOT CLAIMED BY MAINEDOT. THE CONTRACTOR SHALL CAREFULLY REMOVE AND STORE ALL EQUIPMENT CLAIMED BY EITHER MAINEDOT OR THE MUNICIPALITY AT A CENTRAL LOCATION ON SITE FOR RETRIEVAL BY MAINEDOT OR THE MUNICIPALITY. THE STORAGE AREA SHALL BE SECURE AND ALL CONTROL EQUIPMENT REMOVED THAT HAS COMPUTER CHIP TECHNOLOGY SHALL BE STORED IN AN INTERIOR HEATED ENVIRONMENT.

ANY EQUIPMENT NOT CLAIMED BY EITHER MAINEDOT OR THE MUNICIPALITY FOR SALVAGE SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF IN A MANNER ACCEPTABLE TO THE RESIDENT.
9. THE RESIDENT AND MAINEDOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM. IT IS THE SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02382500

WIN
023825.00

HIGHWAY PLANS

YARMOUTH
U.S. ROUTE 1

ESTIMATED QUANTITIES/
GENERAL NOTES

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

DATE
05/21
05/21

BY
A. GREENLAW
L. Driscoll

B. Keizer
D. BURTON
K. Brown

SIGNATURE

P.E. NUMBER

DATE

SHEET NUMBER

2

OF 37

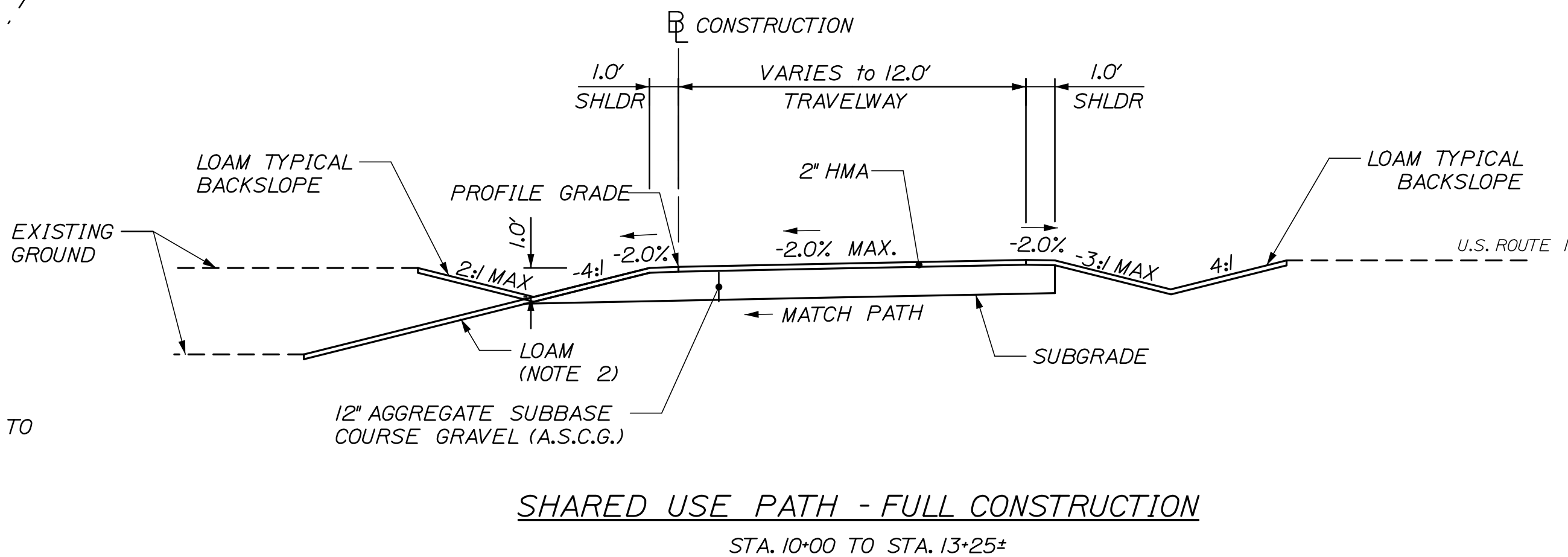
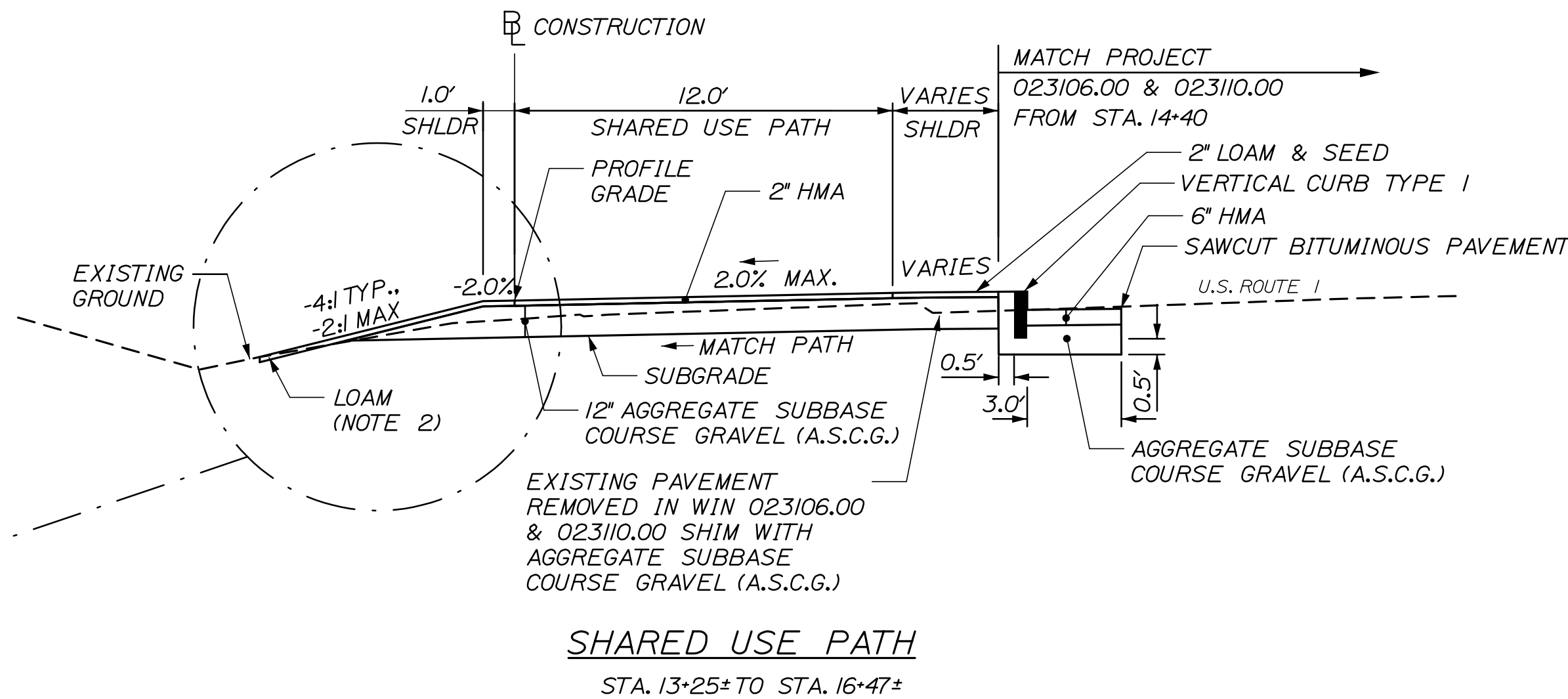
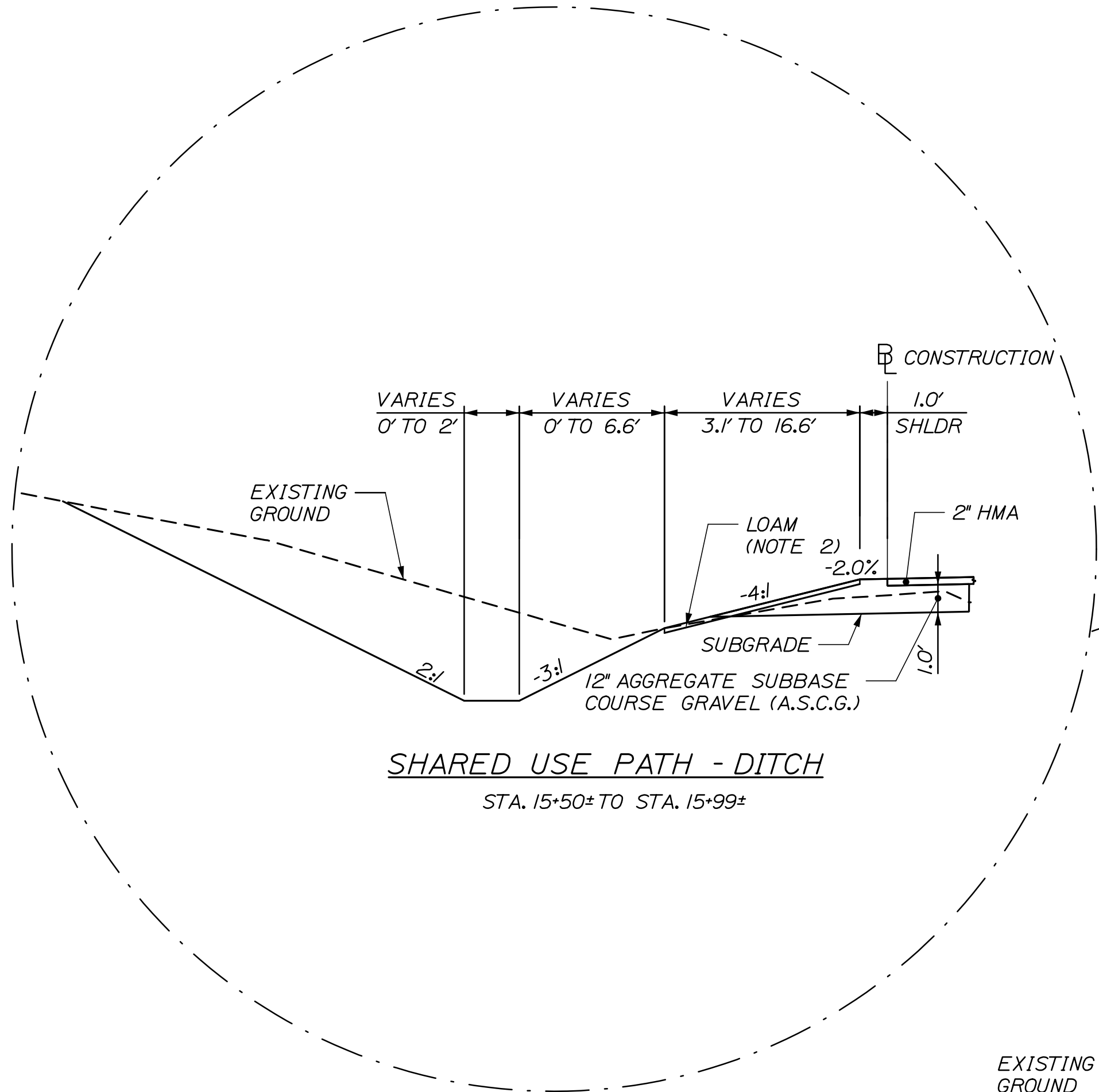
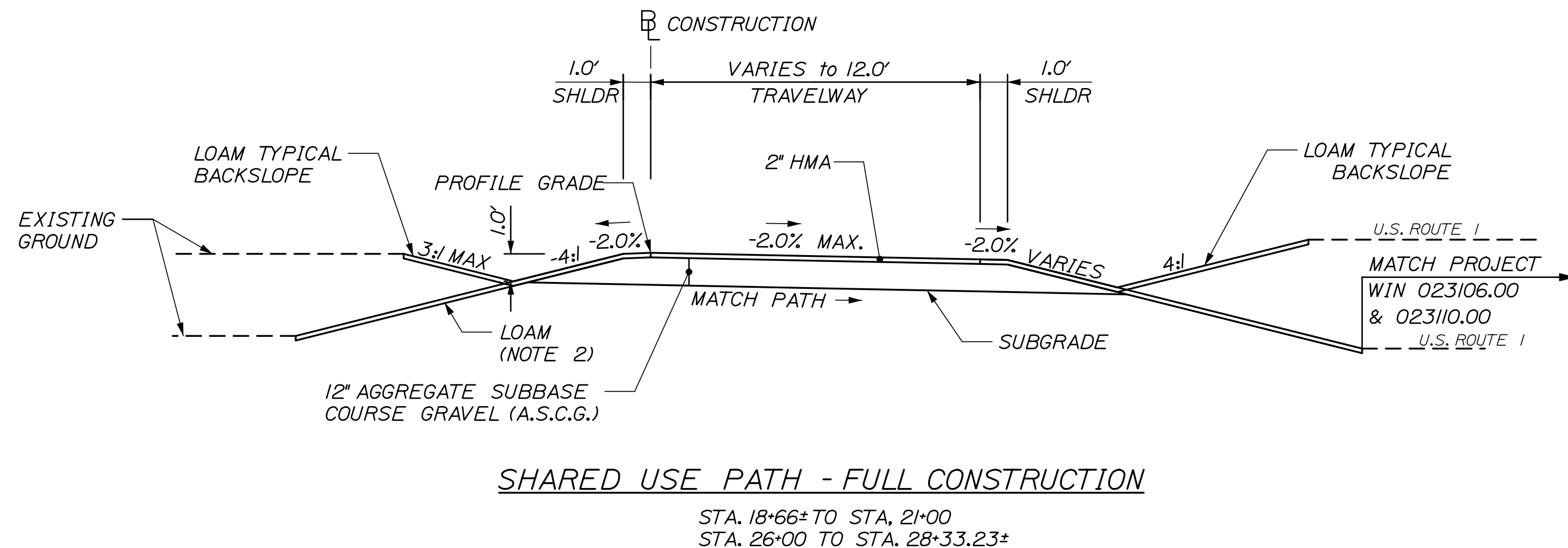
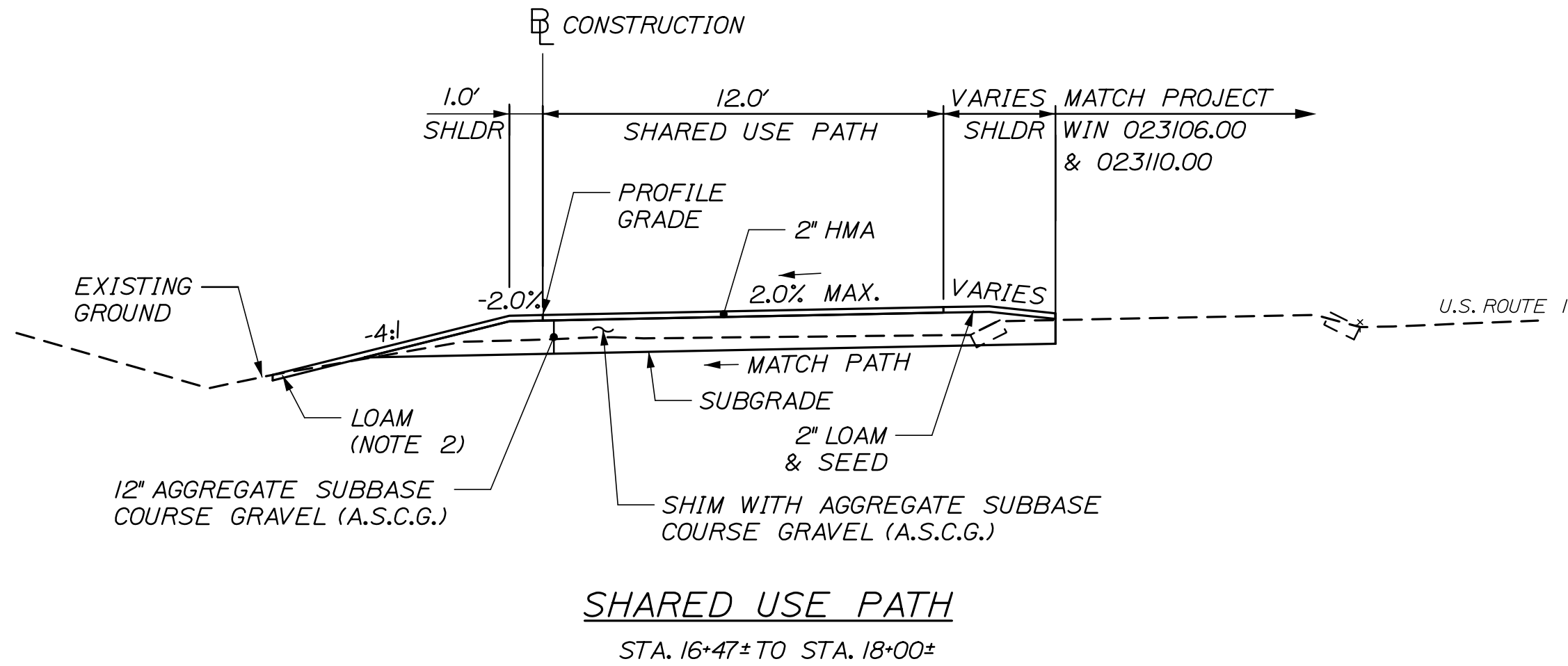
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Date:8/20/2021

Username:

Division:

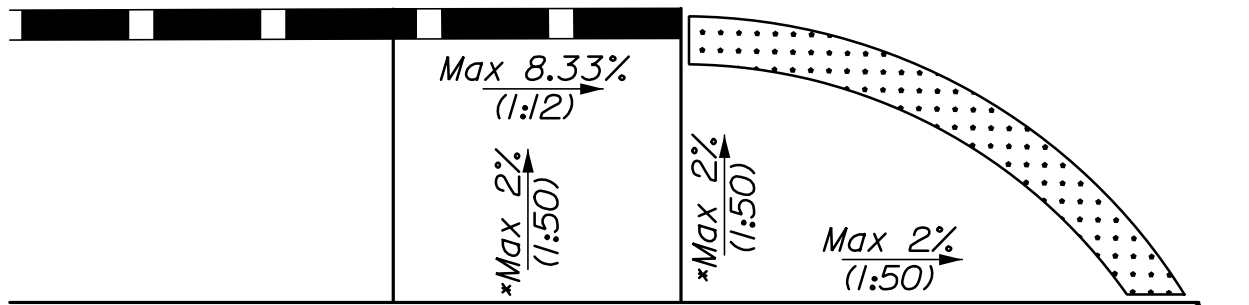
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- NOTES:**
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
 2. APPLY 2 INCHES OF LOAM EXCEPT IN LAWN AREAS APPLY 4 INCHES OF LOAM.
 3. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
 4. SEE WIN 023106.00 & 023110.00 FOR WORK BETWEEN STA. 18+00 TO 18+66 AND STA. 21+00 TO 26+00.

HNTB

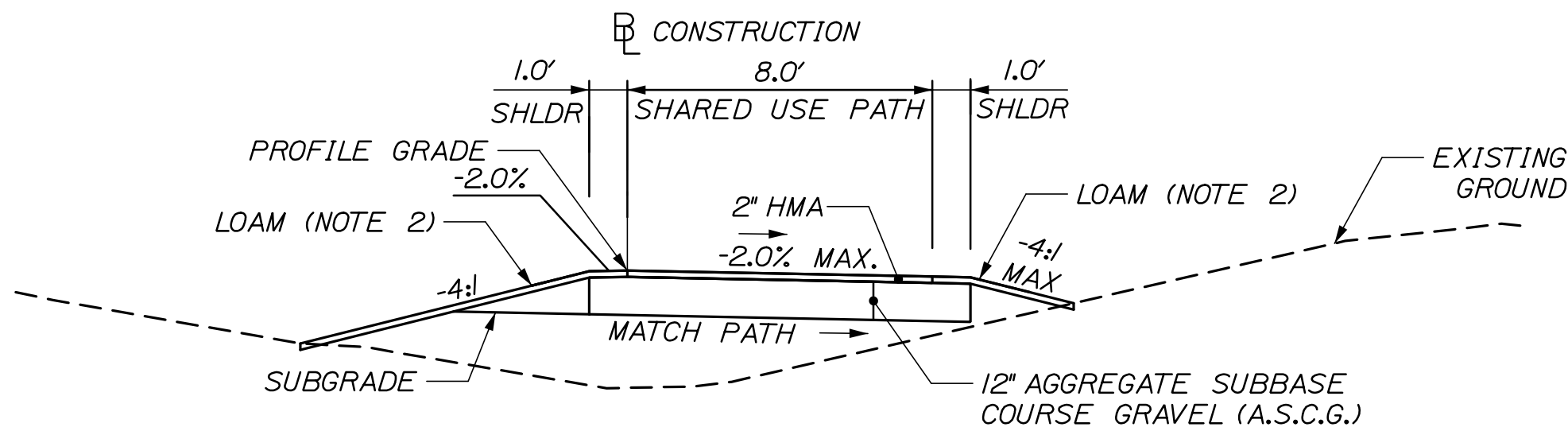
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02382500		WIN 023825.00		HIGHWAY PLANS	
YARMOUTH		U.S. ROUTE 1		TYPICAL SECTIONS		SHEET NUMBER		3	
PROJECT MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER	
DESIGNED-DETAILED		D. Burton		05/21		DATE		DATE	
CHECKED-REVIEWED		L. Driscoll		05/21		P.E. NUMBER		DATE	
DESIGNED-DETAILED									
DESIGNED-DETAILED									
REVISIONS 1									
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES									



*Utilizing a 1.0% cross slope to allow for construction tolerances should be considered. Any cross slope steeper than 2.0% will result in reinstallation of that portion of the shared use path.

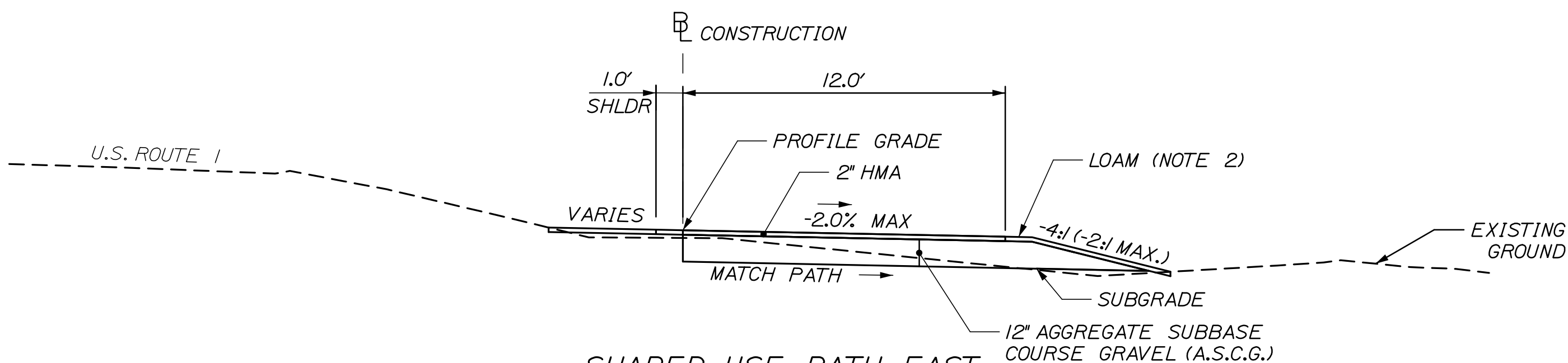
PEDESTRIAN RAMP REQUIREMENTS

SEE STANDARD DETAILS 801(11) - 801(26)



8' SHARED USE PATH - FULL CONSTRUCTION

STA. 400+00.00 TO STA. 401+42.69

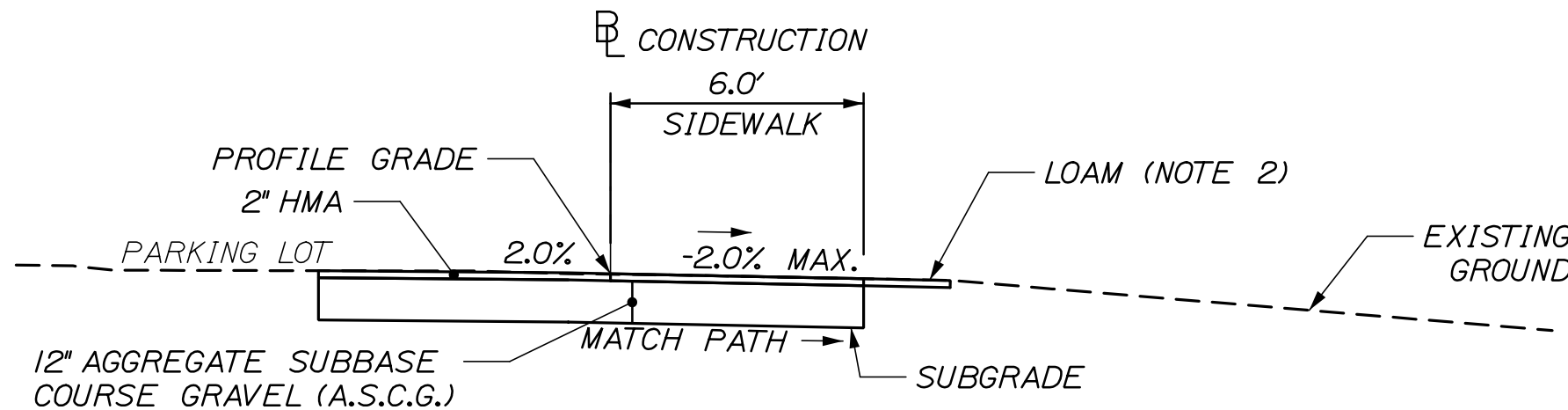


SHARED USE PATH EAST

STA. 200+00.00 TO STA. 200+12.76
SEE WIN 023106.00 & 023110.00 FOR STA. 200+12.76 TO STA. 200+70.23
STA. 200+70.23 TO STA. 203+25.00

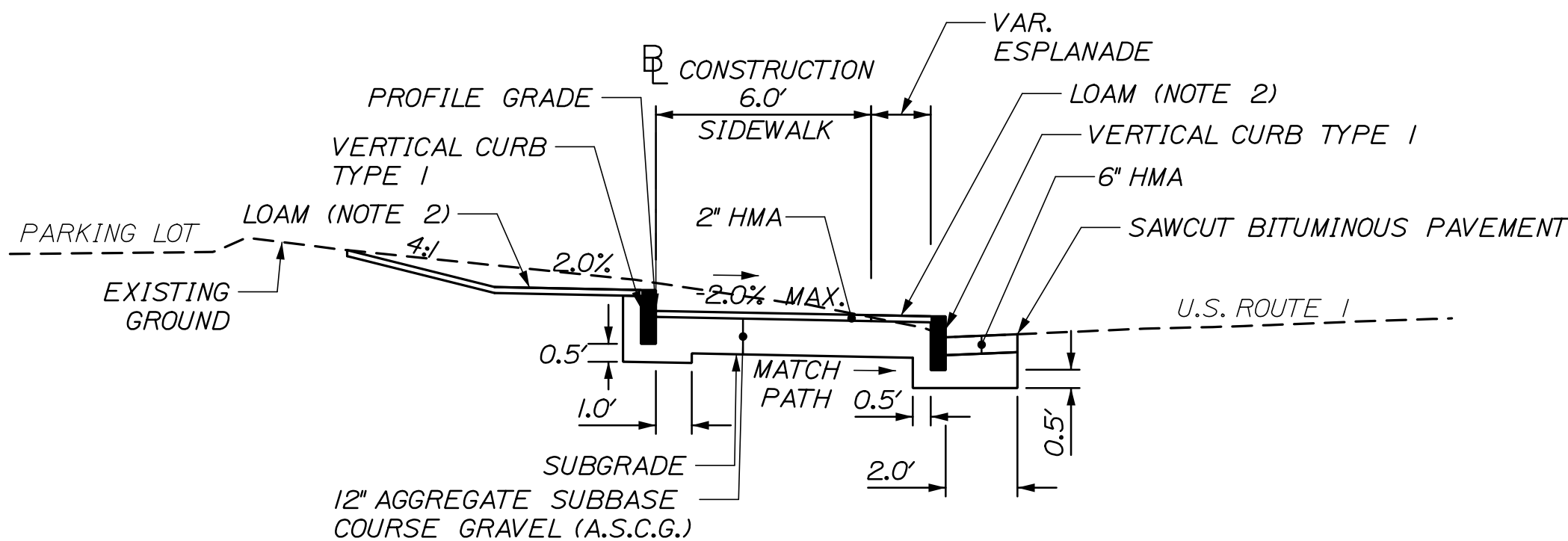
NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. APPLY 2 INCHES OF LOAM EXCEPT IN RESIDENTIAL YARD AREAS APPLY 4 INCHES OF LOAM.
3. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.



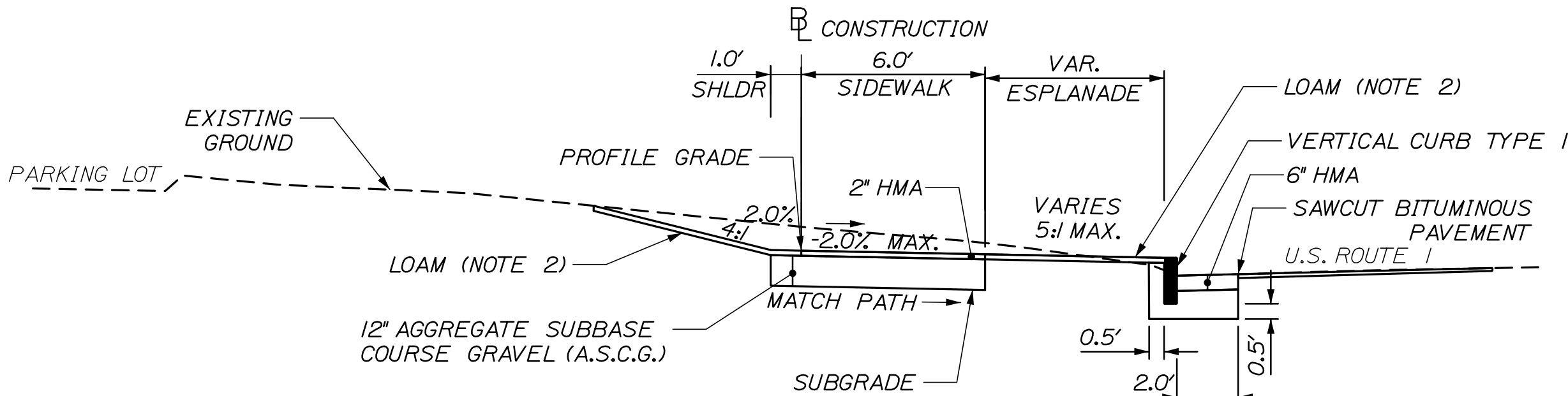
6' SIDEWALK - FULL CONSTRUCTION

STA. 605+96.03 TO STA. 606+77.84



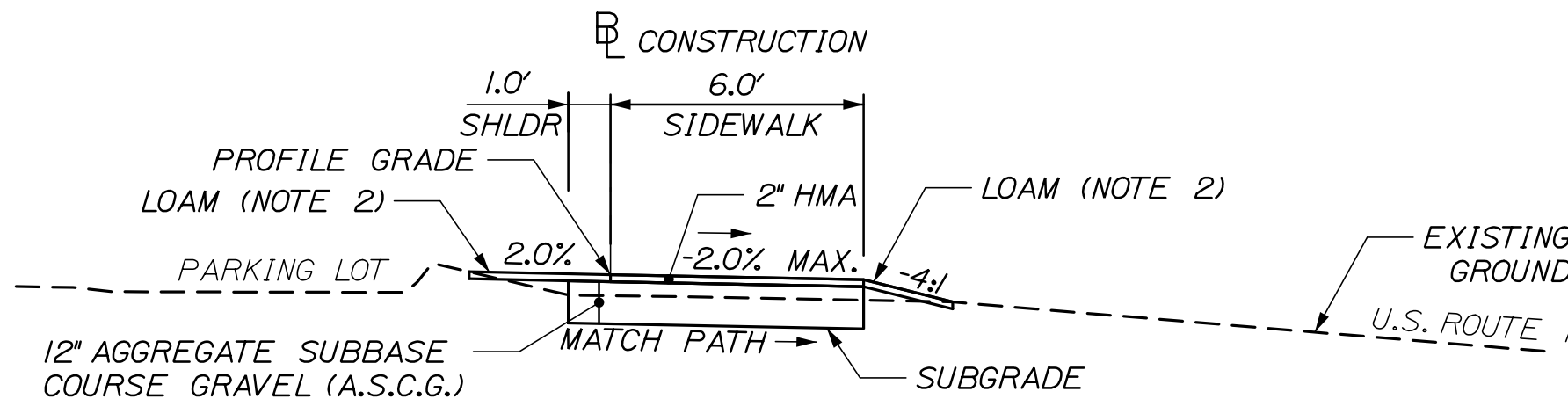
6' SIDEWALK - FULL CONSTRUCTION

STA. 601+78.15 TO STA. 601+98.15



6' SIDEWALK - FULL CONSTRUCTION

STA. 600+18.57 TO STA. 601+78.15
STA. 601+98.15 TO STA. 605+72.84



6' SIDEWALK - FULL CONSTRUCTION

STA. 600+00.00 TO STA. 600+18.57
STA. 605+72.84 TO STA. 605+96.03

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
B. Keezer	D. Burton L. Driscoll	05/21 05/21			
CHECKED-DETAILED	K. Brown				
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

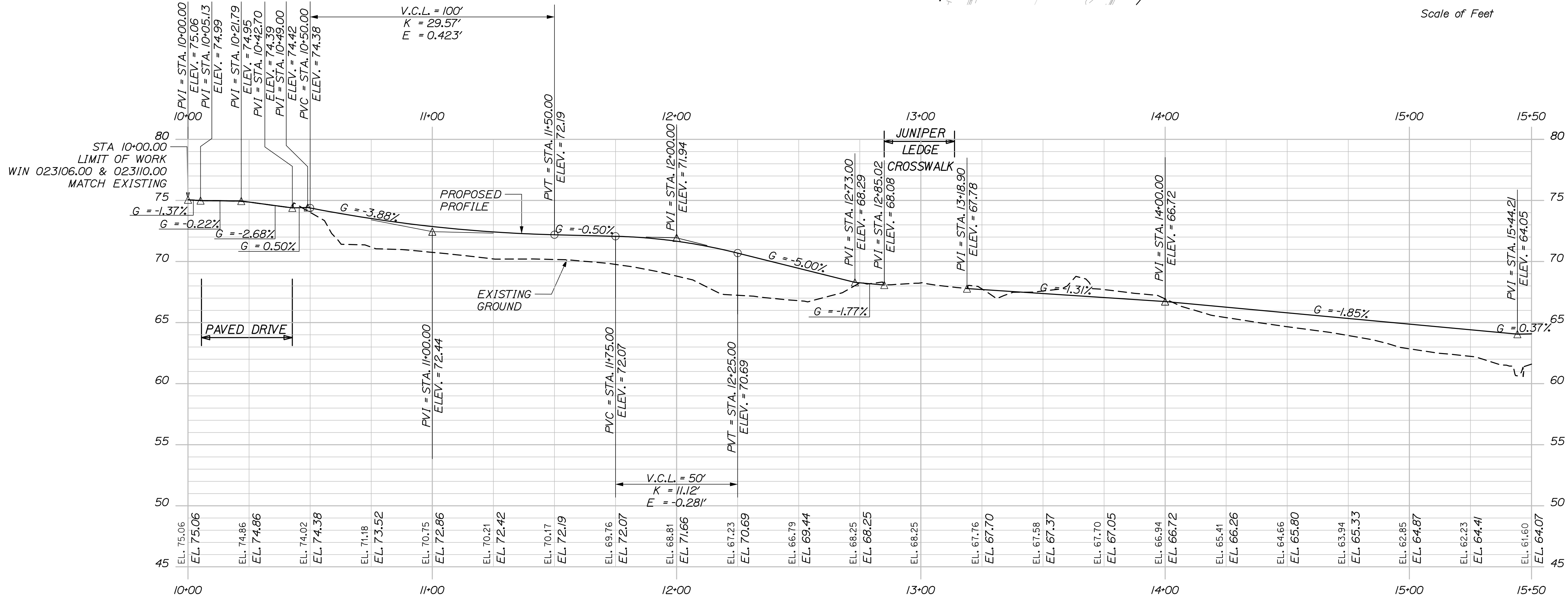
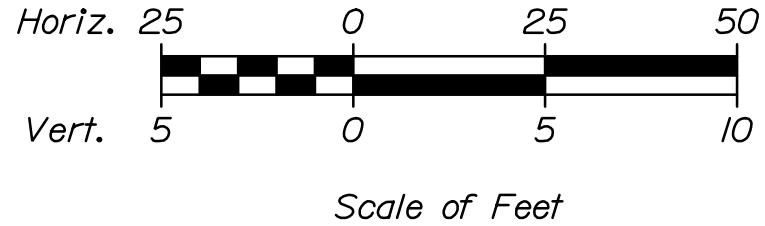
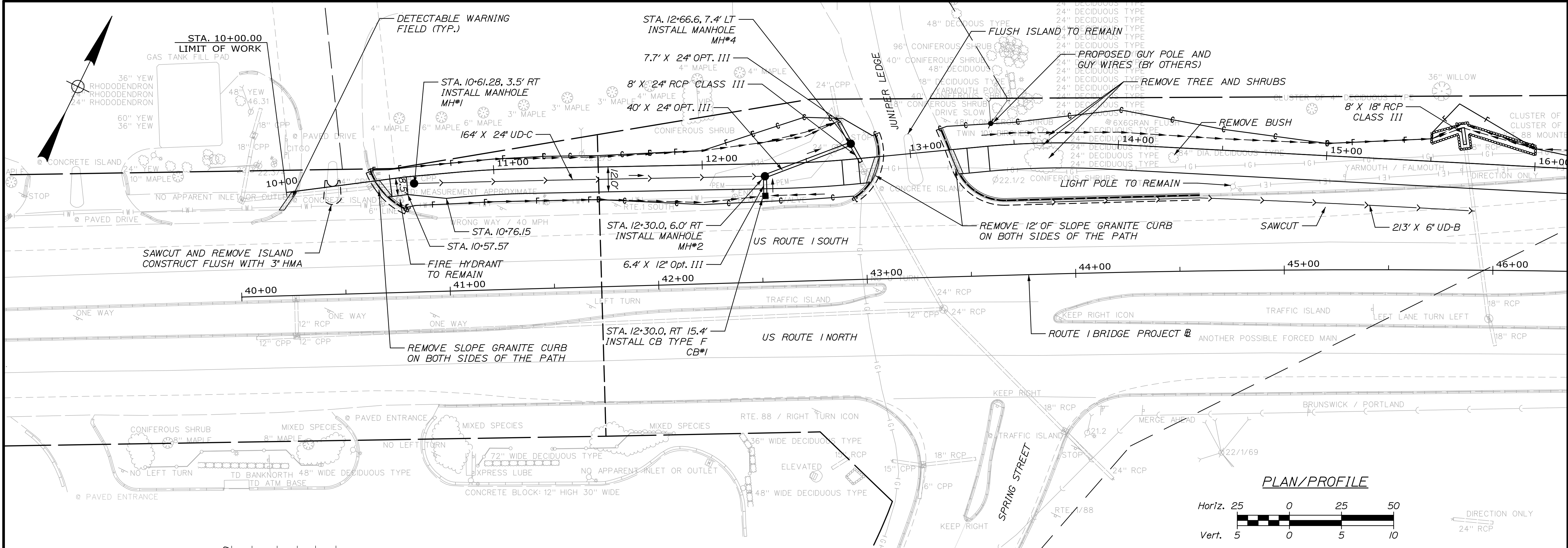
YARMOUTH
U.S. ROUTE 1
TYPICAL SECTIONS

Date: 8/20/2021

Username:

Division:

Filename: 005_HDP1an1.dgn



12' SHARED USE PATH PROFILE



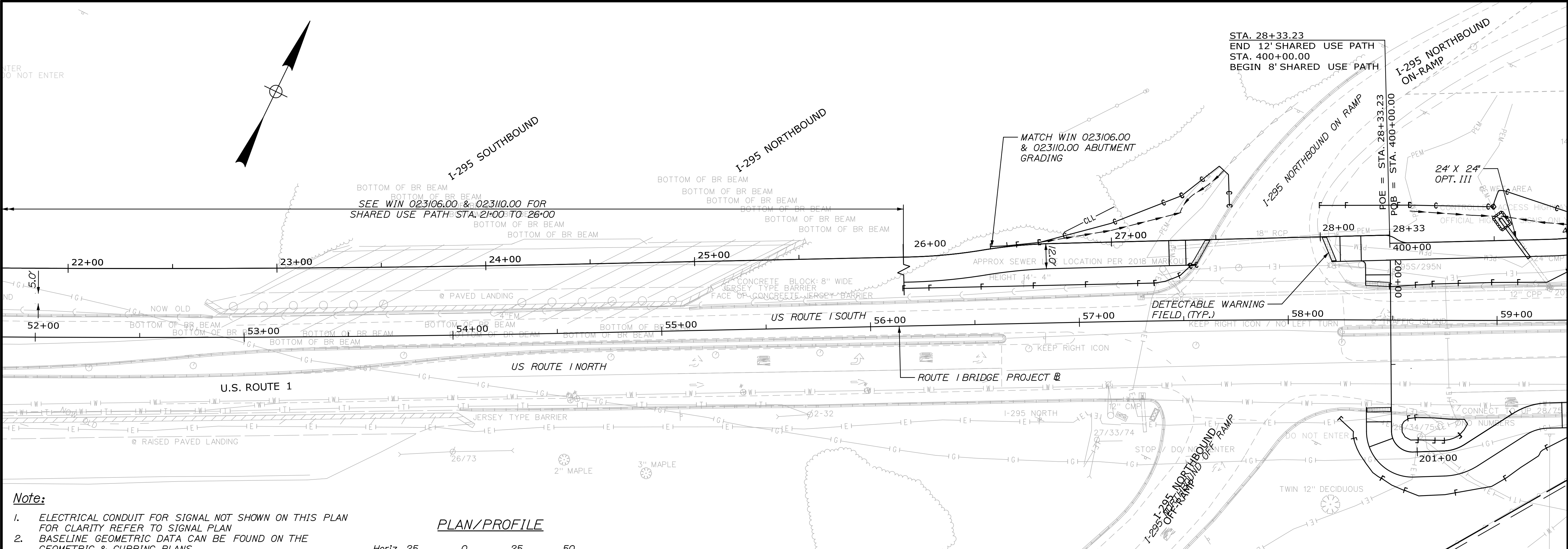
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		02382500		WIN 023825.00		HIGHWAY PLANS	
YARMOUTH U.S. ROUTE 1		PLAN/PROFILE 1		SHEET NUMBER 5		OF 37	
PROJ. MANAGER B. Keizer	BY D. Burton L. Driscoll	CHECKED K. Brown	DESIGNED L. Driscoll	DATE 05/21	SIGNATURE	P.E. NUMBER	DATE

Date: 8/20/2021

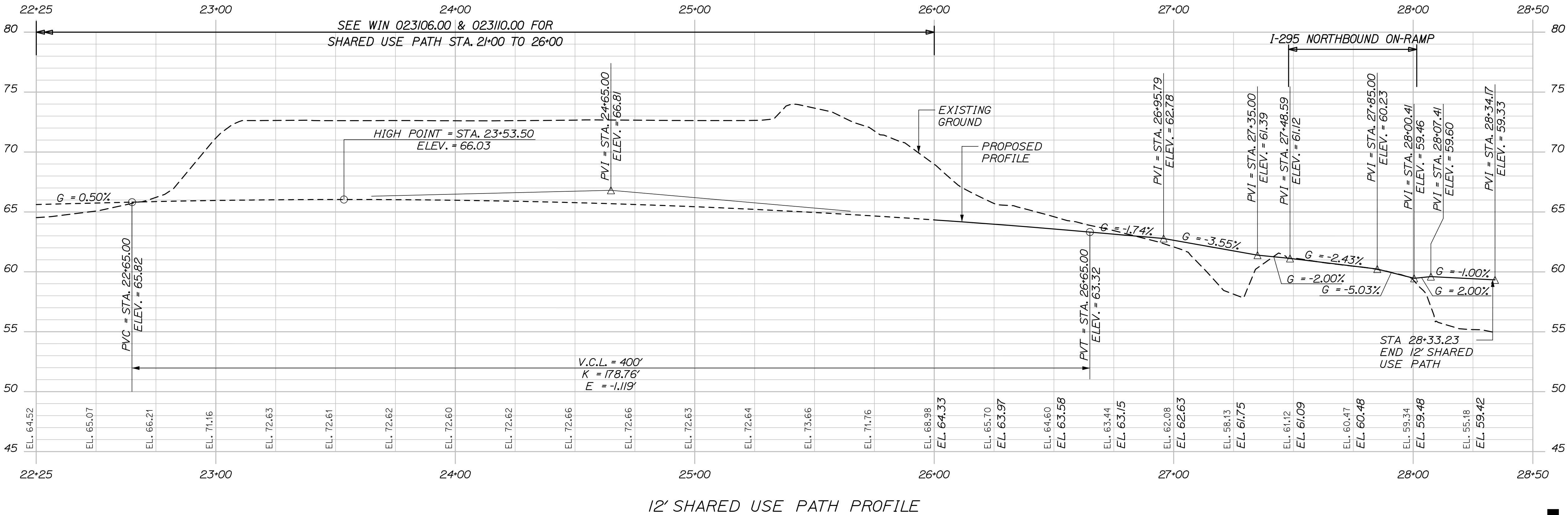
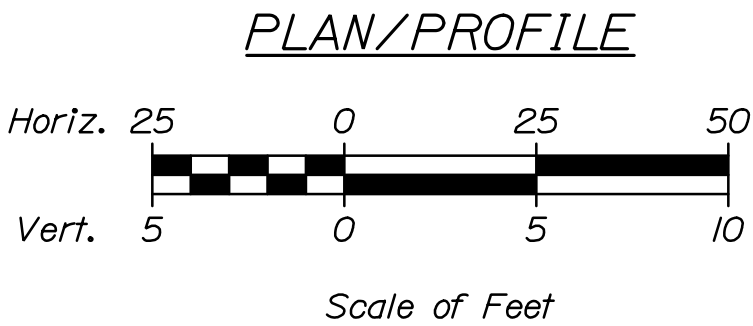
Username:

Division:

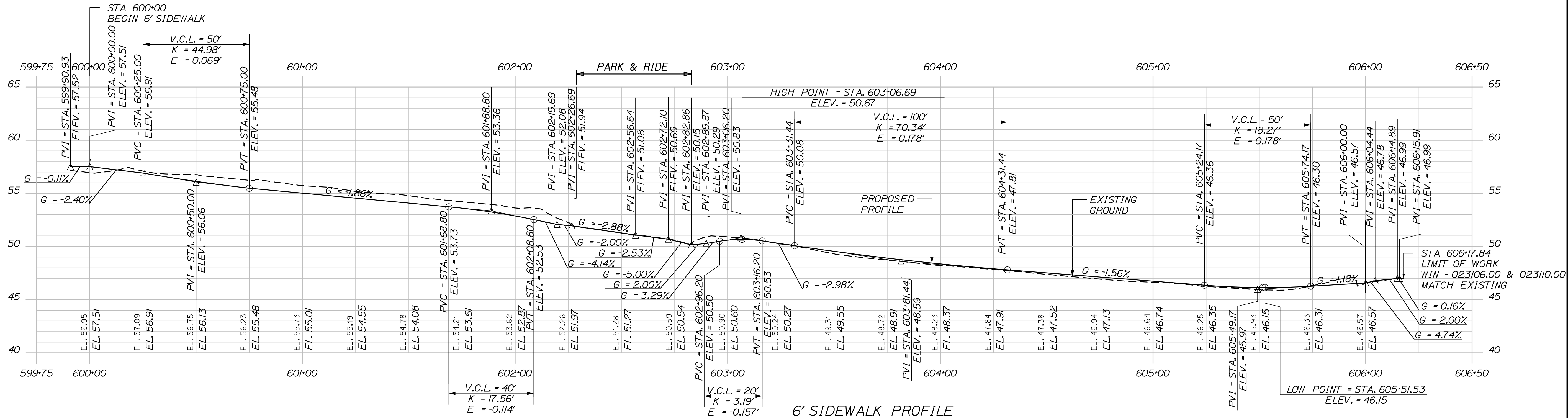
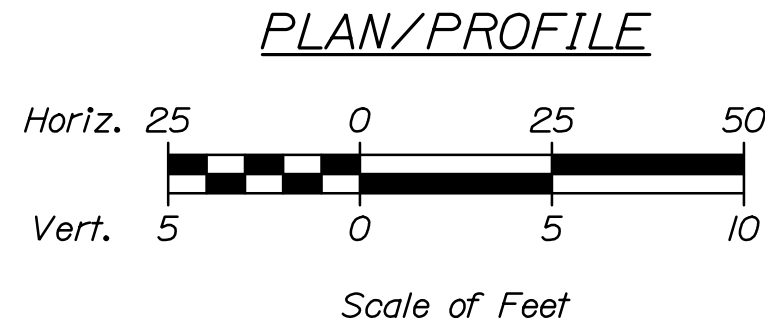
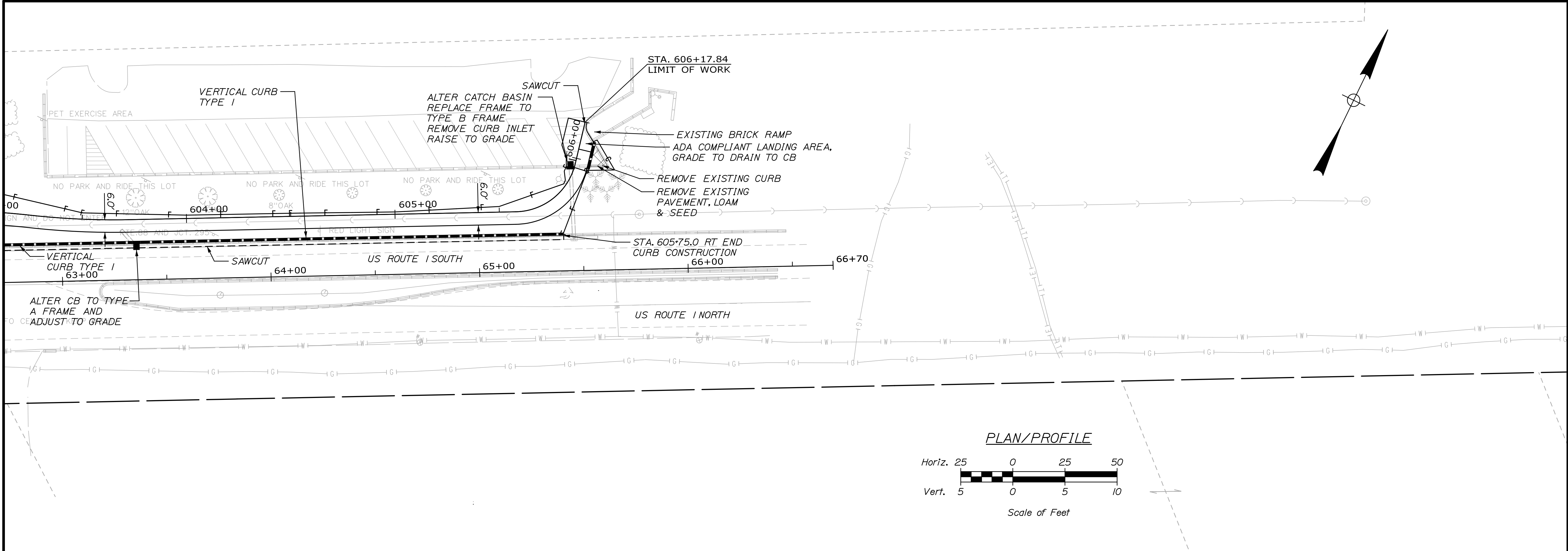
Filename: 007_HDP\an3.dgn



- Note:**
- ELECTRICAL CONDUIT FOR SIGNAL NOT SHOWN ON THIS PLAN FOR CLARITY REFER TO SIGNAL PLAN
 - BASILINE GEOMETRIC DATA CAN BE FOUND ON THE GEOMETRIC & CURBING PLANS



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		02382500		WIN 023825.00		HIGHWAY PLANS	
YARMOUTH		U.S. ROUTE 1		PLAN/PROFILE 3		SHEET NUMBER		7	
DESIGN-DETAILED		CHECKED-REVIEWED		DESIGN-DETAILED		REVISIONS 1		REVISIONS 2	
BY		DATE		SIGNATURE		P.E. NUMBER		DATE	
B. Keizer		05/21		D. Burton					
L. Discoli		05/21		K. Brown					
REVISIONS 3		REVISIONS 4		FIELD CHANGES					



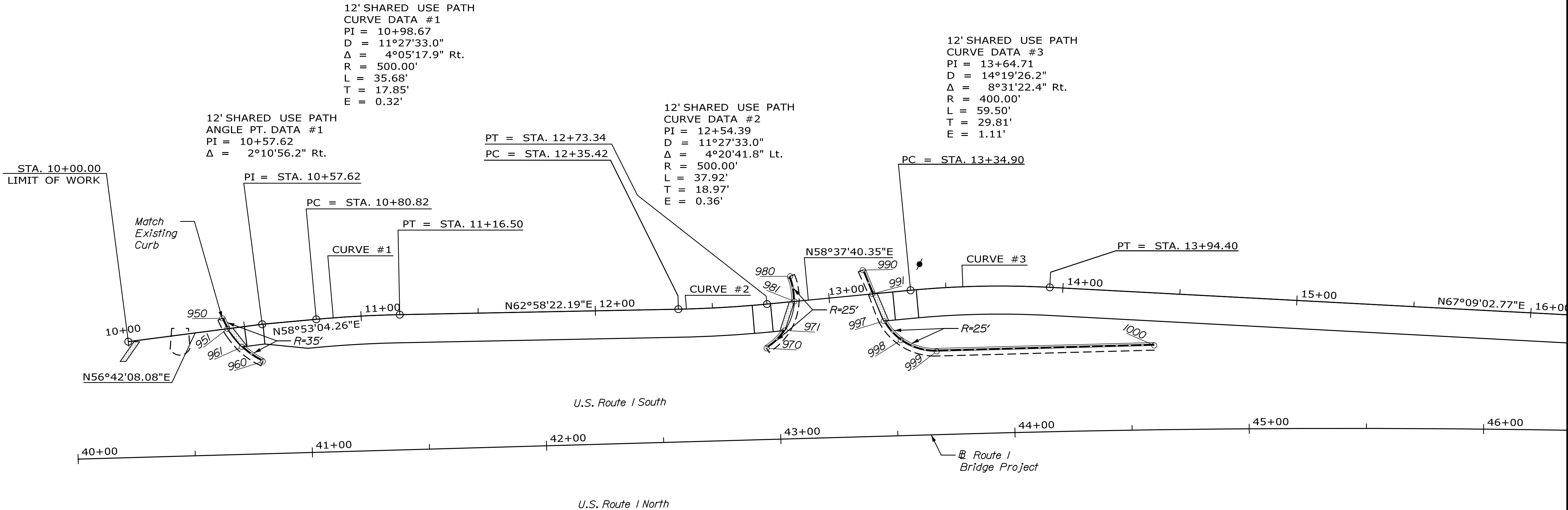
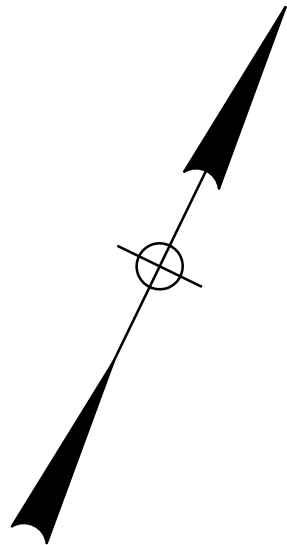
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		02382500		WIN 023825.00		HIGHWAY PLANS	
YARMOUTH U.S. ROUTE 1		PLAN/PROFILE 5		SHEET NUMBER			
9		OF 37				HNTB	
PROJECT MANAGER B. Keezer		BY D. Burton L. Driscoll		DATE 05/21 05/21		SIGNATURE P.E. NUMBER DATE	
DESIGN-DETAILED		CHECKED-REVIEWED K. Brown		DESIGN-DETAILED		REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	

Date:8/20/2021

Username:

Division:

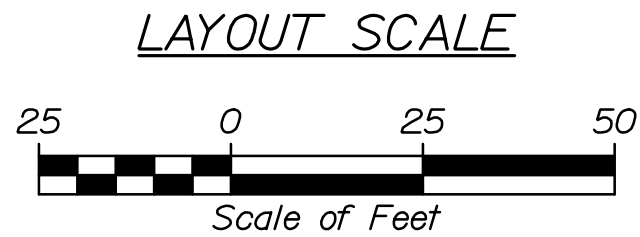
Filename: 010_CurbingsPlan1.dgn



Item No. 609.34 Curb Type 5				
Point	Length	Radius		
950 to 951	5.00'	35'	*Terminal Section Type	"5"
960 to 961	11.00'	35'	*Terminal Section Type	"5"
990 to 991	11.00'	-	*Terminal Section Type	"5"
999 to 1000	92.90'	-		

Item No. 609.35 Curb Type 5 - Circular				
Point	Length	Radius		
970 to 971	11.00'	25'	*Terminal Section Type	"5"
980 to 981	11.00'	25'	*Terminal Section Type	"5"
997 to 998	11.00'	25'	*Terminal Section Type	"5"
998 to 999	16.36'	25'		

CONTROL POINTS FOR CURBING - ROUTE 1				
POINT	STATION	OFFSET	X-COORD	Y-COORD
950	40+63.14	58.38 LT.	1038117.309	354800.409
951	40+65.22	53.83 LT.	1038121.250	354797.338
960	40+80.02	39.44 LT.	1038141.022	354791.413
961	40+71.16	45.89 LT.	1038130.188	354793.04
970	42+95.03	38.94 LT.	1038331.936	354890.323
971	43+03.08	46.30 LT.	1038335.668	354900.577
980	43+05.97	69.43 LT.	1038327.547	354922.425
981	43+07.50	58.63 LT.	1038333.894	354913.55
990	43+36.97	71.18 LT.	1038354.231	354938.305
991	43+40.82	60.87 LT.	1038362.408	354930.936
997	43+45.37	49.15 LT.	1038371.863	354922.646
998	43+52.36	40.77 LT.	1038381.932	354918.442
999	43+67.57	35.58 LT.	1038397.821	354920.870
1000	44+59.97	36.03 LT.	1038480.271	354963.686



NOTE:
1. CURBING POINTS, GEOMETRIC DATA, AND CONSTRUCTION NOTES TO BE DEVELOPED IN CONJUNCTION WITH WIN 023106.00 & 023110.00

2. MODIFYING LENGTH OF CURB TYPE 5 TERMINAL SECTIONS SHALL BE CONSIDERED INCIDENTAL TO THE INSTALLATION OF THE CURB.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02382500

WIN
023825.00
HIGHWAY PLANS

PROJ. MANAGER
B. Keezer

CHECKED-REVIEWED
D. Burton
L. Driscoll

DESIGN-DETAILED
K. Brown

DESIGN-DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

DATE
05/21
05/21

BY

SIGNATURE

P.E. NUMBER

DATE

YARMOUTH
U.S. ROUTE 1

GEOMETRIC & CURBING
PLAN 1

SHEET NUMBER

10

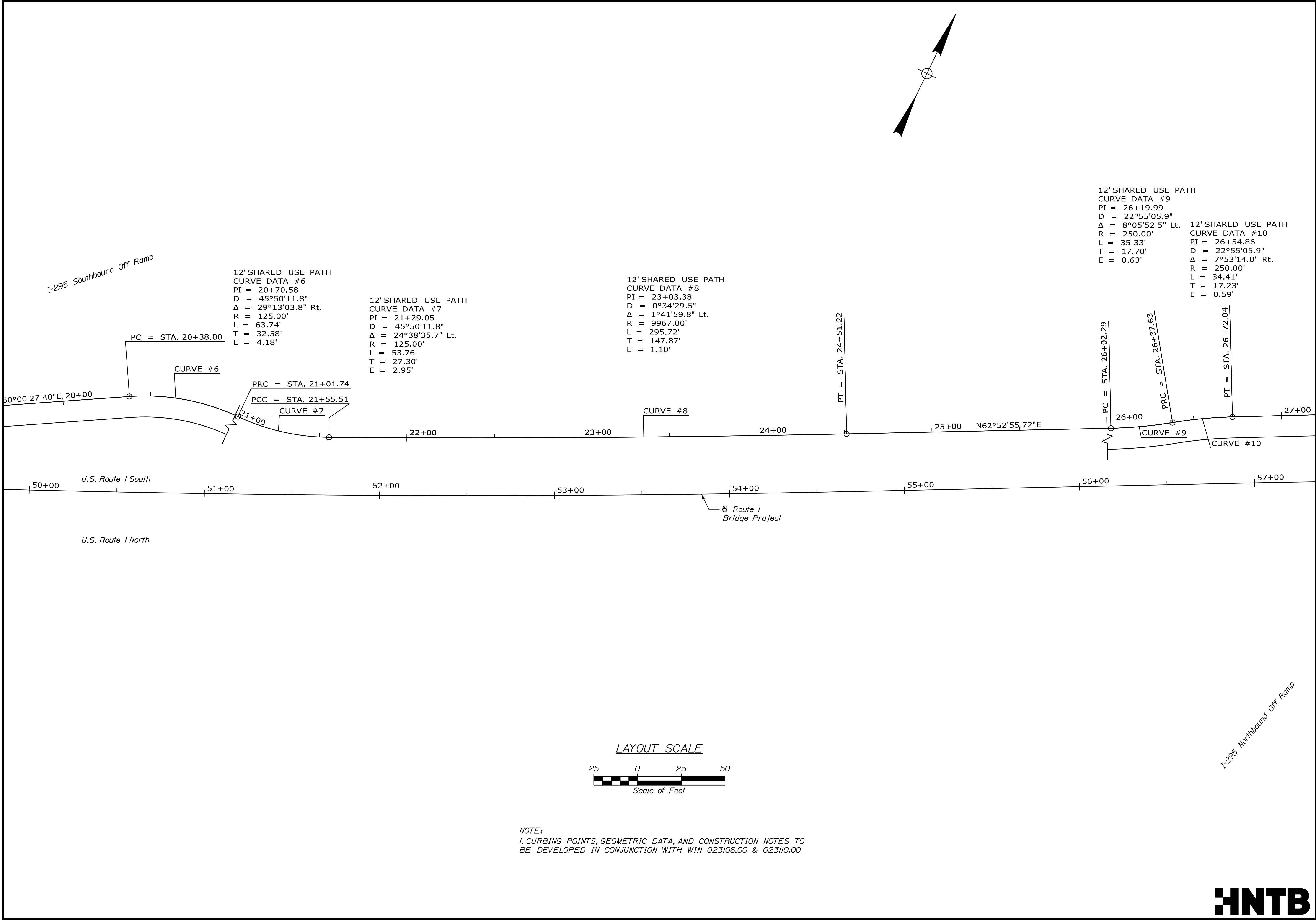
OF 37

Username:

Date:8/20/2021

Division:

Filename: 012_CurbingsPlan3.dgn



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	02382500	
	WIN	023825.00
HIGHWAY PLANS		
YARMOUTH U.S. ROUTE 1 GEOMETRIC & CURBING PLAN 3		
SHEET NUMBER 12 OF 37		



12' SHARED USE PATH
CURVE DATA #9
PI = 26+19.99
D = 22°55'05.9" Lt.
R = 250.00'
L = 35.33'
T = 17.70'
E = 0.63'

12' SHARED USE PATH
CURVE DATA #10
PI = 26+54.86
D = 22°55'05.9" Rt.
R = 250.00'
L = 34.41'
T = 17.23'
E = 0.59'

CONTROL POINTS FOR CURBING - ROUTE 1				
POINT	STATION	OFFSET	X-COORD	Y-COORD
1040	59+74.96	17.24 LT.	1039854.258	355602.253
3000	59+86.14	68.13 LT.	1039841.179	355652.669
3001	59+88.05	57.36 LT.	1039847.742	355643.918
3002	59+91.89	50.25 LT.	1039854.347	355639.309
3003	59+99.87	42.70 LT.	1039864.825	355636.167
3010	60+18.92	51.96 RT.	1039924.851	355560.548
3011	60+20.96	49.90 RT.	1039925.735	355563.306
3012	60+28.59	50.07 RT.	1039932.604	355566.631
3013	60+30.18	53.22 RT.	1039935.456	355564.548
3020	60+21.80	37.92 RT.	1039921.022	355574.357
3021	60+21.90	32.92 RT.	1039918.844	355578.858
3022	60+40.12	33.32 RT.	1039935.246	355586.795
3023	60+41.79	36.36 RT.	1039938.112	355584.849
3024	60+38.28	38.28 RT.	1039935.865	355581.540
3026	59+64.14	51.10 RT.	1039875.285	355536.333
3027	59+66.04	54.61 RT.	1039878.574	355534.056

STA. 28+33.23
END 12' SHARED USE PATH
STA. 400+00.00
BEGIN 8' SHARED USE PATH

8' SHARED USE PATH
CURVE DATA #1
PI = 400+92.78
D = 71°37'11.0" Lt.
R = 80.00'
L = 29.44'
T = 14.89'
E = 1.37'

N41°35'23.67"E
END 8' SHARED USE PATH
= STA. 401+09.95
BEGIN 6' SIDEWALK
= STA. 599+90.93
PT = STA. 401+07.33
PC = STA. 400+77.90

STA. 401+42.69
END 8' SHARED
USE PATH

6' SIDEWALK CURVE DATA
CURVE DATA #1
PI = 200+92.25
D = 572°57'28.1" Lt.
R = 10.00'
L = 15.96'
T = 10.26'
E = 4.32'

6' SIDEWALK CURVE DATA
CURVE DATA #2
PI = 601+04.26
D = 5°43'46.5" Lt.
R = 1000.00'
L = 88.50'
T = 44.28'
E = 0.98'

6' SIDEWALK CURVE DATA
CURVE DATA #3
PI = 601+99.31
D = 170°41'45.2" Lt.
R = 33.57'
L = 10.24'
T = 5.16'
E = 0.39'

6' SIDEWALK CURVE DATA
CURVE DATA #4
PI = 602+11.90
D = 170°41'26.9" Rt.
R = 33.57'
L = 14.78'
T = 7.51'
E = 0.83'

6' SIDEWALK CURVE DATA
CURVE DATA #6
PI = 603+48.69
D = 16°03'29.9" Rt.
R = 356.80'
L = 46.76'
T = 23.41'
E = 0.77'

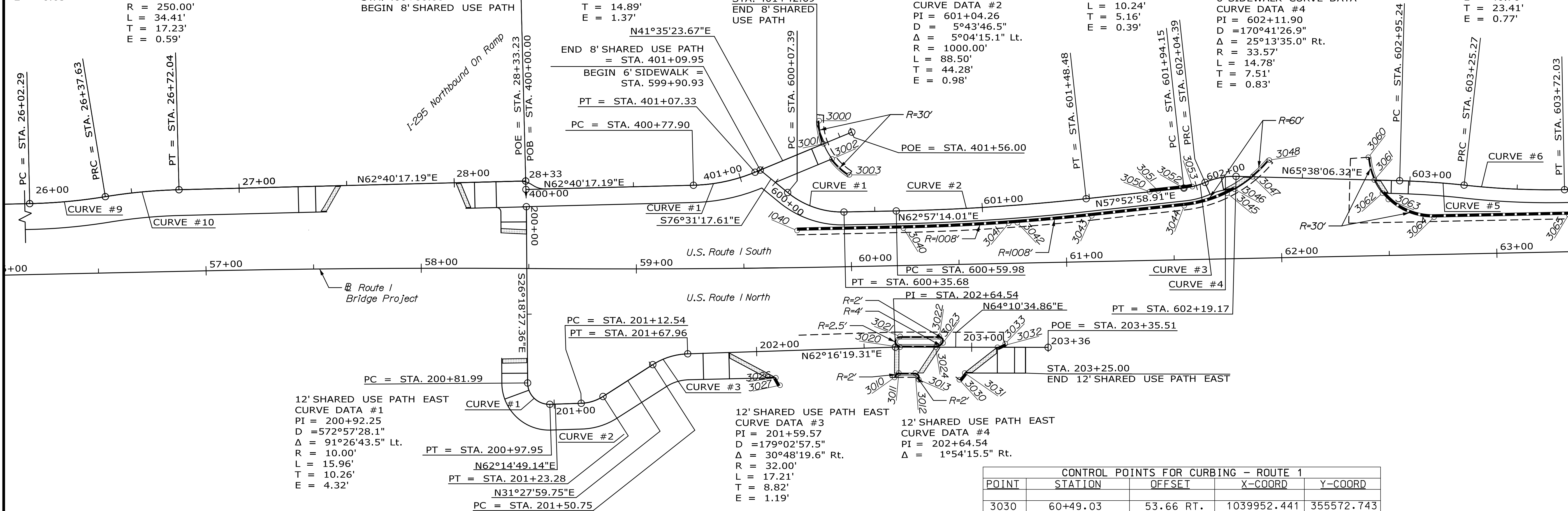
Item No. 609.34 Curb Type 5		
Point	Length	Radius
3011 to 3012	7.63'	-
3021 to 3022	18.22'	-
3025 to 3020	17.57'	-
3047 to 3048	11.00'	60'

*Terminal Section Type "5"

Item No. 609.35 Curb Type 5 - Circular		
Point	Length	Radius
3000 to 3001	13.35'	30'
3002 to 3003	11.00'	30'
3010 to 3011	3.24'	2'
3012 to 3013	4.33'	2'
3020 to 3021	7.85'	2.5'
3022 to 3023	4.19'	2'
3023 to 3024	4.19'	4'
3060 to 3061	11.00'	30'

*Terminal Section Type "5"
*Terminal Section Type "5"

*Terminal Section Type "5"



12' SHARED USE PATH EAST
CURVE DATA #1
PI = 200+92.25
D = 572°57'28.1" Lt.
R = 10.00'
L = 15.96'
T = 10.26'
E = 4.32'

12' SHARED USE PATH EAST
CURVE DATA #2
PI = 201+18.05
D = 286°28'44.0" Lt.
R = 20.00'
L = 10.74'
T = 5.51'
E = 0.74'

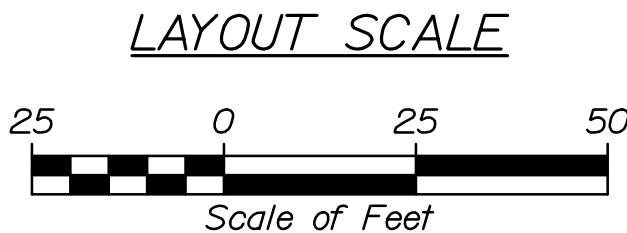
PC = STA. 200+81.99
PT = STA. 200+97.95
N62°14'49.14"E
PT = STA. 201+23.28
N31°27'59.75"E
PC = STA. 201+50.75

12' SHARED USE PATH EAST
CURVE DATA #2
PI = 201+18.05
D = 286°28'44.0" Lt.
R = 20.00'
L = 10.74'
T = 5.51'
E = 0.74'

12' SHARED USE PATH EAST
CURVE DATA #3
PI = 201+59.57
D = 179°02'57.5" Lt.
R = 32.00'
L = 17.21'
T = 8.82'
E = 1.19'

12' SHARED USE PATH EAST
CURVE DATA #4
PI = 202+64.54
D = 1°54'15.5" Rt.

CONTROL POINTS FOR CURBING - ROUTE 1				
POINT	STATION	OFFSET	X-COORD	Y-COORD
3030	60+49.03	53.66 RT.	1039952.441	355572.743
3031	60+51.58	50.58 RT.	1039953.305	355576.648
3032	60+67.03	38.91 RT.	1039961.752	355594.067
3033	60+70.69	37.29 RT.	1039964.265	355597.179
3040	60+24.48	17.38 LT.	1039898.241	355624.813
3041	60+73.46	18.63 LT.	1039941.281	355648.228
3042	60+77.46	18.84 LT.	1039944.743	355650.231
3043	61+12.12	21.30 LT.	1039974.480	355668.209
3044	61+55.19	25.12 LT.	1040011.088	355691.211
3045	61+75.21	30.48 LT.	1040026.470	355705.104
3046	61+78.77	32.29 LT.	1040028.824	355708.337
3047	61+87.21	37.90 LT.	1040033.783	355717.175
3048	61+95.15	45.49 LT.	1040037.397	355727.548
3050	61+39.26	31.91 LT.	1039993.815	355690.013
3051	61+43.25	32.27 LT.	1039997.203	355692.14
3052	61+55.20	33.32 LT.	1040007.366	355698.519
3053	61+59.15	33.91 LT.	1040010.620	355700.843
3060	62+41.22	45.86 LT.	1040078.246	355748.849
3061	62+43.75	35.22 LT.	1040085.344	355740.526
3062	62+47.43	29.04 LT.	1040091.435	355736.698
3063	62+50.08	26.04 LT.	1040095.155	355735.236
3064	62+71.16	17.36 LT.	1040117.874	355737.105
3065	63+33.76	17.31 LT.	1040173.640	355765.56



NOTE:
1. CURBING POINTS, GEOMETRIC DATA, AND CONSTRUCTION
NOTES TO BE DEVELOPED IN CONJUNCTION WITH WIN
023106.00 & 023110.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02382500

WIN
023825.00
HIGHWAY PLANS

YARMOUTH
U.S. ROUTE 1

GEOMETRIC & CURBING
PLAN 4

SHEET NUMBER

13

OF 37

PROJ. MANAGER	BY	DATE
B. Keezer	D. Burton	05/21
CHECKED-DETAILED	L. Driscoll	05/21
DESIGNED-DETAILED		
DESIGNED-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

P.E. NUMBER

DATE

Date:8/20/2021

Username:

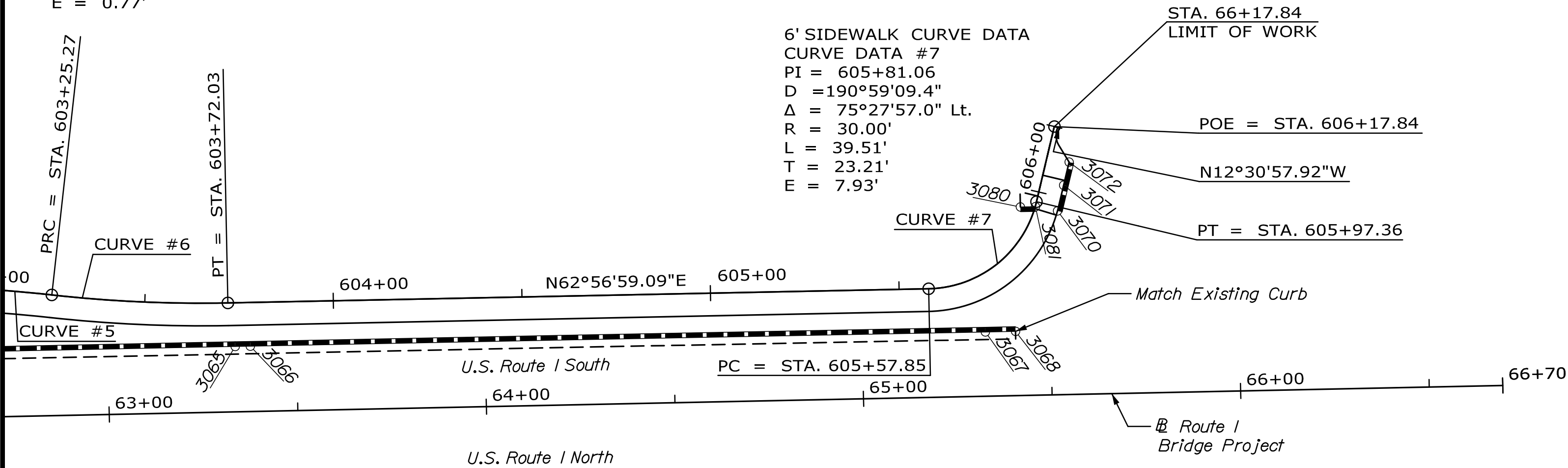
Division:

Filename: 014_CurbingsPlan5.dgn

6' SIDEWALK CURVE DATA
CURVE DATA #5
PI = 603+10.27
D = 16°03'29.9"
Δ = 4°49'22.5" Rt.
R = 356.80'
L = 30.03'
T = 15.03'
E = 0.32'

6' SIDEWALK CURVE DATA
CURVE DATA #6
PI = 603+48.69
D = 16°03'29.9"
Δ = 7°30'29.8" Lt.
R = 356.80'
L = 46.76'
T = 23.41'
E = 0.77'

6' SIDEWALK CURVE DATA
CURVE DATA #7
PI = 605+81.06
D =190°59'09.4"
Δ = 75°27'57.0" Lt.
R = 30.00'
L = 39.51'
T = 23.21'
E = 7.93'



Item No. 609.11 Vertical Curb Type 1

Point	Length	Radius
3066 to 3067	194.91'	-
3067 to 3068	8.00'	-
3080 to 3081	4.00'	-

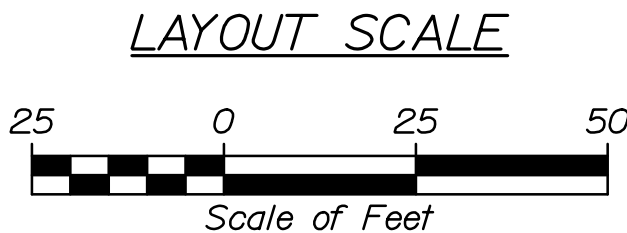
Item No. 609.221 Terminal Curb Type 1

Point	Length	Radius
3070 to 3071	7.00'	-

Item No. 609.26 Curb Transition Section B Type 1

Point	Length	Radius
3071 to 3072	6.30'	-

CONTROL POINTS FOR CURBING - ROUTE 1				
POINT	STATION	OFFSET	X-COORD	Y-COORD
3066	63+37.76	17.30 LT.	1040177.203	355767.378
3067	65+32.67	17.02 LT.	1040350.869	355855.865
3068	65+40.67	17.01 LT.	1040357.999	355859.494
3070	65+52.46	48.68 LT.	1040354.076	355893.062
3071	65+54.22	55.46 LT.	1040352.559	355899.895
3072	65+55.81	61.56 LT.	1040351.193	355906.048
3080	65+42.64	49.93 LT.	1040344.756	355889.702
3081	65+46.64	49.93 LT.	1040348.319	355891.52



NOTE:
1. CURBING POINTS, GEOMETRIC DATA, AND CONSTRUCTION NOTES TO
BE DEVELOPED IN CONJUNCTION WITH WIN 023106.00 & 023110.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02382500

WIN
023825.00

HIGHWAY PLANS

PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN-DETAILED
DESIGN-DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BY
D. Burton
L. Driscoll

DATE
05/21
05/21

SIGNATURE

P.E. NUMBER

DATE

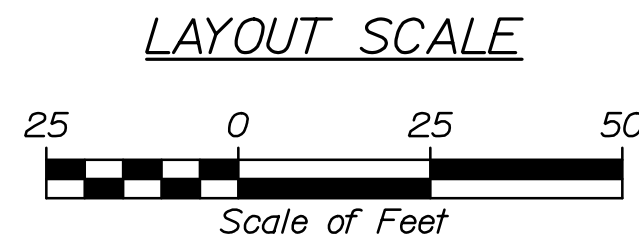
YARMOUTH
U.S. ROUTE 1

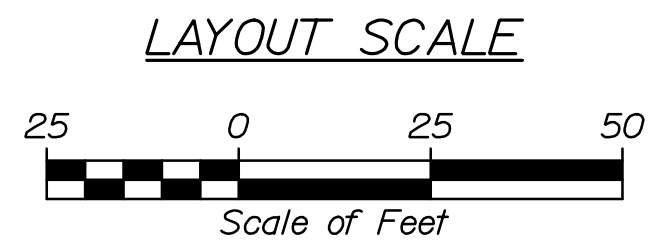
GEOMETRIC & CURBING
PLAN 5

SHEET NUMBER

14

OF 37



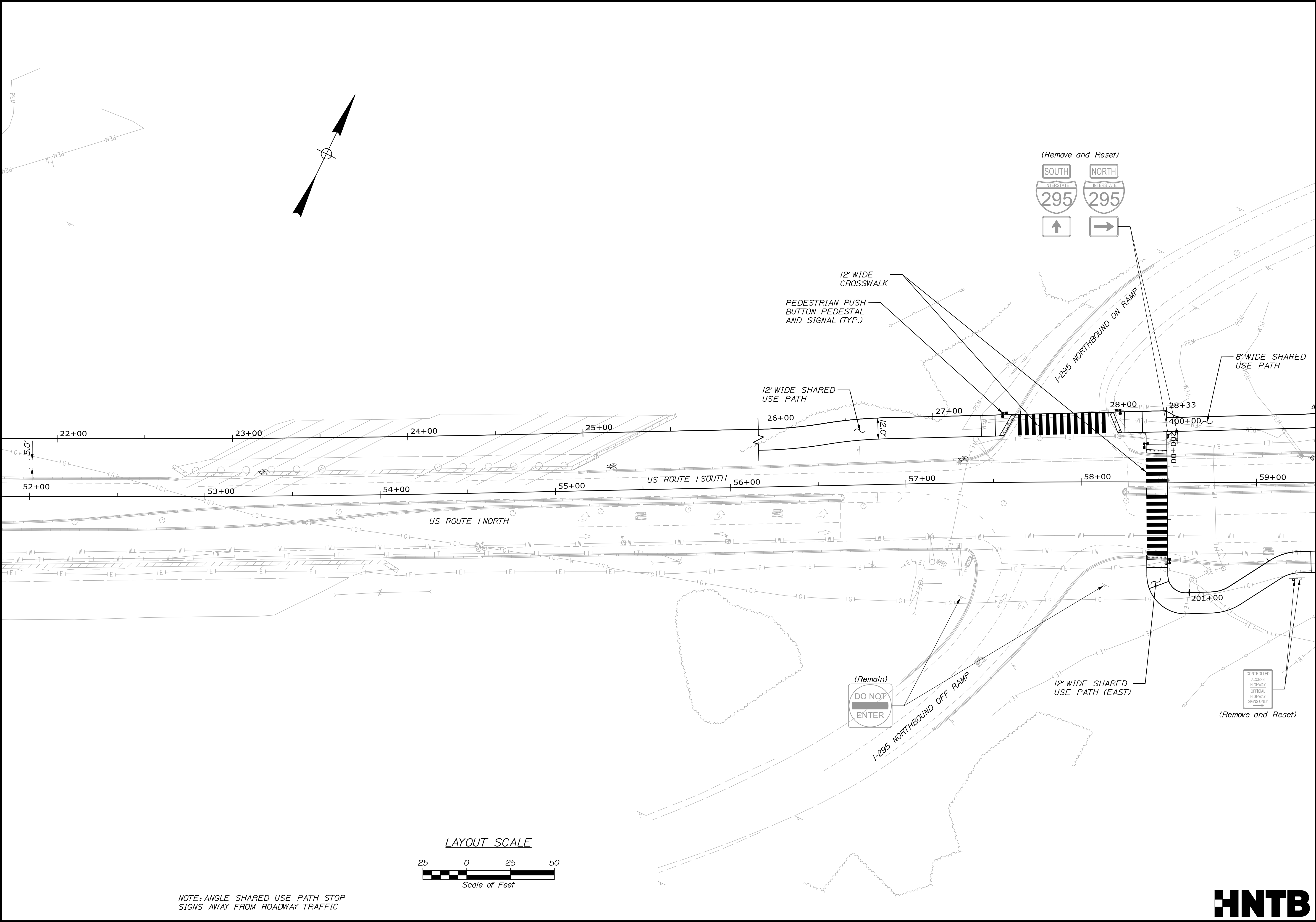


Date:8/20/2021

Username:

Division:

Filename: 017_Signing&StripingPlan3.dgn



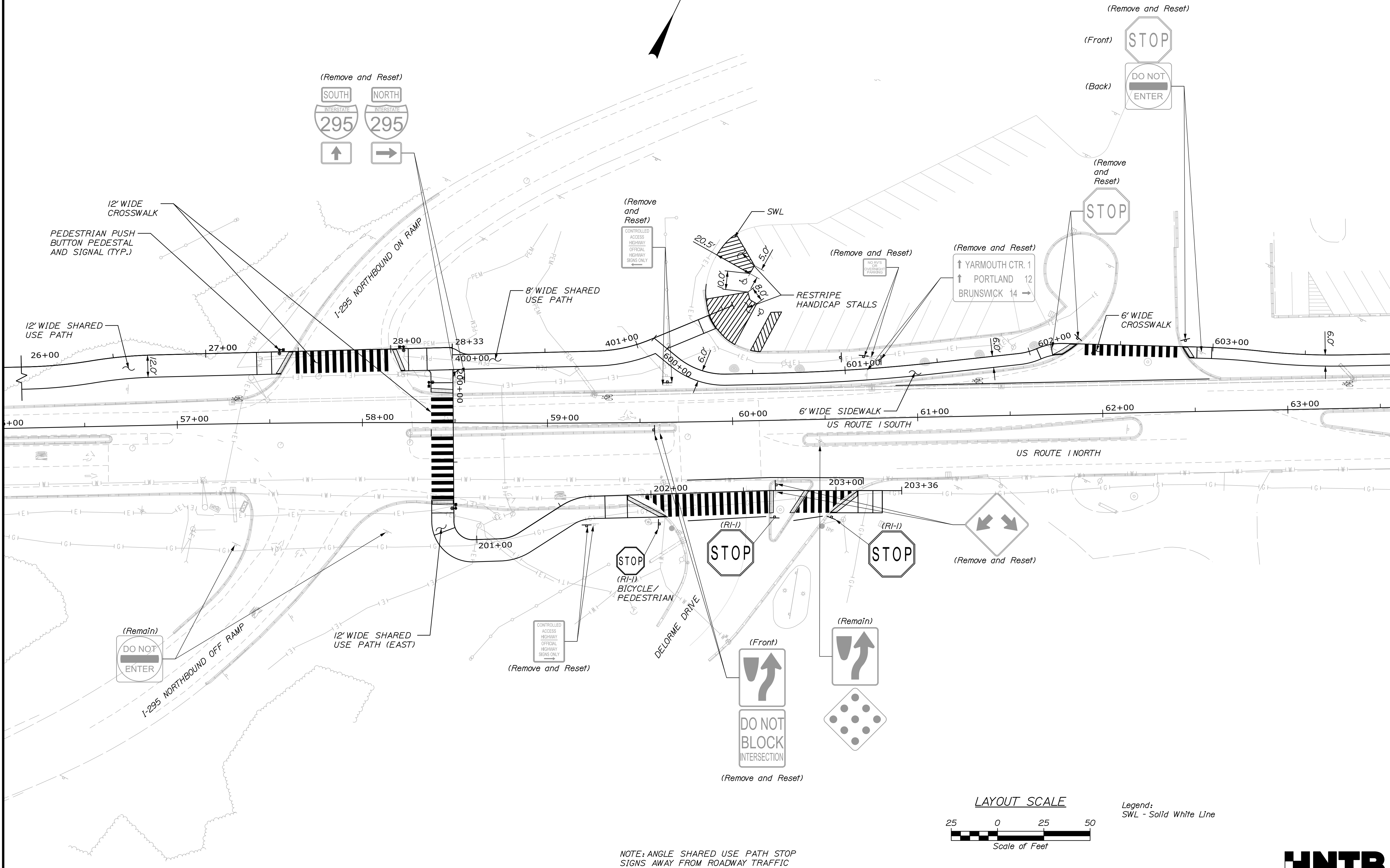
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		02382500		WIN 023825.00		HIGHWAY PLANS	
YARMOUTH U.S. ROUTE 1		SIGNING & STRIPING PLAN 3		SHEET NUMBER		17 OF 37	
PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE		
DESIGNED-DETAILED D. Burton	B. Keezer	05/21					
CHECKED-REVIEWED L. Driscoll	K. Brown	05/21					
DESIGNS-DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

Date: 8/20/2021

Username:

Division:

Filename: 018_Signing&StripingPlan4.dgn



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
02382500	
WIN	023825.00
HIGHWAY PLANS	

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGNED-DETAILED	D. Burton	05/21			
CHECKED-REVIEWED	L. Driscoll	05/21			
DESIGNED-DETAILED					
DESIGNED-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

YARMOUTH U.S. ROUTE 1	
SIGNING & STRIPING PLAN 4	

SHEET NUMBER	
18	
OF 37	



Reset)



LK

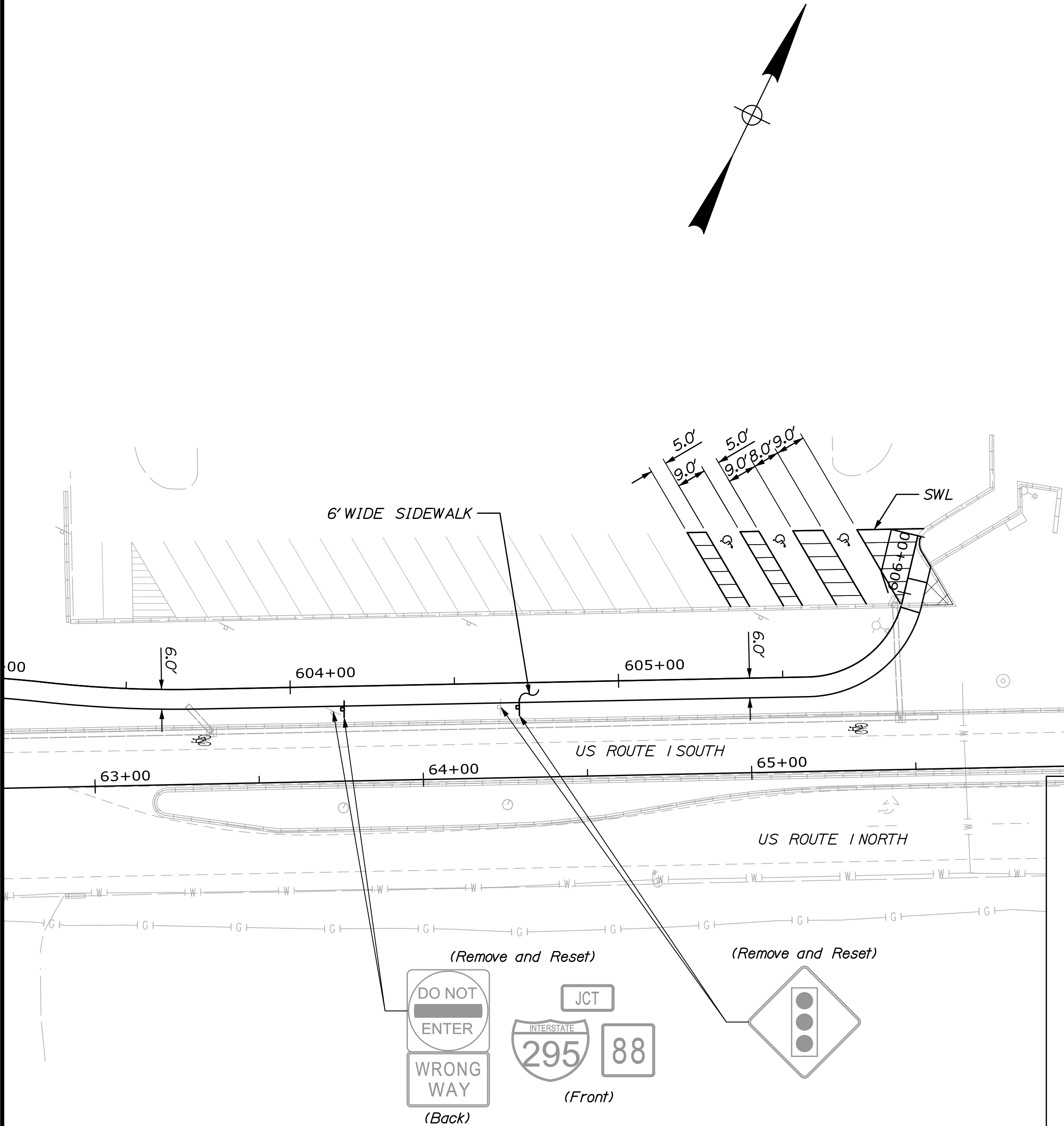
Date:8/20/2021

Username:

Division:

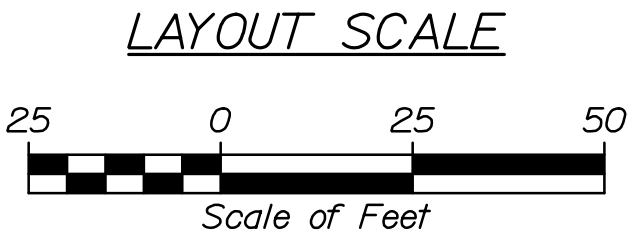
Filename: 019_Signing&StripingPlan5.dgn

id White Line

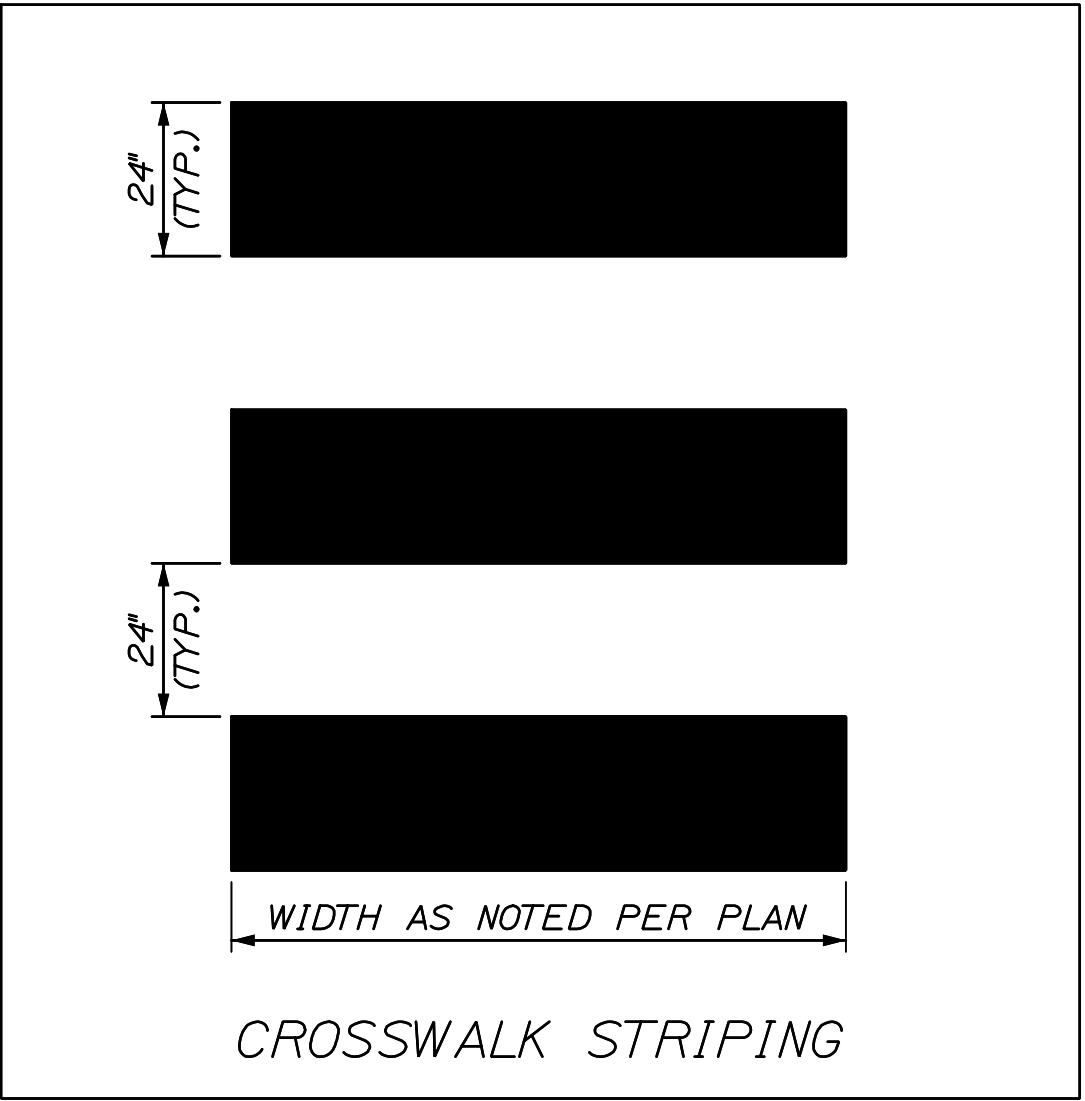


Legend:
SWL - Solid White Line

NOTE: ANGLE SHARED USE PATH STOP
SIGNS AWAY FROM ROADWAY TRAFFIC



IDENTIFICATION NUMBER	DESCRIPTION	QUANTITY	SIGN SIZE			COLOR		LOCATION	OFFSET (FROM BASELINE TO SIGN CENTER)	PAY ITEM NUMBER
			WIDTH (IN.)	HEIGHT (IN.)	AREA (SQ. FT.)	BACK- GROUND	LEGEND			
RI-1		2	36	36	9 (18)	RED	WHITE	-	-	645.292
(RI-1) BICYCLE/ PEDESTRIAN		5	18	18	2.25 (11.25)	RED	WHITE	-	-	645.292
RI0-3eR		1	9	15	.94	WHITE	BLACK	-	-	645.292
RI0-3eL		3	9	15	.94 (2.8)	WHITE	BLACK	-	-	645.292
RI0-15		1	30	30	6.25	WHITE	BLACK	-	-	645.292
WI1-1		2	36	36	9 (18)	FLUORESCENT YELLOW	BLACK	-	-	645.292
WI1-2		2	36	36	9 (18)	FLUORESCENT YELLOW	BLACK	-	-	643.62
WI6-7P		2	24	12	2 (4)	FLUORESCENT YELLOW	BLACK	-	-	643.62
WI6-9P		2	24	12	2 (4)	FLUORESCENT YELLOW	BLACK	-	-	645.292



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		
	02382500	WIN
	023825.00	HIGHWAY PLANS

DESIGN-DETAILED	DATE	BY	PROJ. MANAGER	CHECKED-REVIEWED	DESIGN-DETAILED	SIGNATURE
K.Brown	05/21	D. Burton	B. Keezer	K.Brown		
DESIGN-DETAILED		L. Driscoll				
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

DESIGN-DETAILED	DATE	BY	PROJ. MANAGER	CHECKED-REVIEWED	DESIGN-DETAILED	SIGNATURE
K.Brown	05/21	D. Burton	B. Keezer	K.Brown		
DESIGN-DETAILED		L. Driscoll				
DESIGN-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

YARMOUTH U.S. ROUTE 1	
SIGNING & STRIPING PLAN 5	

SHEET NUMBER
19
OF 37

HNTB

Date: 8/20/2021

Username:

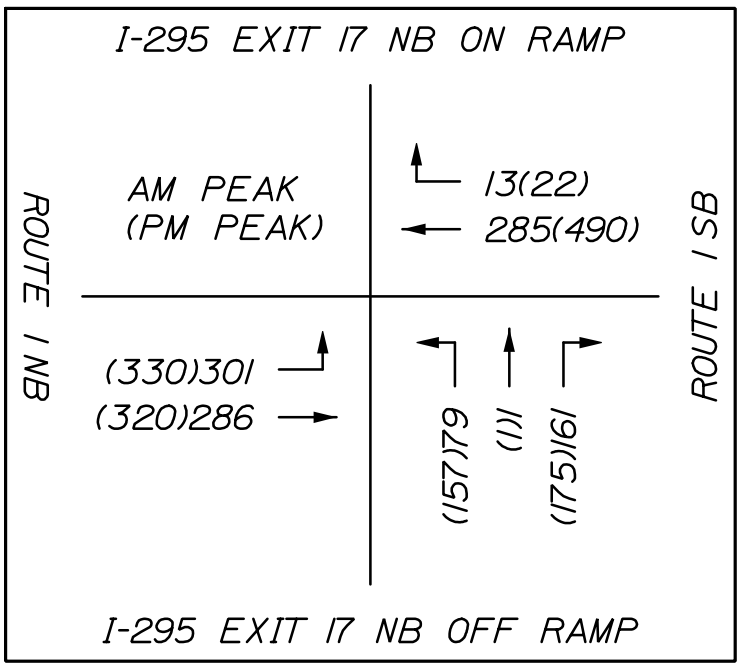
Division:

Filename: 020_TrafficSignalPlan.dgn

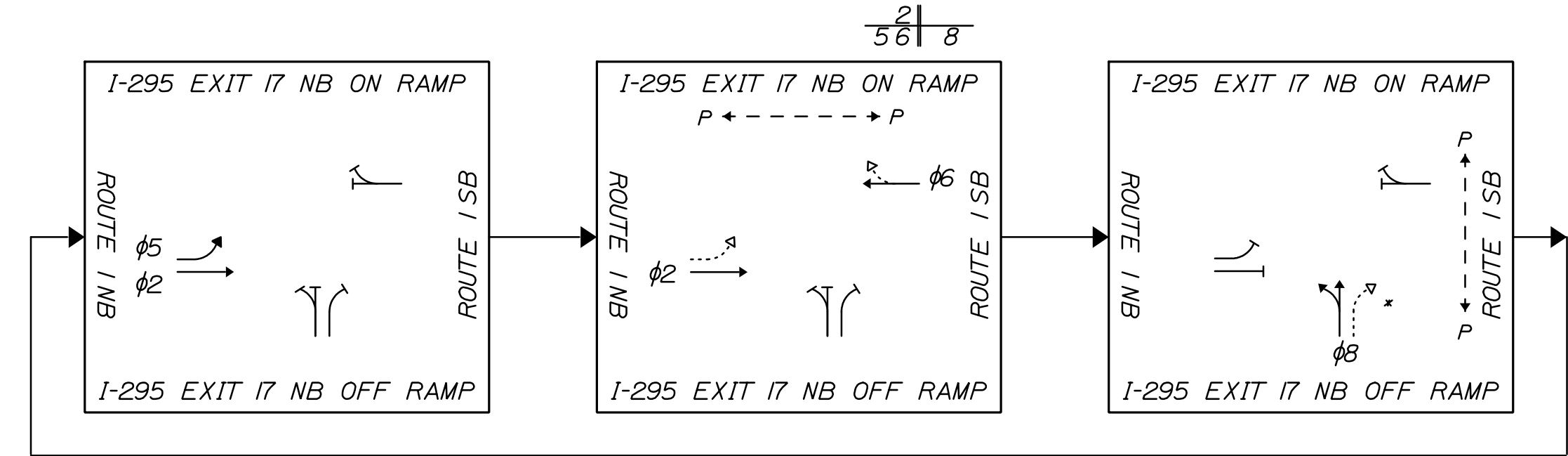
LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS	QUANTITY
FURNISH AND INSTALL NEW ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND INCLUDING FIELD MONITORING UNIT AND INTEGRATION INTO CLOUD BASED CENTRAL MANAGEMENT SYSTEM	1
FURNISH AND INSTALL PROPOSED SIGNAL RELATED SIGNS	5
FURNISH AND INSTALL ONE-WAY 16"x18" LED TOP MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD WITH ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSH BUTTON AND R10-3e INFORMATION SIGN	4
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-
FURNISH AND INSTALL NON-METALLIC CONDUIT (ITEM 626.22)	50
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (ITEM 626.251)	160
FURNISH AND INSTALL 24" FOUNDATION (ITEM 626.421)	4
FURNISH AND INSTALL BLANKOUT PEDESTRIAN YIELD SIGN (ITEM 645.512)	1
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	4
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X (ITEM 654.351)	1

SYSTEM DESIGN
VOLUMES AM (PM)

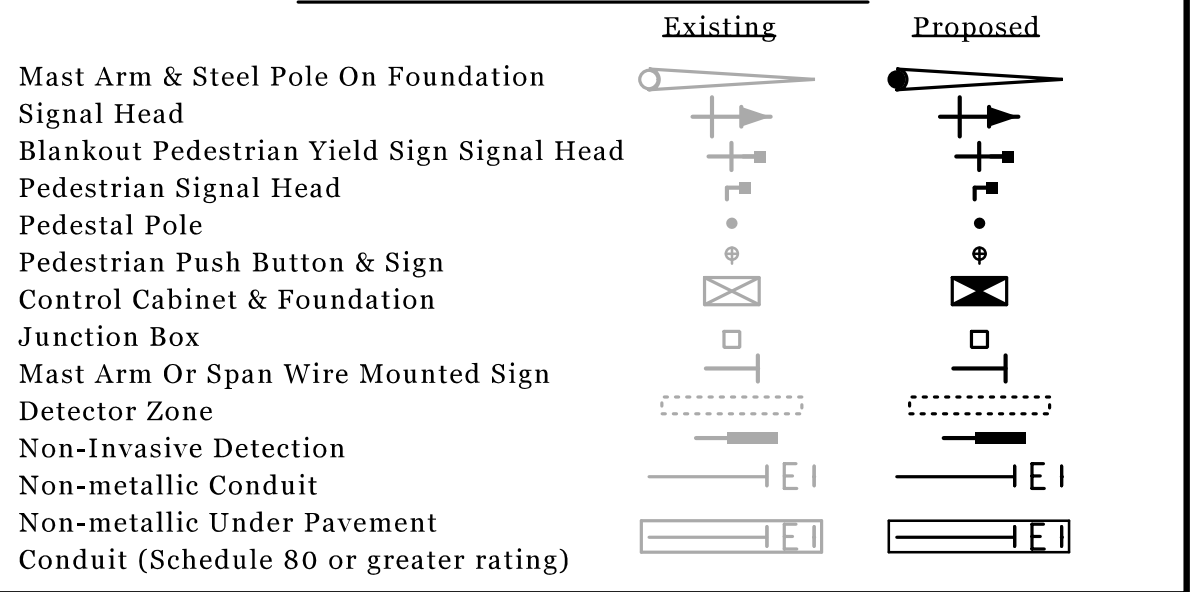


PREFERENTIAL PHASE SEQUENCE
NEMA RING AND BARRIER DIAGRAM

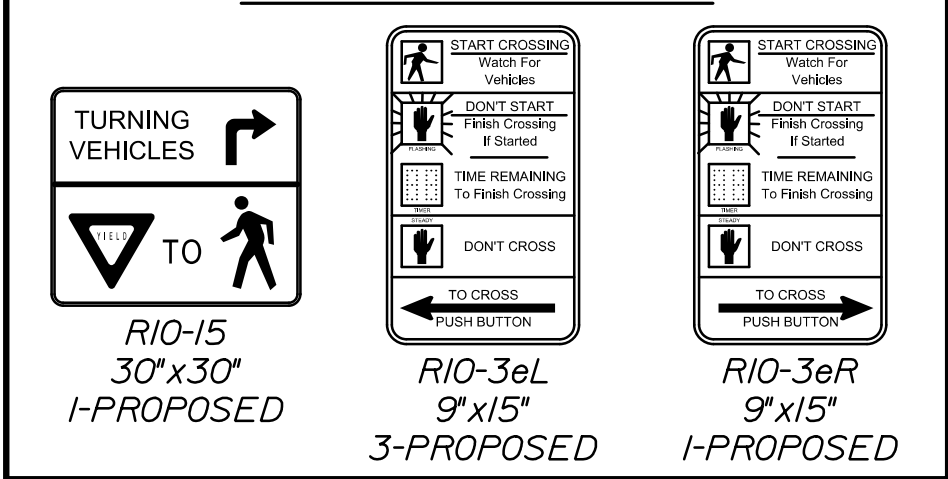


*NO RIGHT TURNS ALLOWED WHEN PEDESTRIANS ARE PRESENT

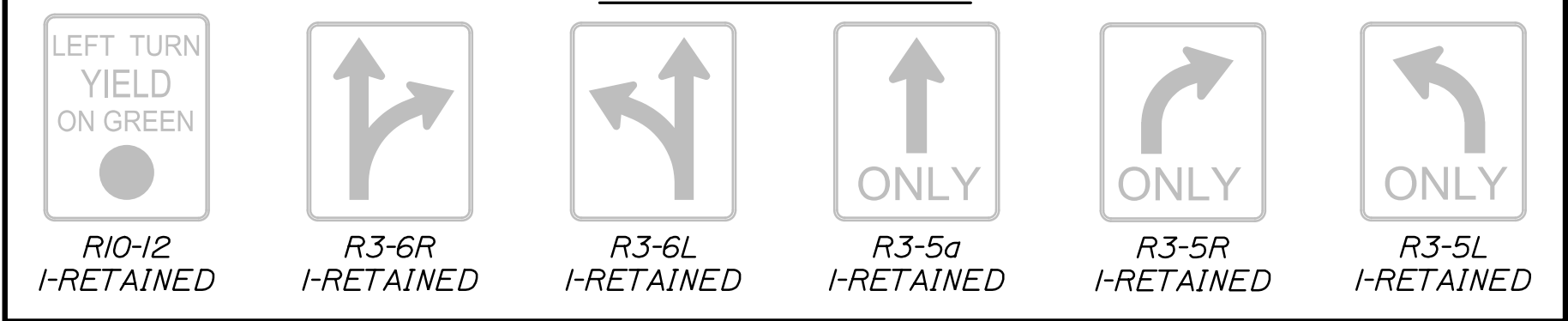
SIGNAL PLAN LEGEND



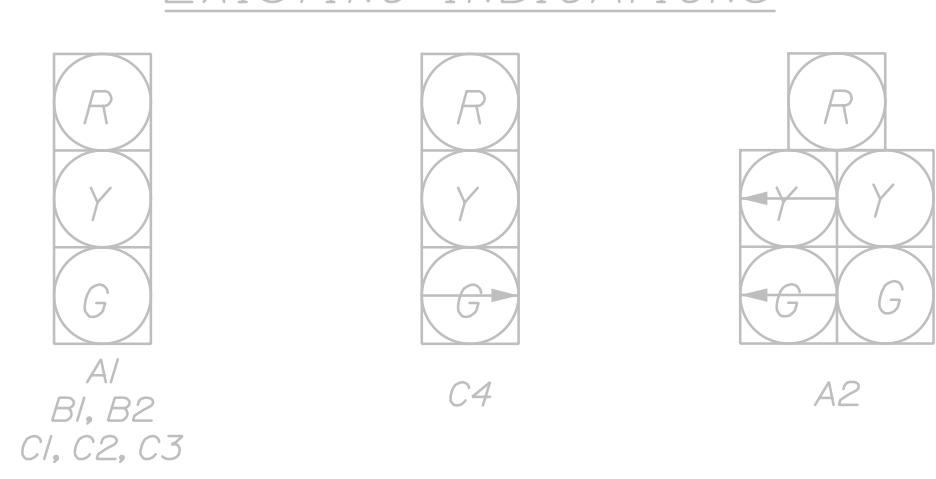
PROPOSED SIGNS



EXISTING SIGNS



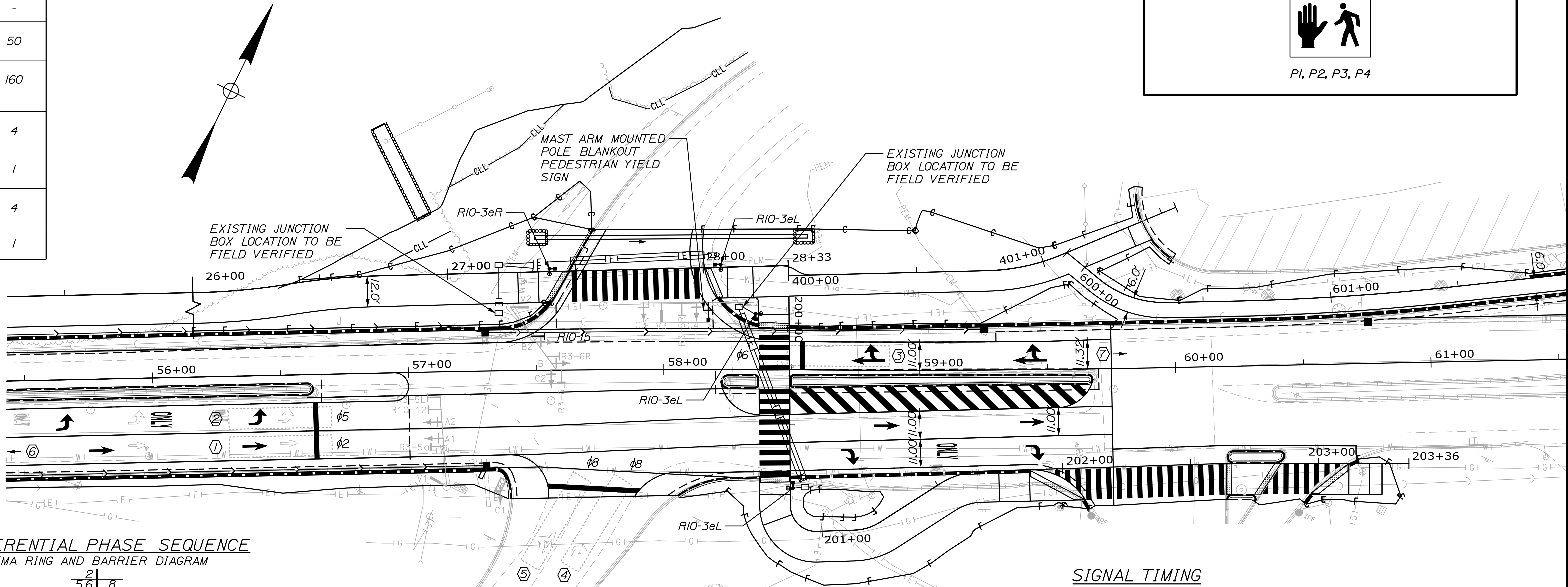
EXISTING INDICATIONS



PROPOSED INDICATIONS



P1, P2, P3, P4



SIGNAL TIMING

PHASE	φ 1	φ 2	φ 3	φ 4	φ 5	φ 6	φ 7	φ 8	φ 9	TIME OF DAY
MOVEMENT	-	RTE 1 NB	-	-	RTE 1 NB	RTE 1 SB	-	I-295 17 NB OFF	-	-
MINIMUM INITIAL	-	EBT	-	-	EBL	WBT/R	-	NBL/R	-	-
PASSAGE TIME	-	5.0	-	-	5.0	5.0	-	5.0	-	-
MAX 1	-	3.0	-	-	3.0	3.0	-	3.0	-	-
MAX 2	-	58.0	-	-	25.0	33.0	-	28.0	-	ALL
YELLOW*	-	-	-	-	-	-	-	-	-	-
ALL RED*	-	4.0	-	-	4.0	4.0	-	3.0	-	-
PED WALK	-	3.0	-	-	2.5	3.0	-	2.5	-	-
PED CLEAR	-	5.0	-	-	-	5.0	-	5.0	-	-
DYN MAX LIMIT	-	17.0	-	-	-	17.0	-	17.0	-	-
DYN MAX STEP	-	-	-	-	-	-	-	-	-	-
RECALL	-	SOFT	-	-	OFF	SOFT	-	OFF	-	-
PRE-EMPT PRIORITY	-	2	-	-	2	3	-	1	-	-
DETECTOR	-	PR	-	-	PR	PR	-	PR	-	-
FLASH	-	Y	-	-	R	Y	-	R	-	-
DUAL ENTRY	-	ON	-	-	OFF	ON	-	OFF	-	-

KEY:

S = SOFT RECALL
O = RECALL OFF
PR = PRESENCE

Y = YELLOW
R = RED
D = DARK

*EXISTING VEHICULAR CLEARANCE INTERVALS

NOTES:

- PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
- EACH PEDESTRIAN PHASE SHALL HAVE A MINIMUM OF A 4 SECOND LEADING PEDESTRIAN INTERVAL (LPI).
- A NO RIGHT-TURN SIGN WILL BE ACTIVATED FOR VEHICULAR RAMP MOVEMENTS WHEN PEDESTRIANS ARE CROSSING ROUTE 1.

NOTE:

SEE GENERAL NOTES SHEET FOR PREEMPTION AND SIGNAL NOTES

LAYOUT SCALE



STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

02382500

WIN

023825.00

HIGHWAY PLANS

DATE

SIGNATURE

P.E. NUMBER

DATE

DATE

DATE

DATE

DATE

BY

BY

BY

BY

PROJ. MANAGER

CHECKED

DESIGNED

REVISIONS

DESIGNED

REVISIONS

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YARMOUTH
U.S. ROUTE 1

SIGNAL PLAN

SHEET NUMBER

20

OF 37

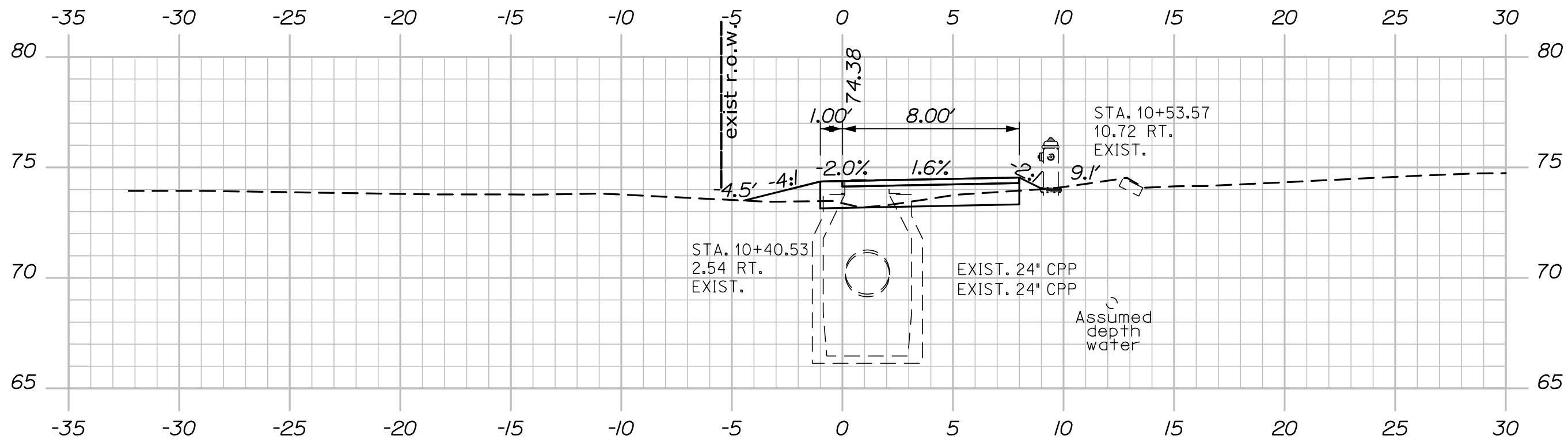
HNTB

Date:8/20/2021

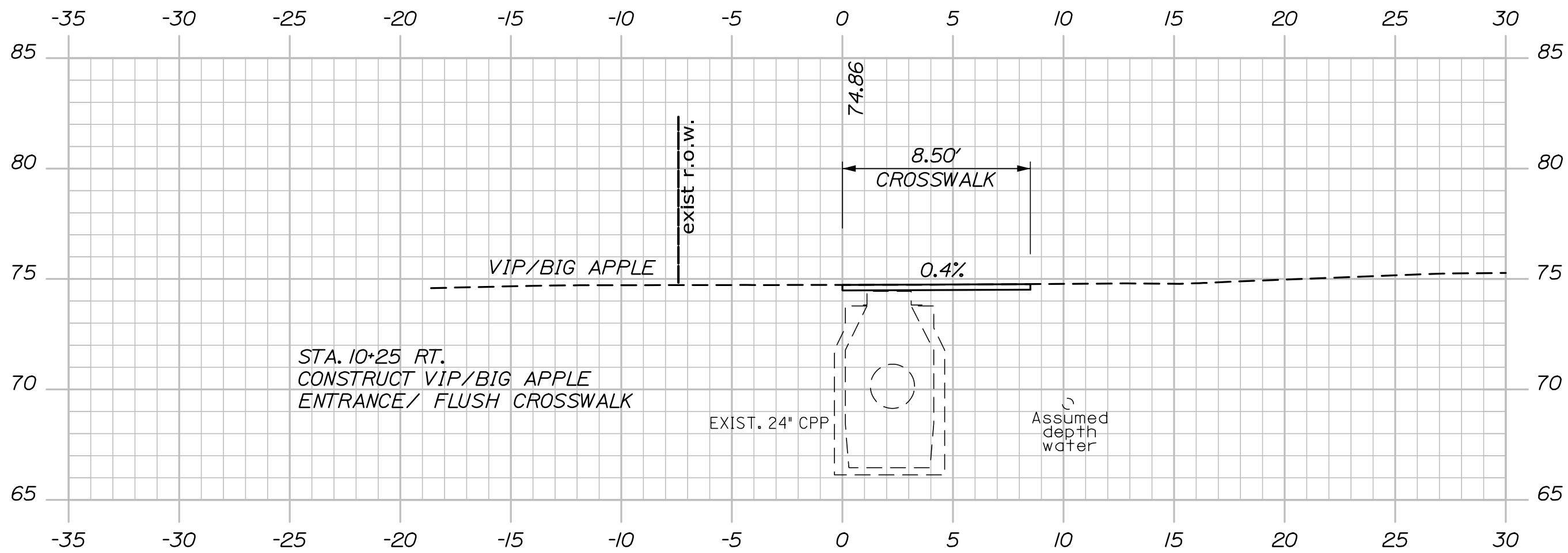
Username:

Division:

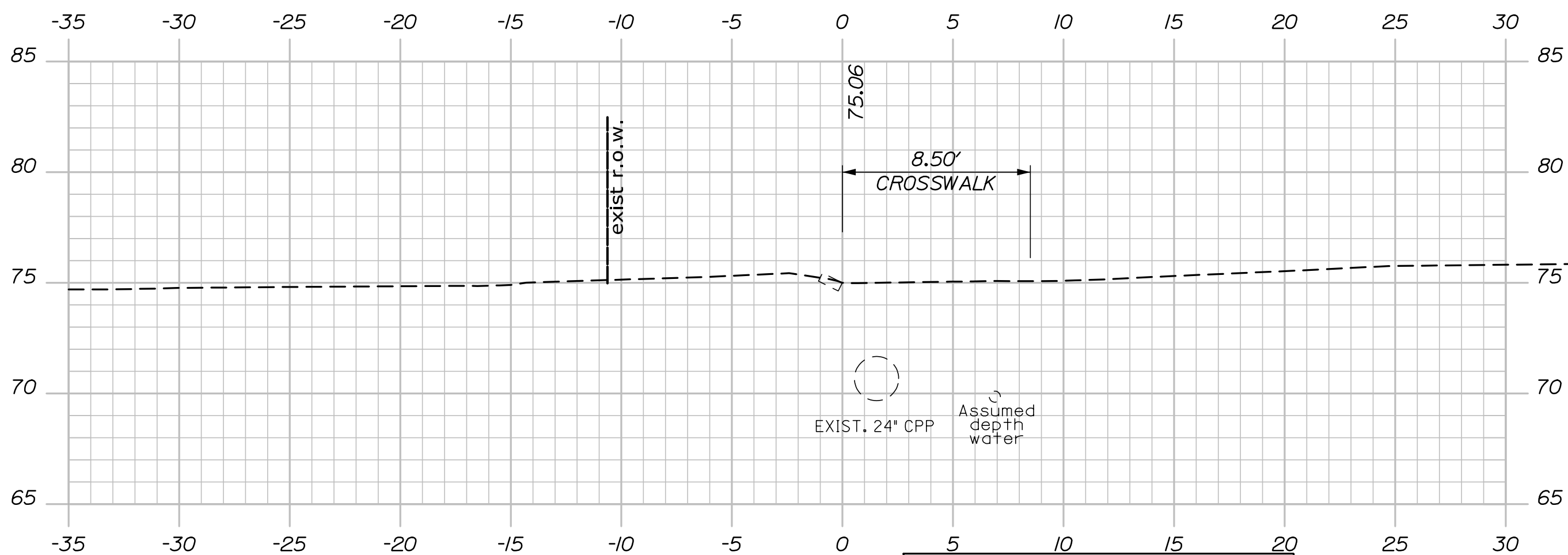
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10+50.00

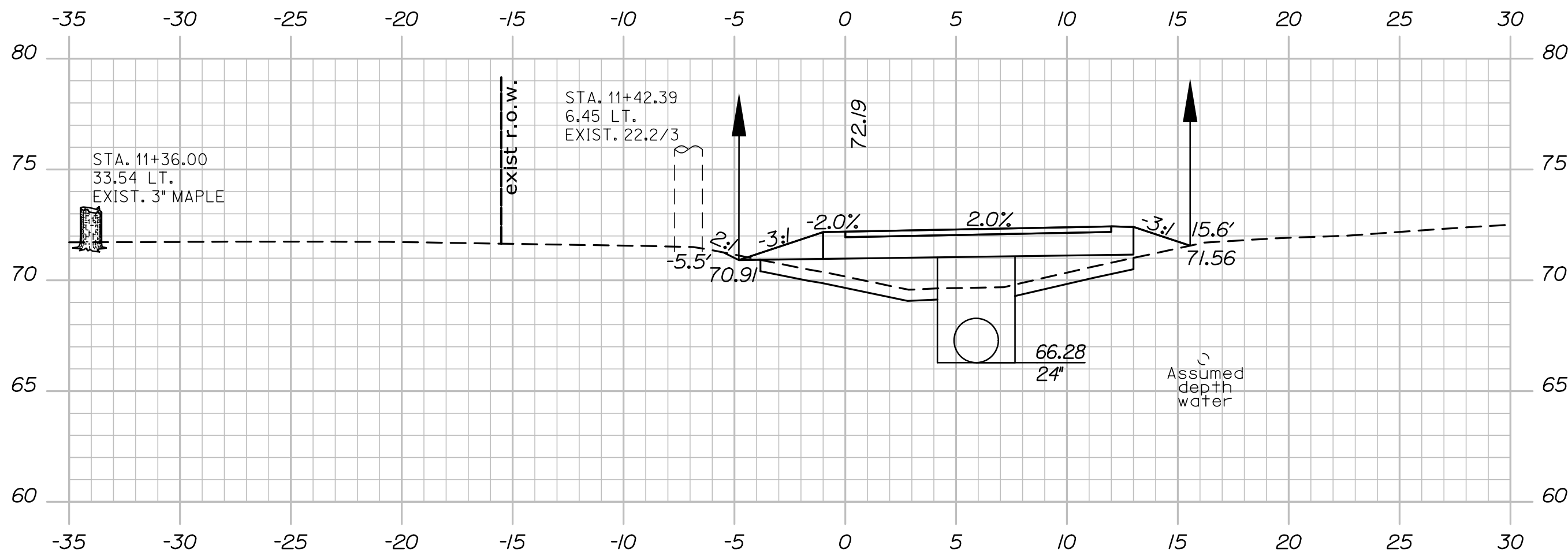


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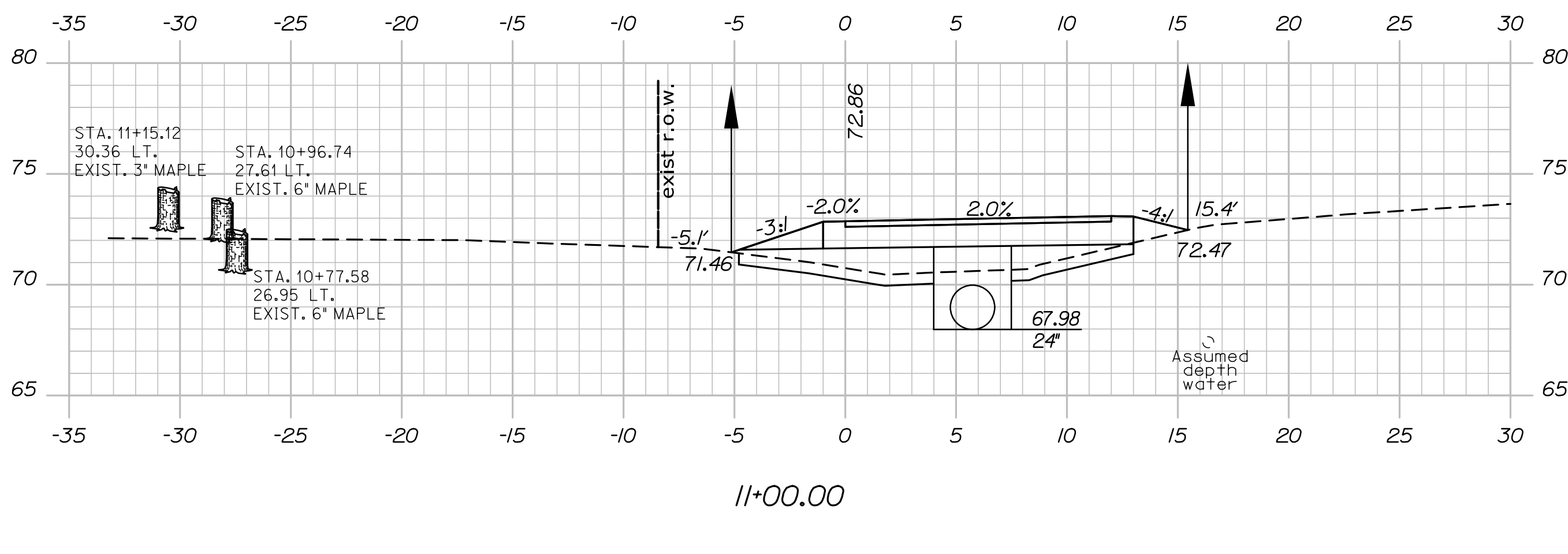


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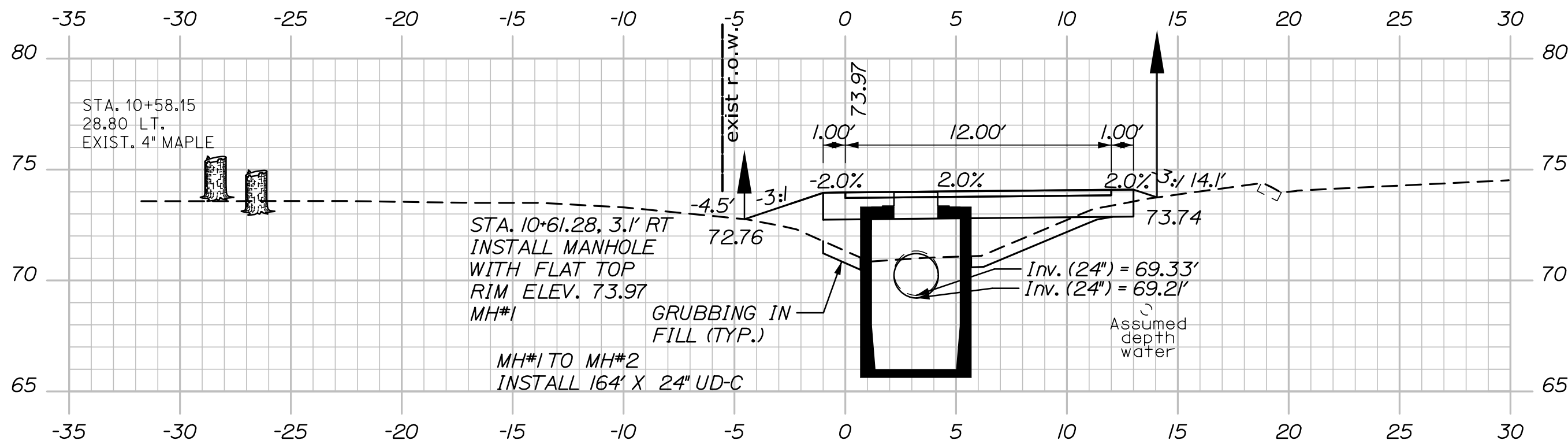
STA. 10+00.00
BEGIN PROJECT WIN 023825.00
BEGIN 12' FT SHARED USE PATH
LIMIT OF WORK



11+50.00



11+00.00



10+61.28

HNTB

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	D. Burton	05/21			
CHECKED-REVIEWED	L. Driscoll	05/21			
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

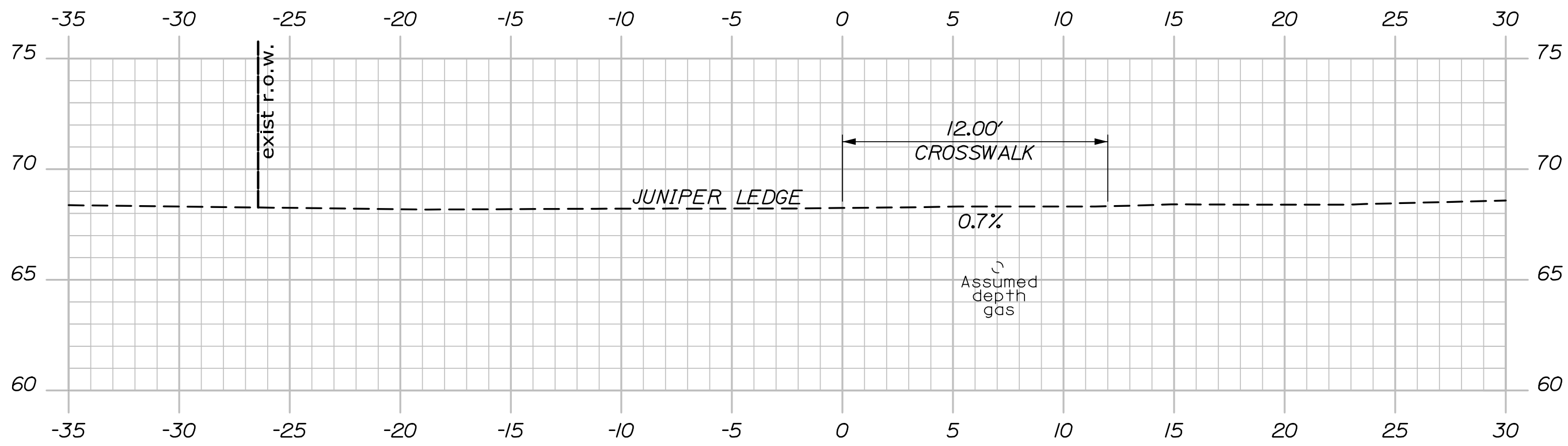
YARMOUTH
12' WIDE SHARED USE PATH
CROSS SECTIONS

Date:8/20/2021

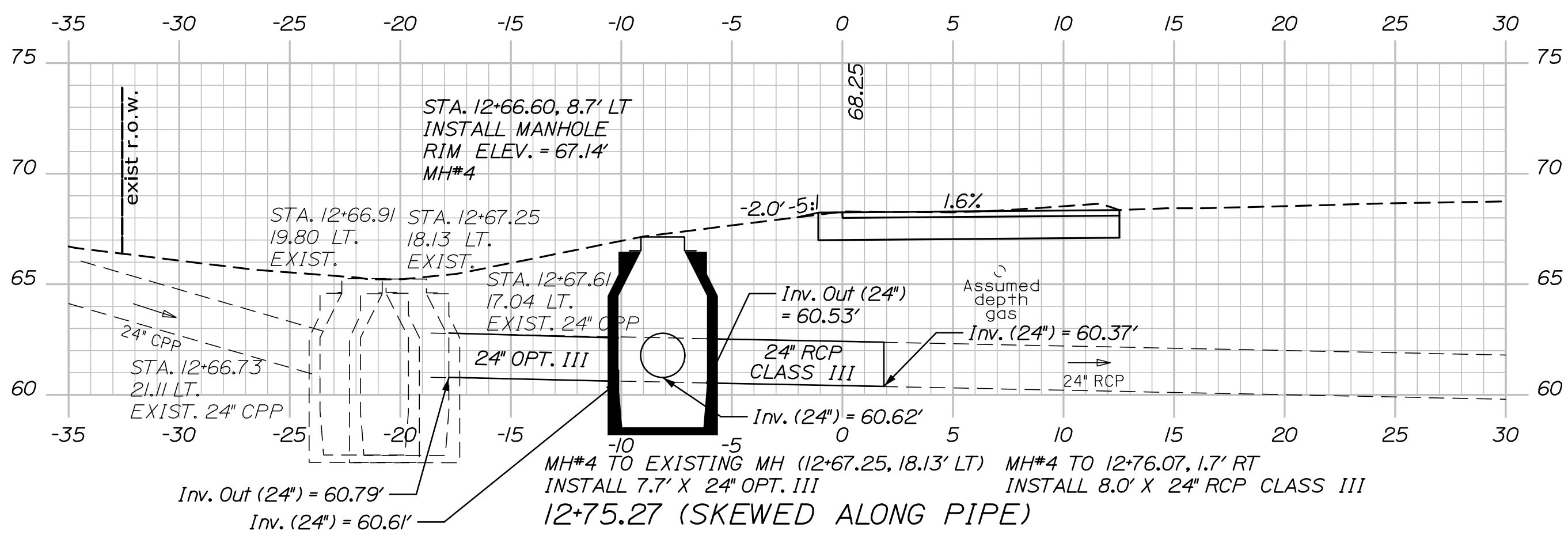
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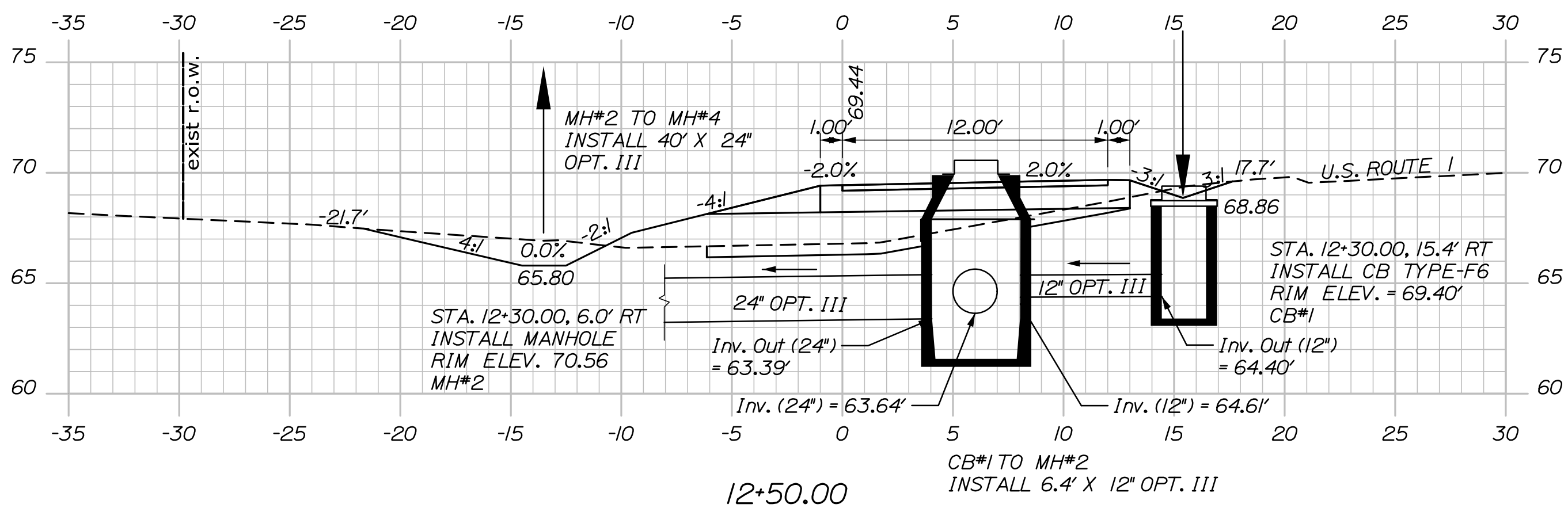
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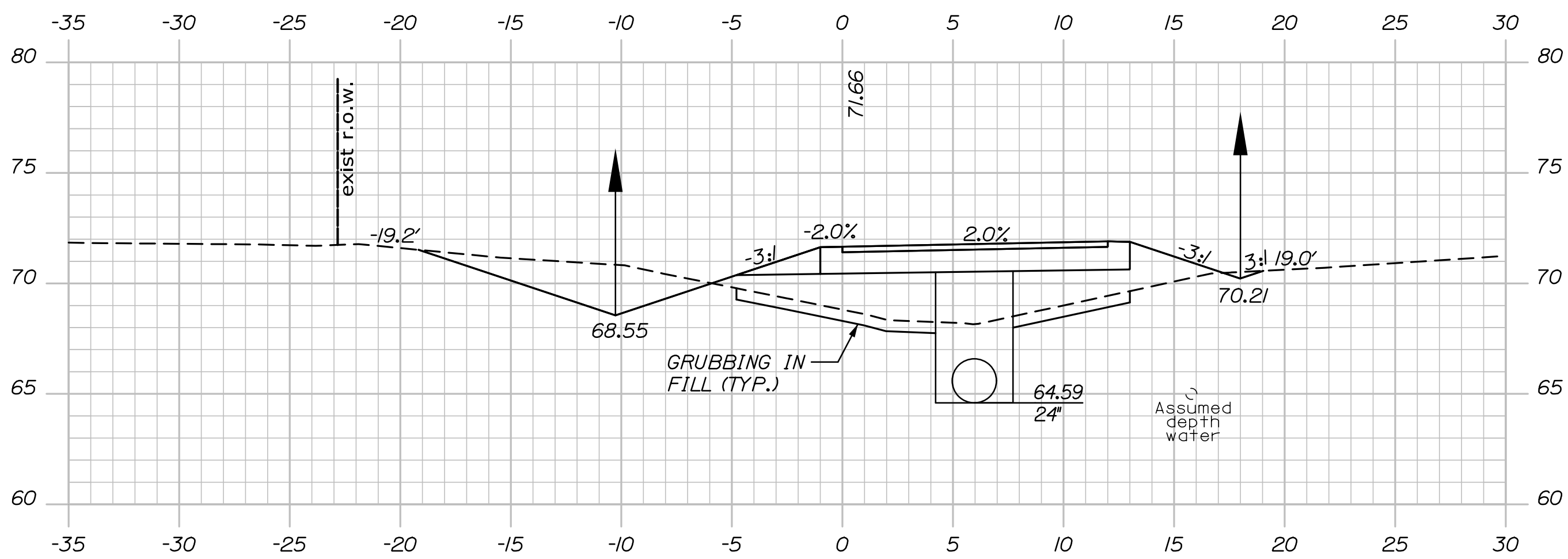
13+00.00 (JUNIPER LEDGE)



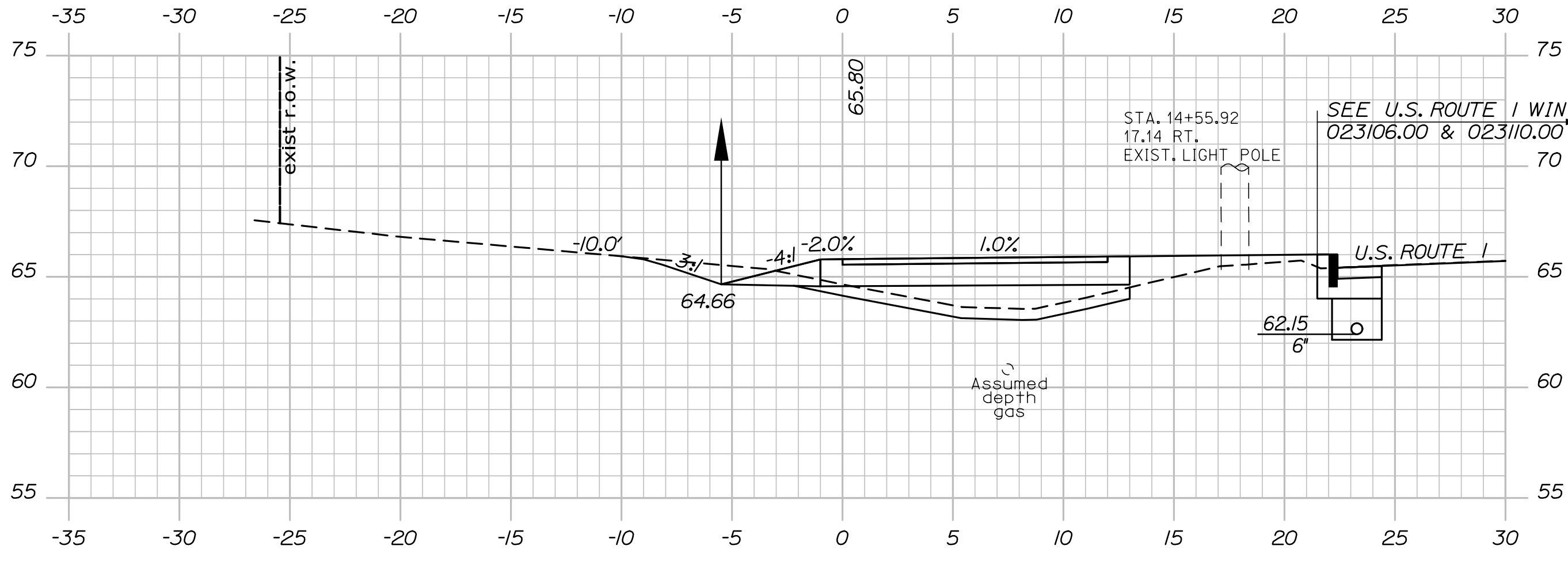
12+75.27 (SKEWED ALONG PIPE)



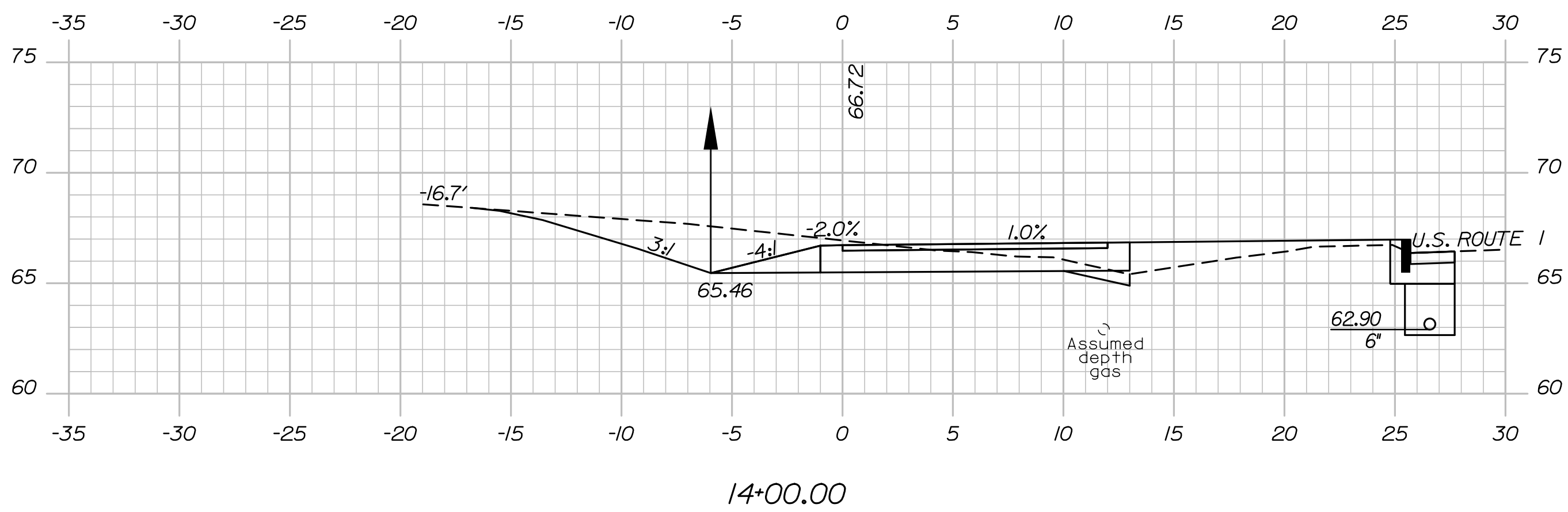
12+50.00



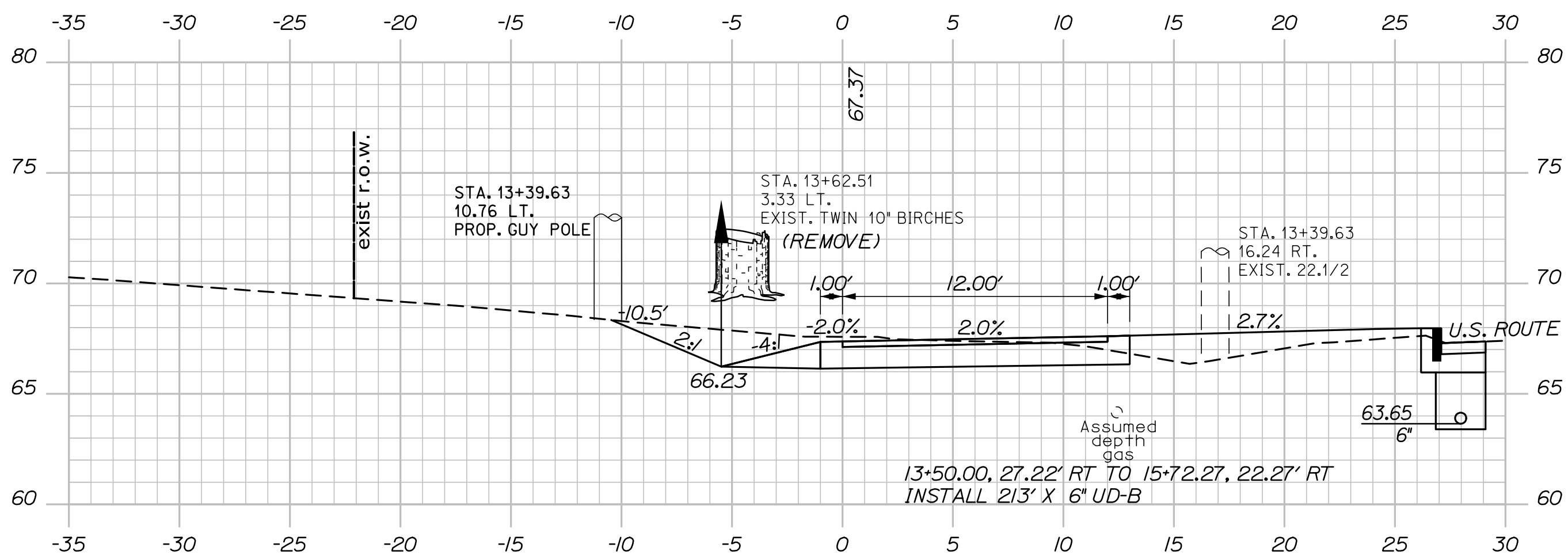
12+00.00



14+50.00



14+00.00



13+50.00



DATE	BY	PROJ. MANAGER	CHECKED	DESIGNED	REVISIONS	FIELD CHANGES
05/21	D. Burton	B. Keizer	K. Brown		1	
05/21	L. Driscoll				2	
					3	
					4	

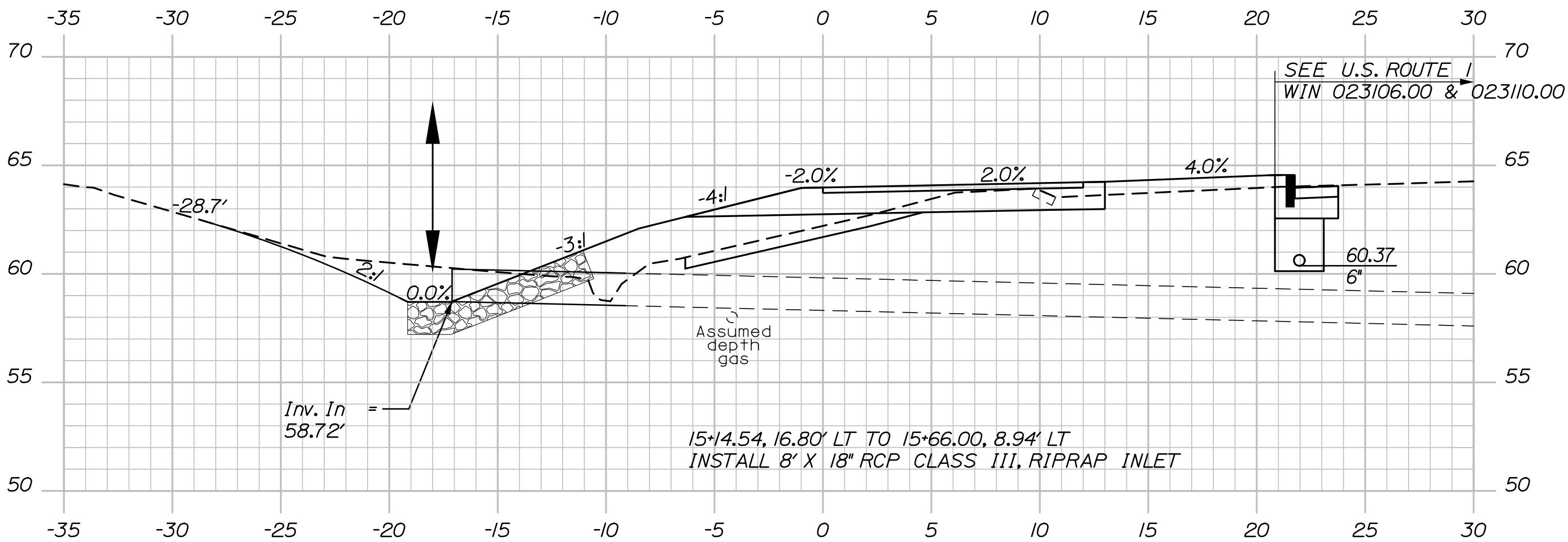
YARMOUTH
12' WIDE SHARED USE PATH
CROSS SECTIONS

Date:8/20/2021

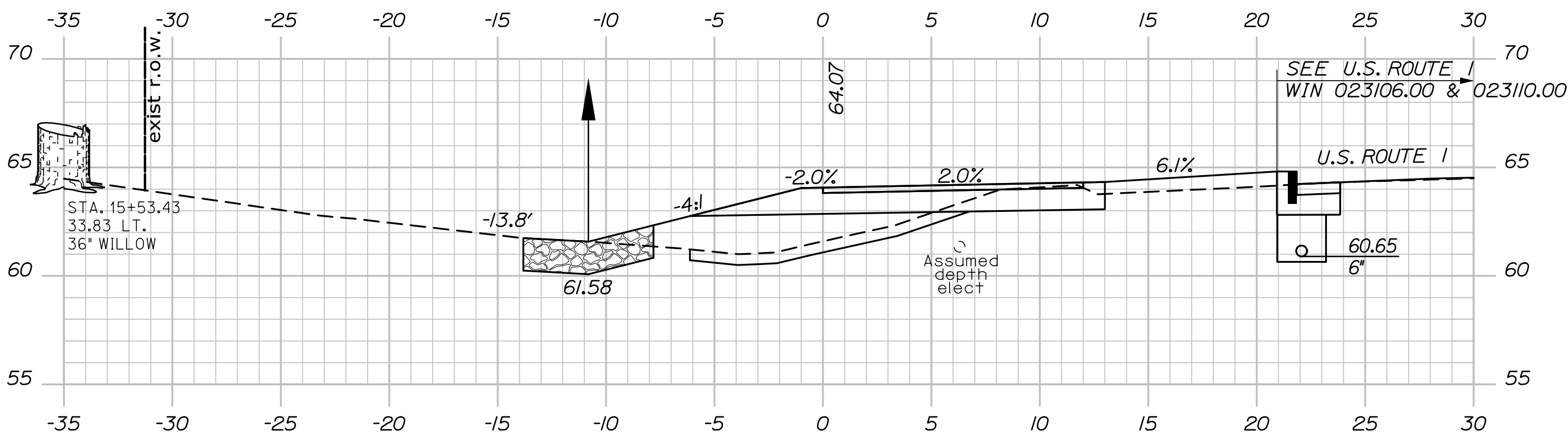
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Division:

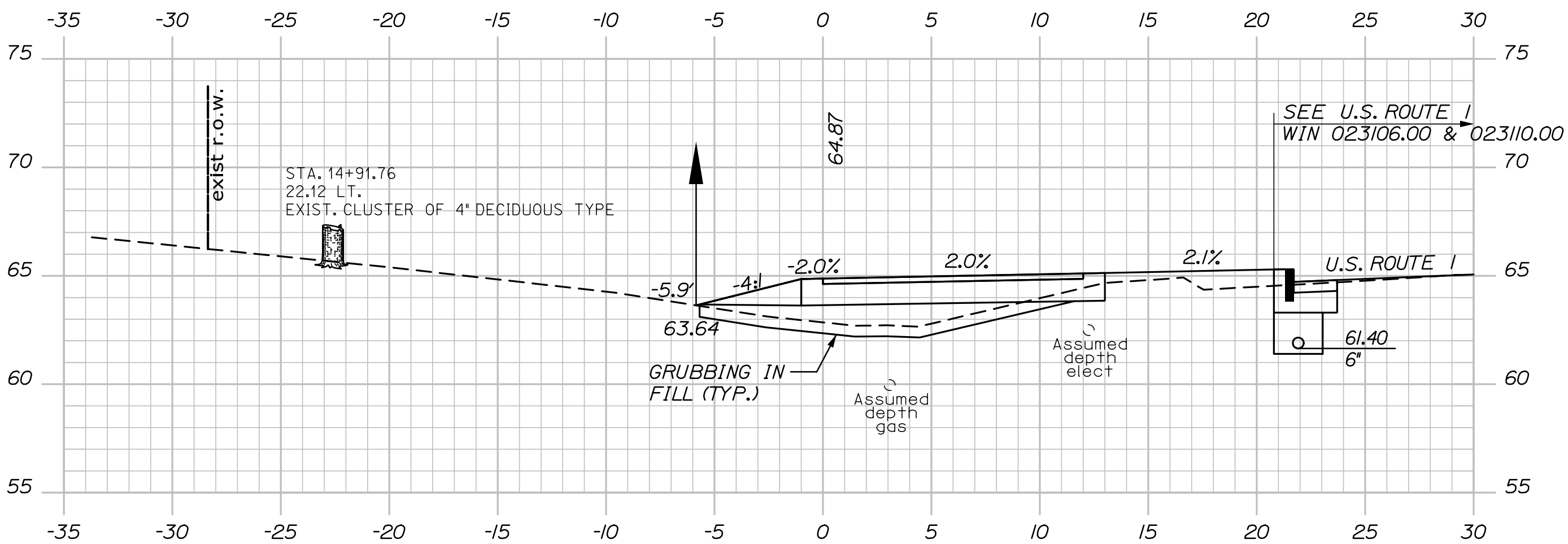
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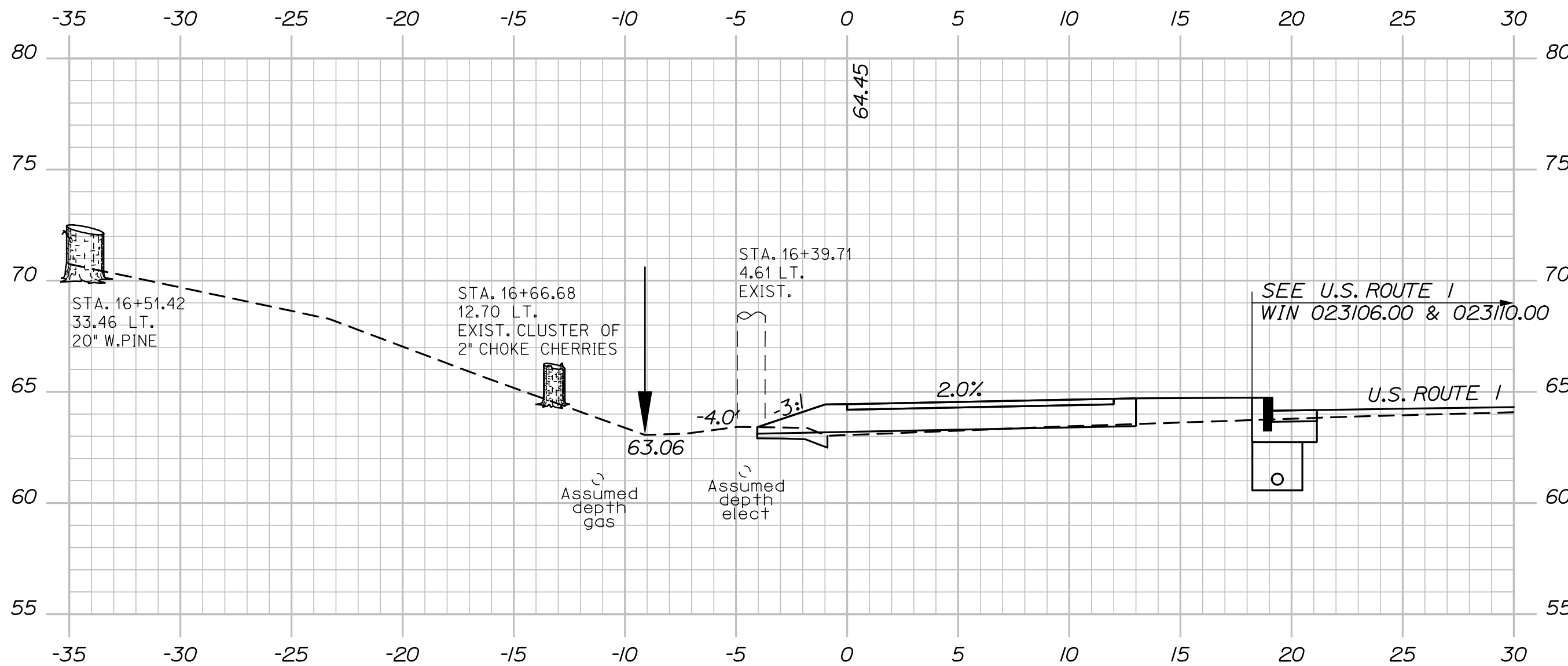
15+67.69 (SKEWED ALONG PIPE)



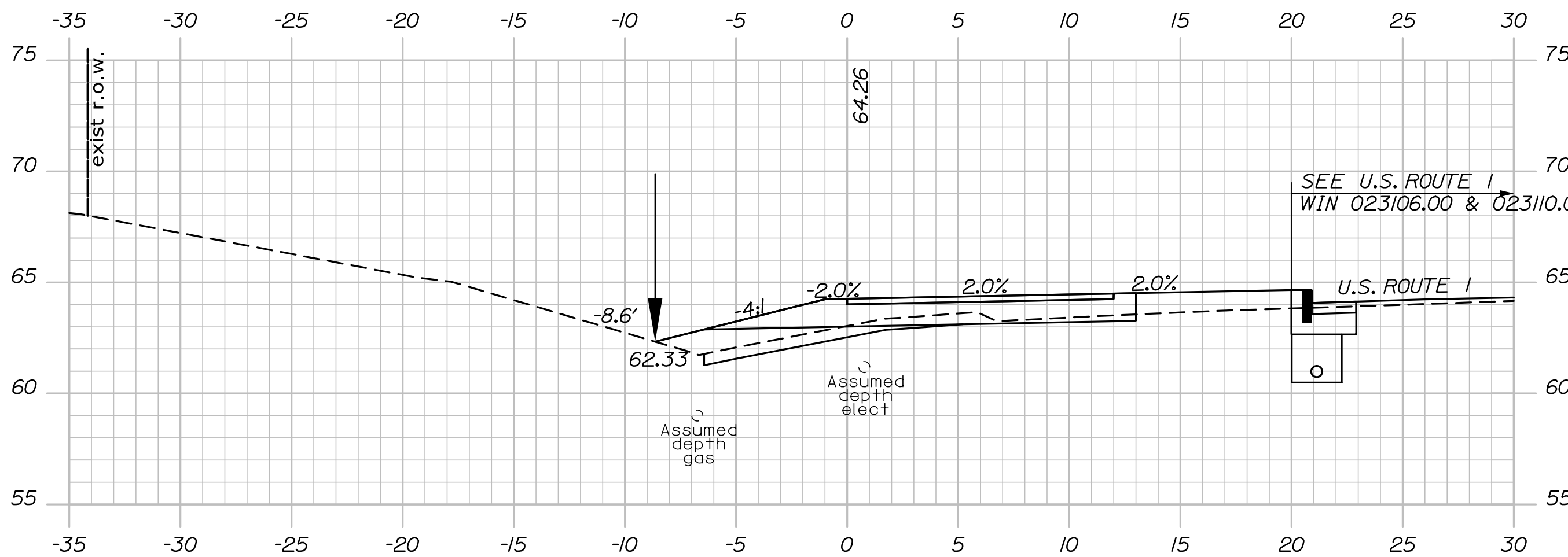
15+50.00



15+00.00



16+50.00



16+00.00



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
B. Keizer	D. Burton L. Driscoll	05/21 05/21			
CHECKED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	REVISIONS 5	REVISIONS 6
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES

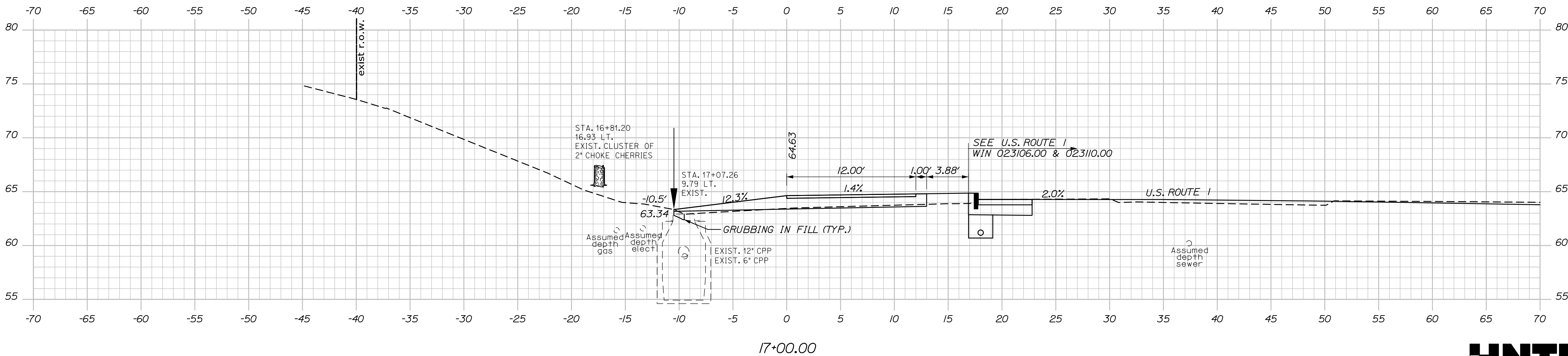
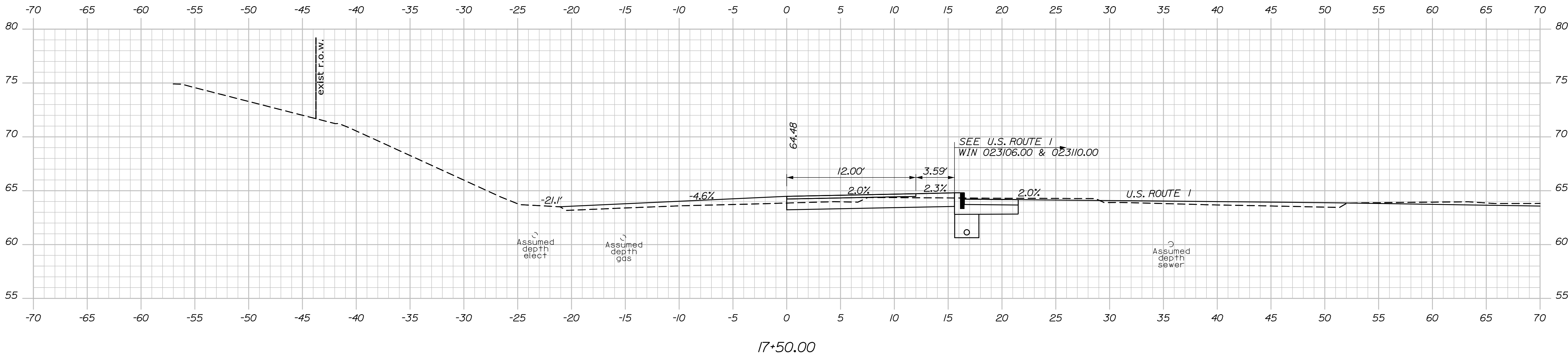
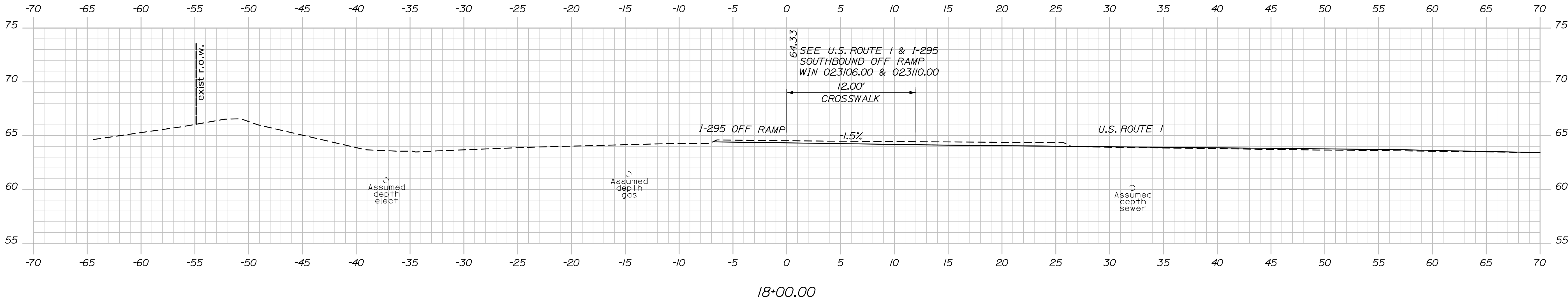
YARMOUTH
12' WIDE SHARED USE PATH
CROSS SECTIONS

Date:8/20/2021

Username:

Division:

Filename: XSECT_Bike_Path.dgn

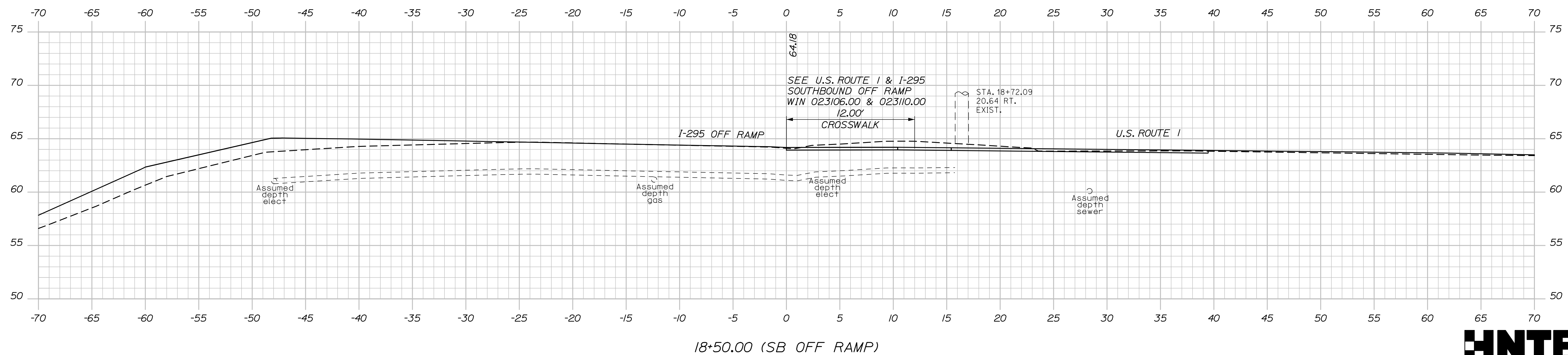


Sta. 17+00.00 to Sta. 18+00.00

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	D. Burton	05/21
CHECKED-REVIEWED	L. Driscoll	05/21
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

YARMOUTH
12' WIDE SHARED USE PATH
CROSS SECTIONS

Filename: XSECT_Bike Path.dgn



023825.00 HIGHWAY PLANS

SHEET NUMBER

25

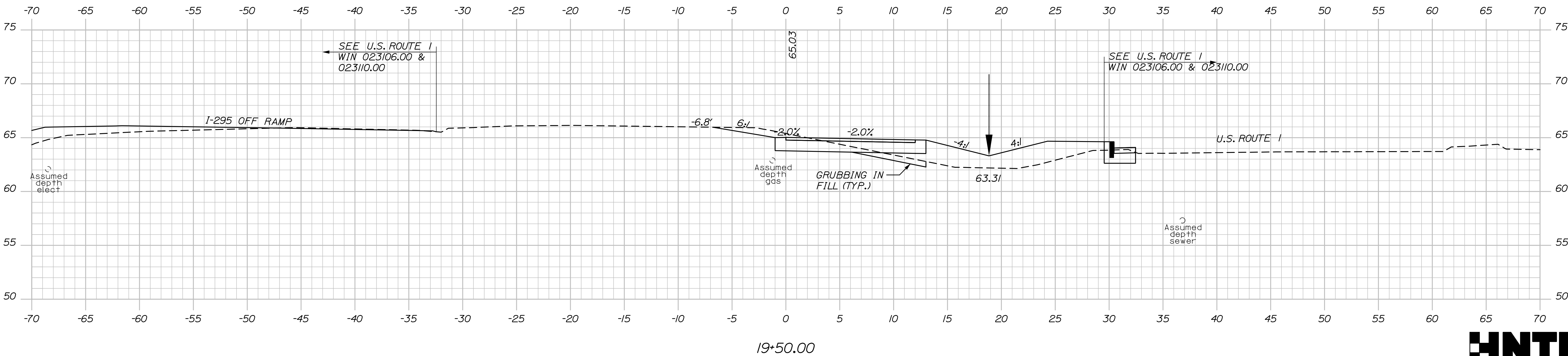
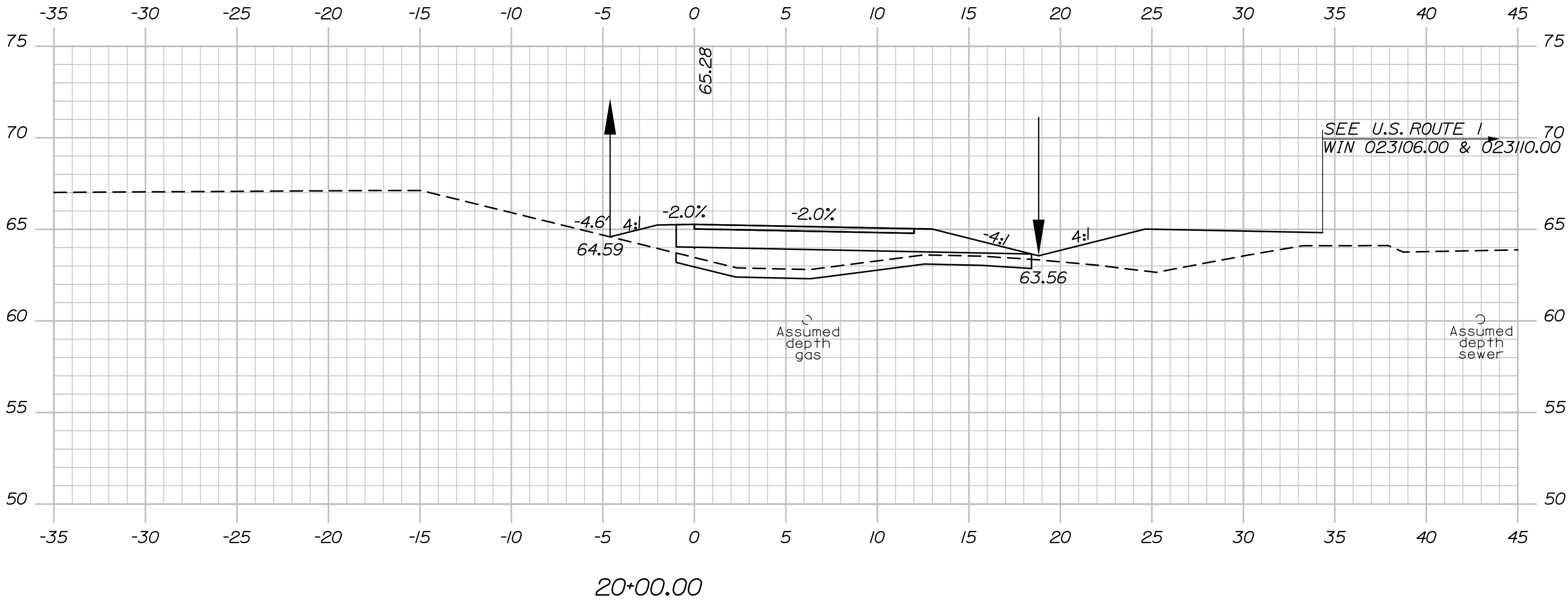
OF 37

HNTB

Sta. 18+50.00 to Sta. 19+22.82

Username: XSECT_Bike_Path.dwg/20/2021

Division:



STATE OF MAINE		DATE		BY		B. Keezer		PROJ. MANAGER	
DEPARTMENT OF TRANSPORTATION		05/21		D. Burton		K. Brown		CHECKED-REVIEWED	
02382500		05/21		L. Driscoll				DESIGN-REVIEWED	
WIN								DESIGN-REVIEWED	
023825.00								REVISIONS 1	
HIGHWAY PLANS								REVISIONS 2	
								REVISIONS 3	
								REVISIONS 4	
								FIELD CHANGES	
YARMOUTH									
12' WIDE SHARED USE PATH									
CROSS SECTIONS									
SHEET NUMBER									
26									
OF 37									

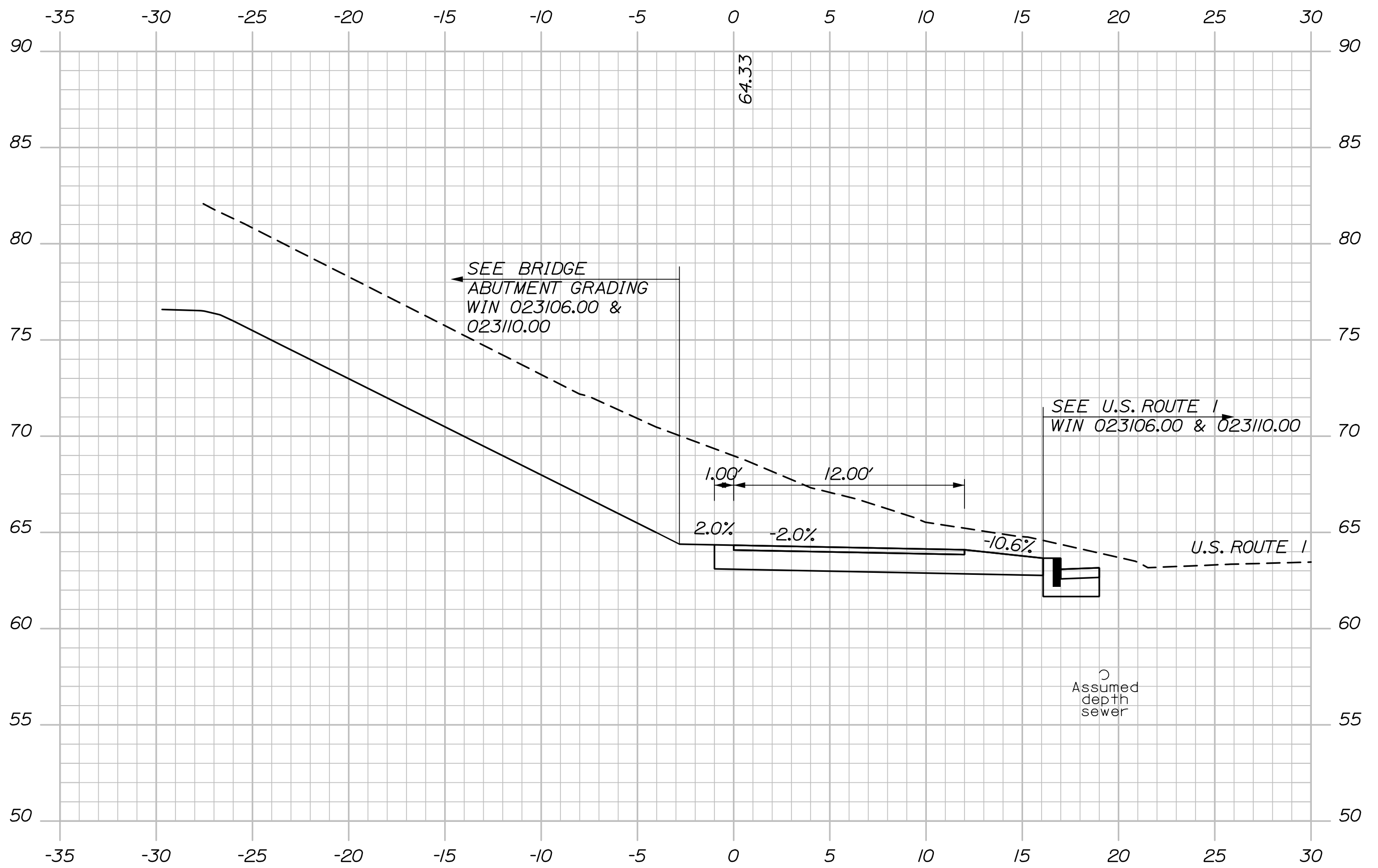
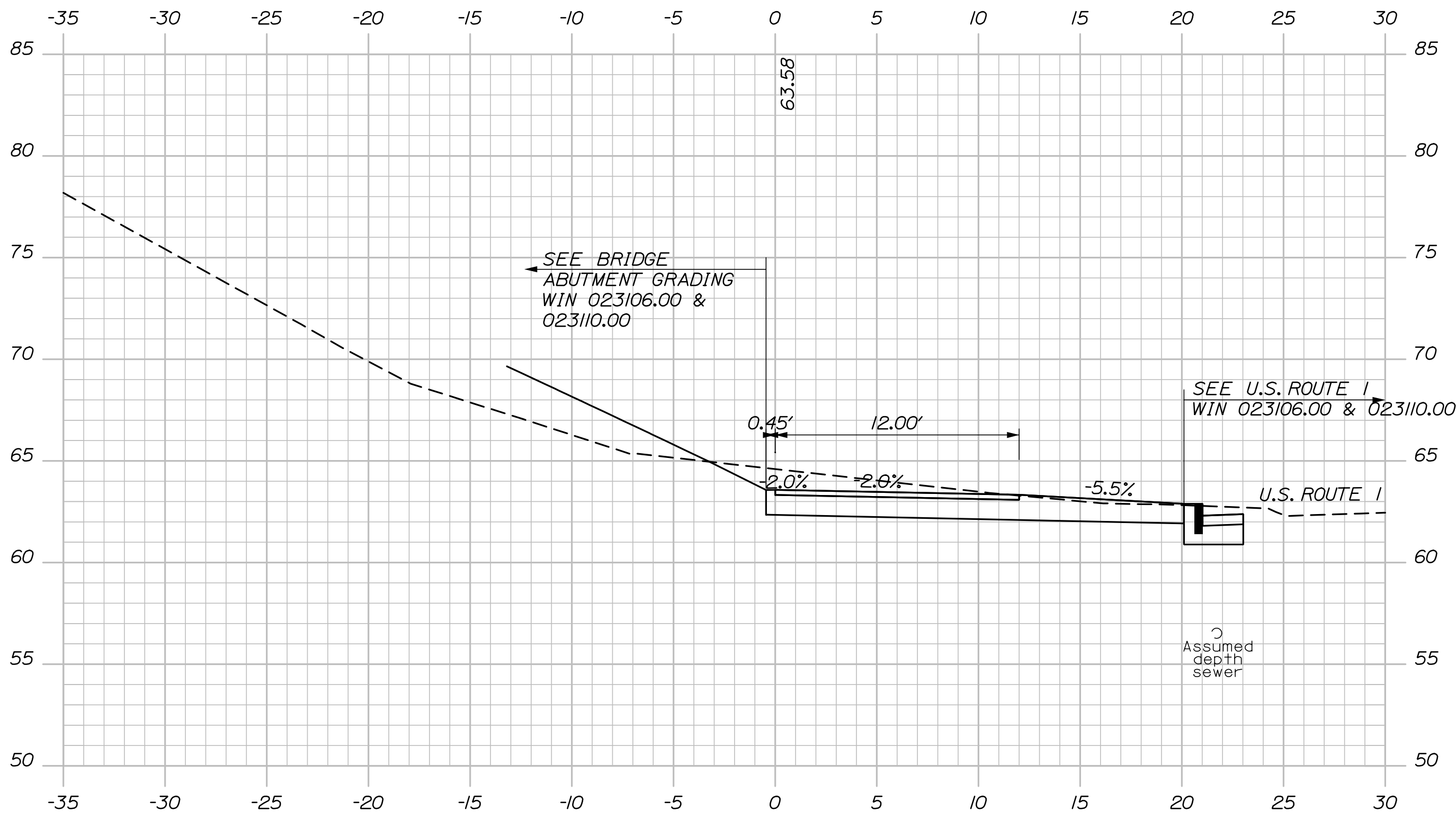
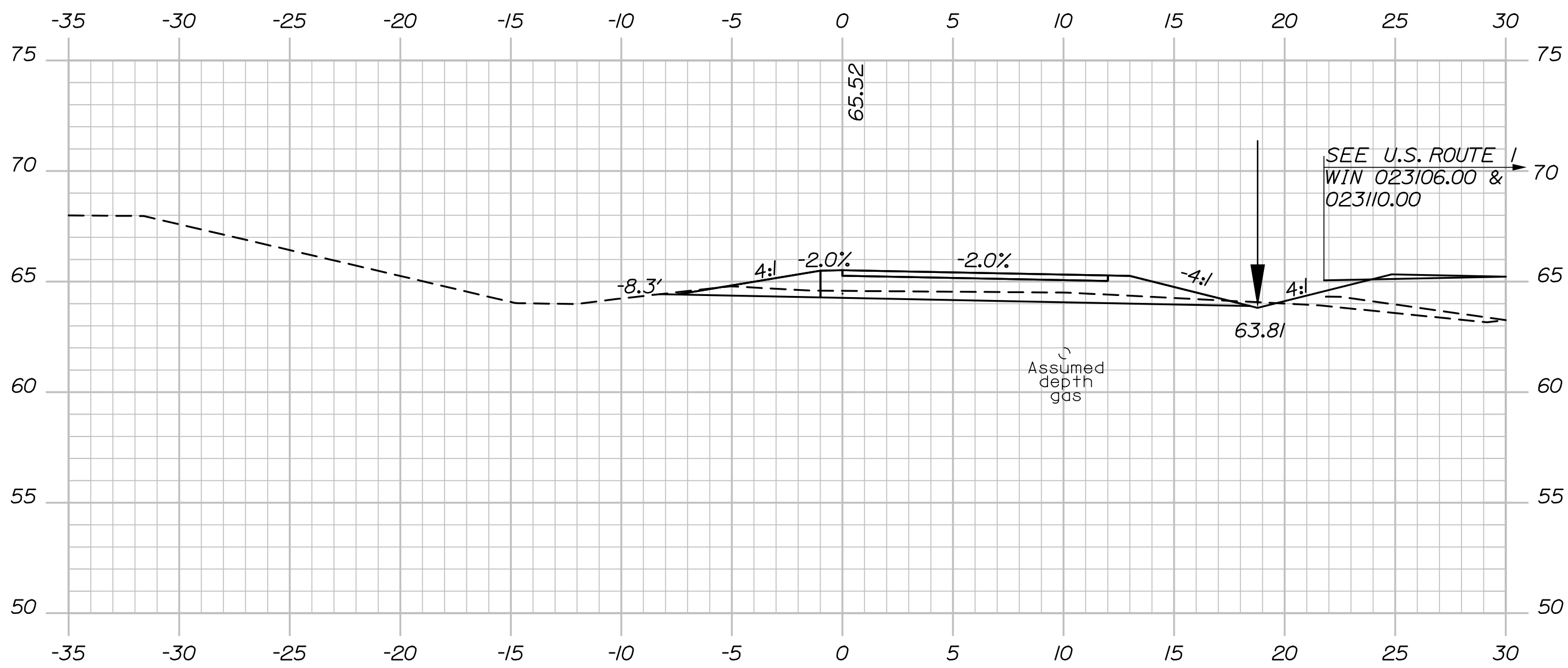
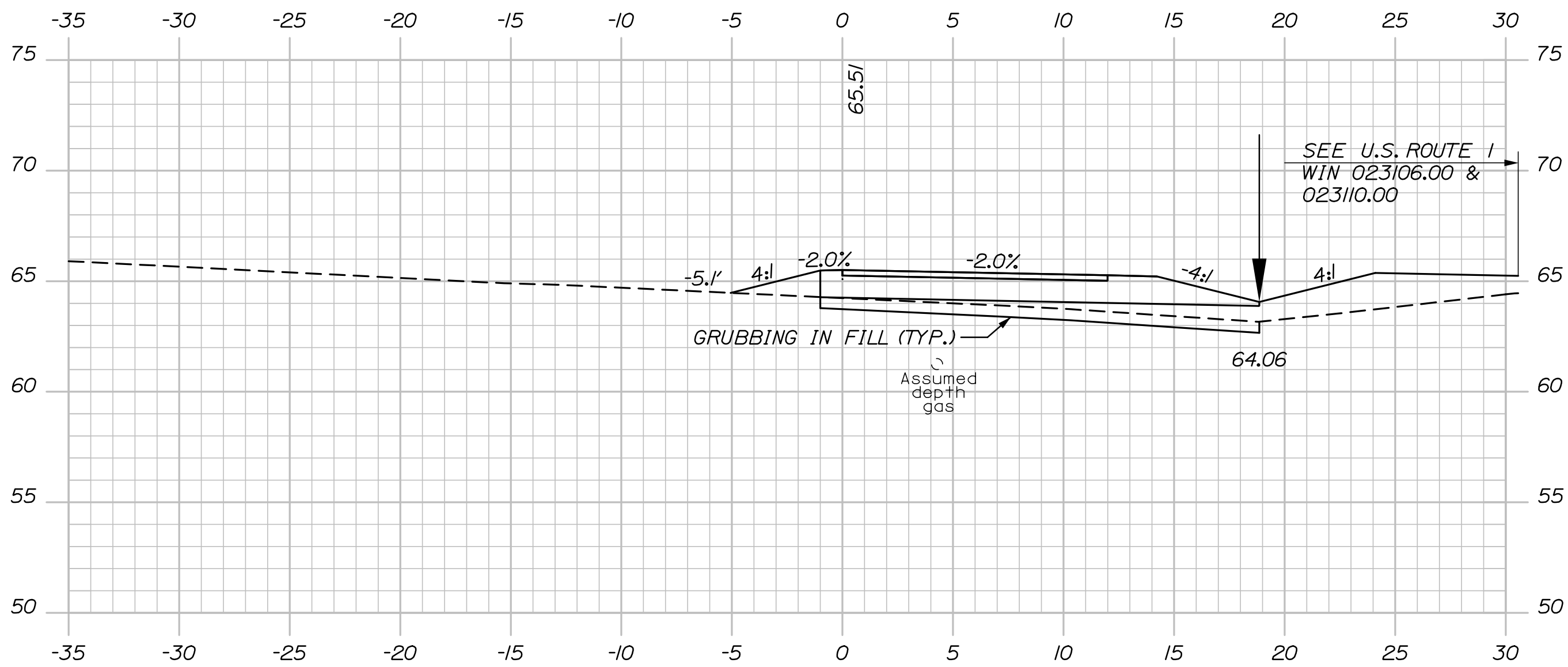
Date:8/20/2021

Username:

Division:

Filename: XSECT_Bike_Path.dgn

SEE WIN 023106.00 & 023110.00 FOR SHARED
USE PATH STA. 21+00 TO 26+00



STATE OF MAINE			
DEPARTMENT OF TRANSPORTATION			
02382500			
WIN 023825.00			
HIGHWAY PLANS			
YARMOUTH			
12' WIDE SHARED USE PATH			
CROSS SECTIONS			
SHEET NUMBER			
27			
OF 37			
Sta. 20+50.00 to Sta. 26+50.00			

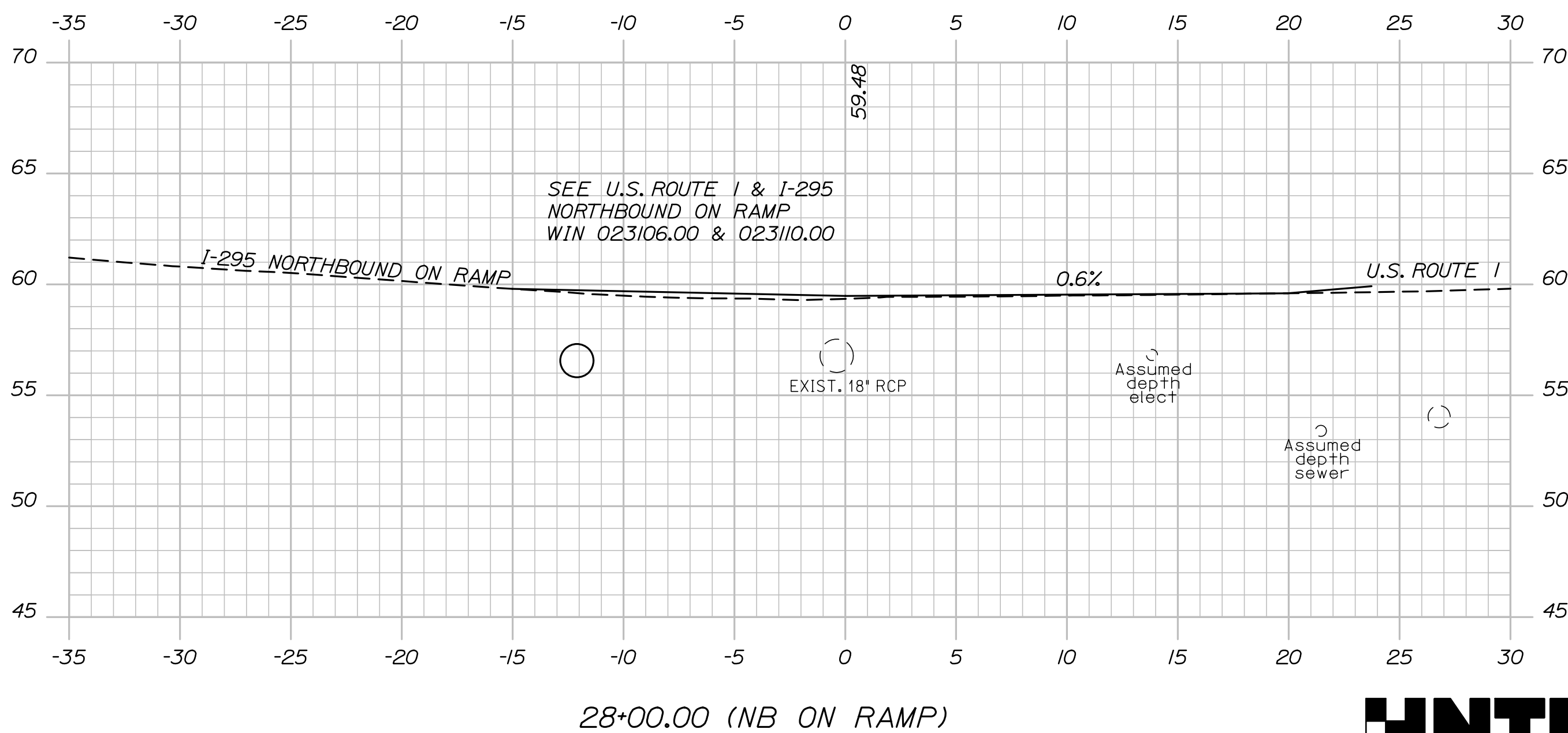
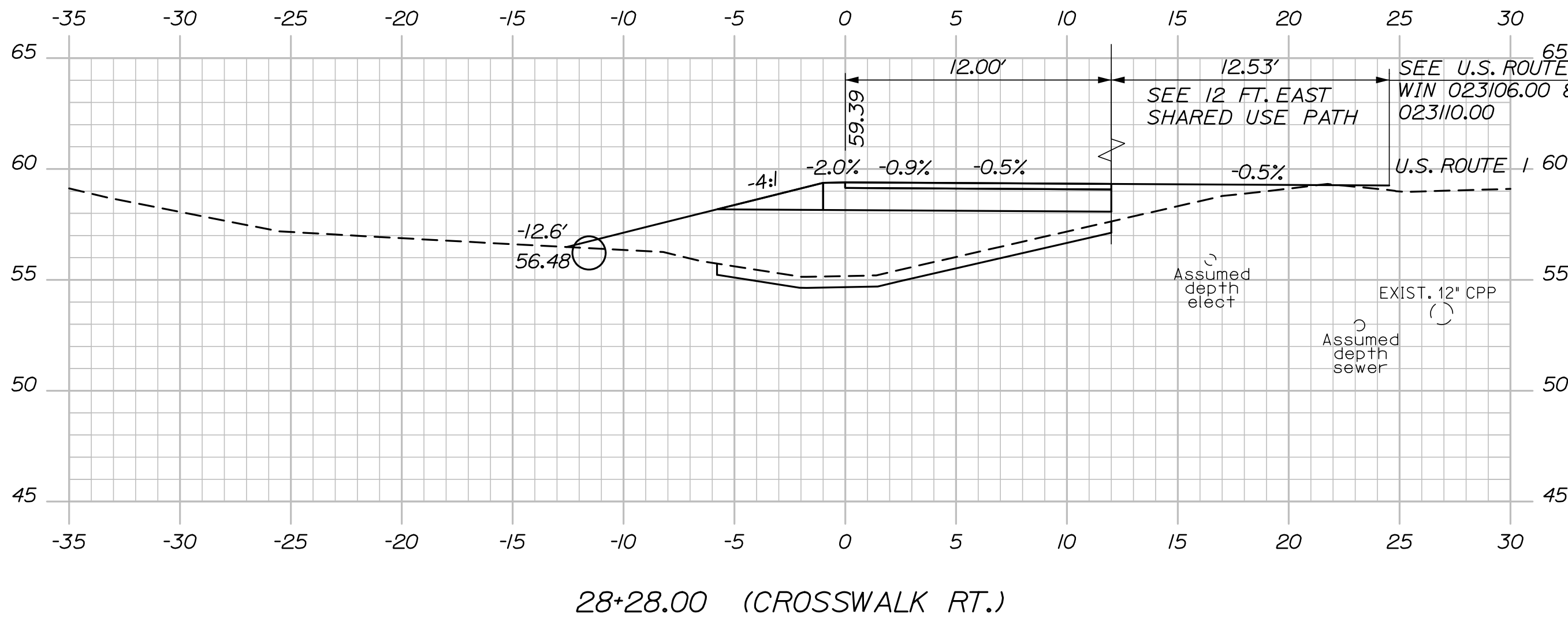
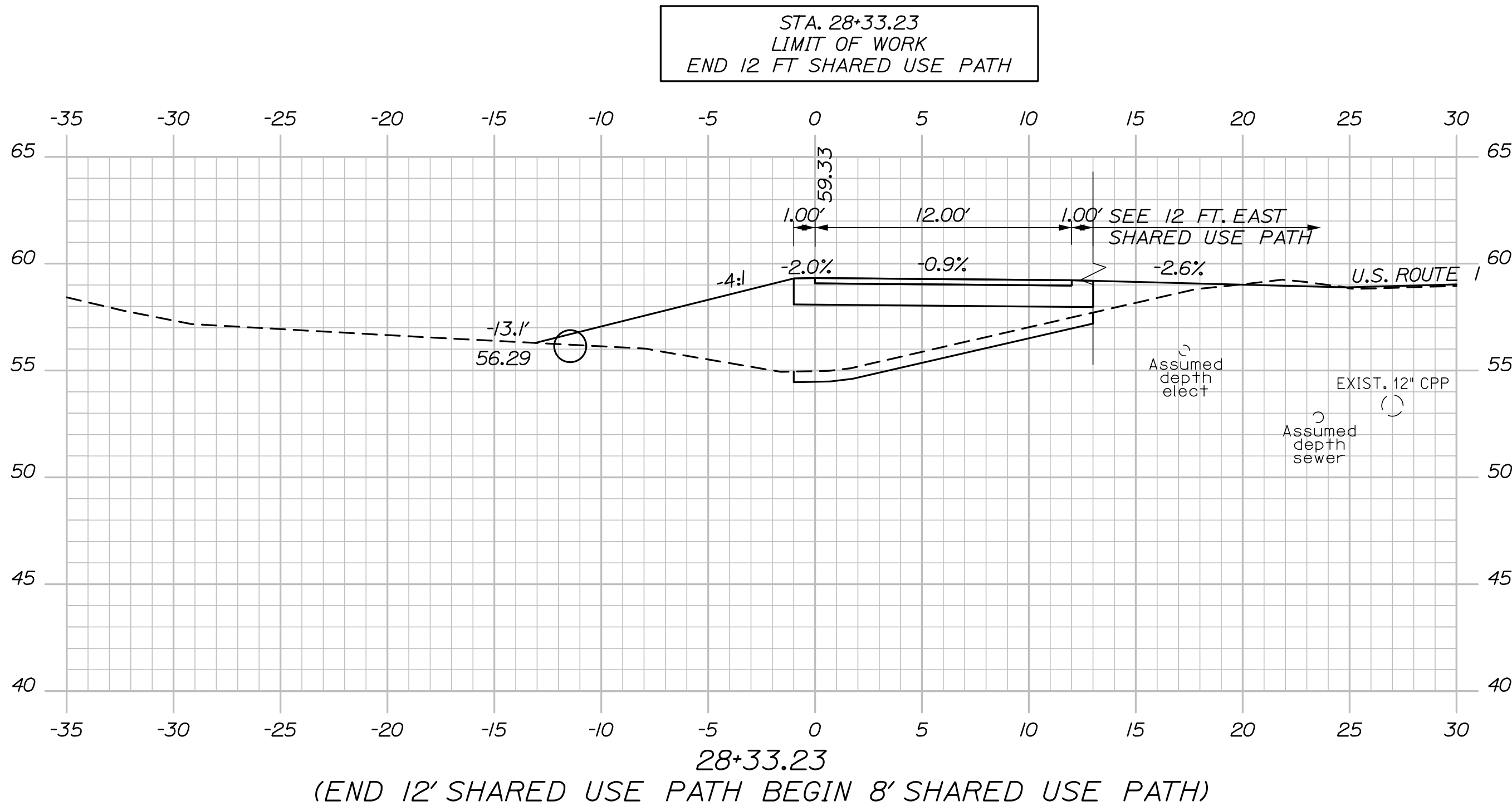
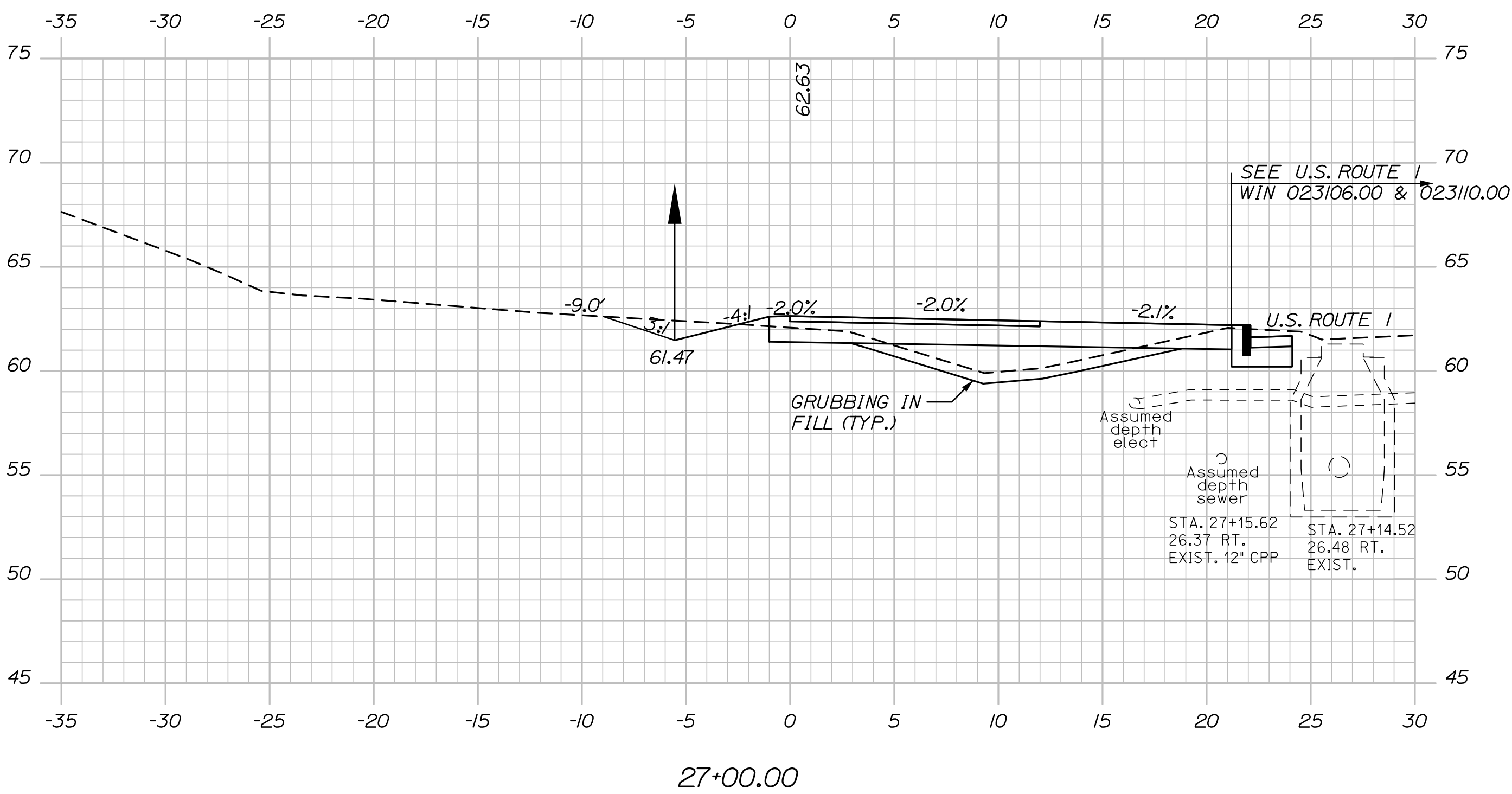
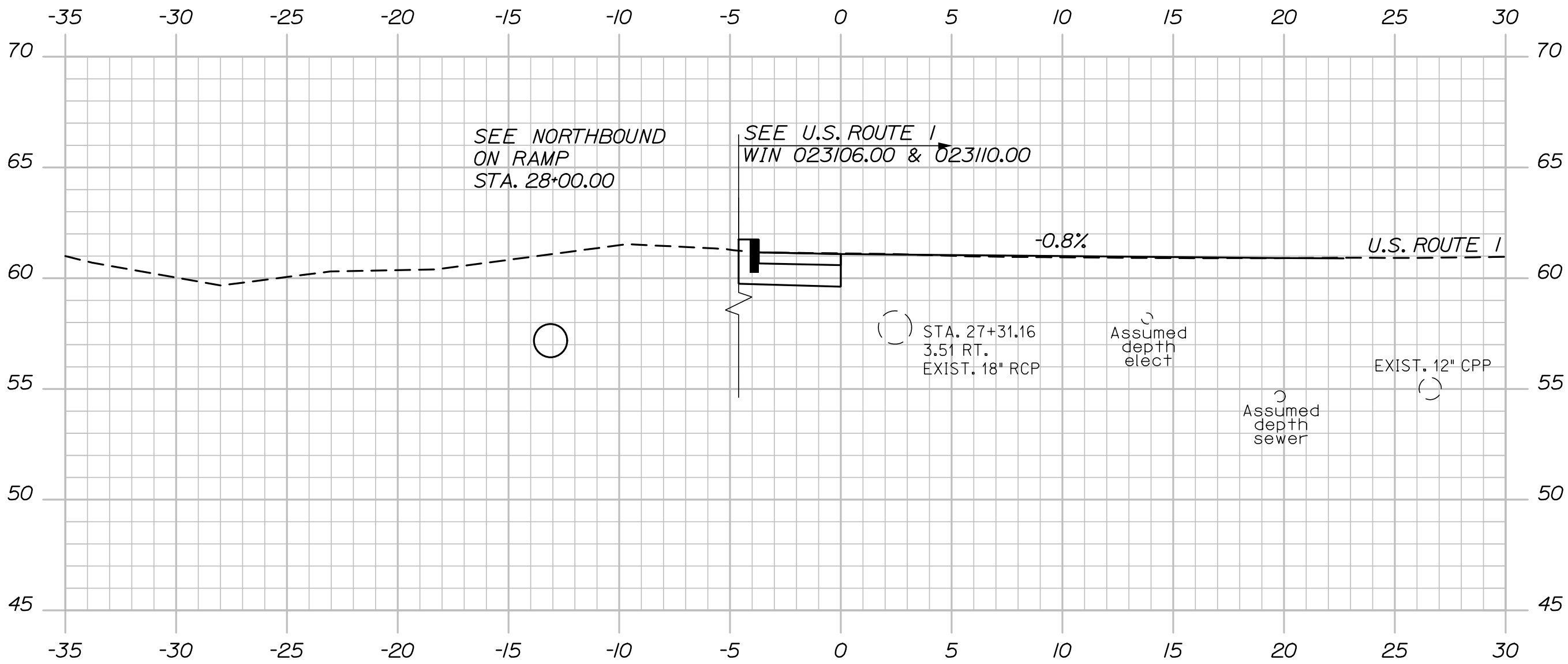
PROJ. MANAGER	CHECKED-DETAILED	DESIGNED-DETAILED	DESIGNED-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
B. Keizer	D. Burton	L. Driscoll						
BY	DATE	SIGNATURE	P.E. NUMBER	DATE				
D. Burton	05/21							
L. Driscoll	05/21							

Date:8/20/2021

Username:

Division:

Filename: XSECT_Bike_Path.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02382500

WIN
023825.00

HIGHWAY PLANS

YARMOUTH
12' WIDE SHARED USE PATH

CROSS SECTIONS

SHEET NUMBER

28

OF 37

PROJ. MANAGER	CHECKED-REVIEWED	DESIGNED-DETAILED	DESIGNED-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
B. Keizer	D. Burton	L. Driscoll						
BY	DATE	SIGNATURE	P.E. NUMBER	DATE				
	05/21							
	05/21							

Sta. 27+00.00 to Sta. 28+33.23

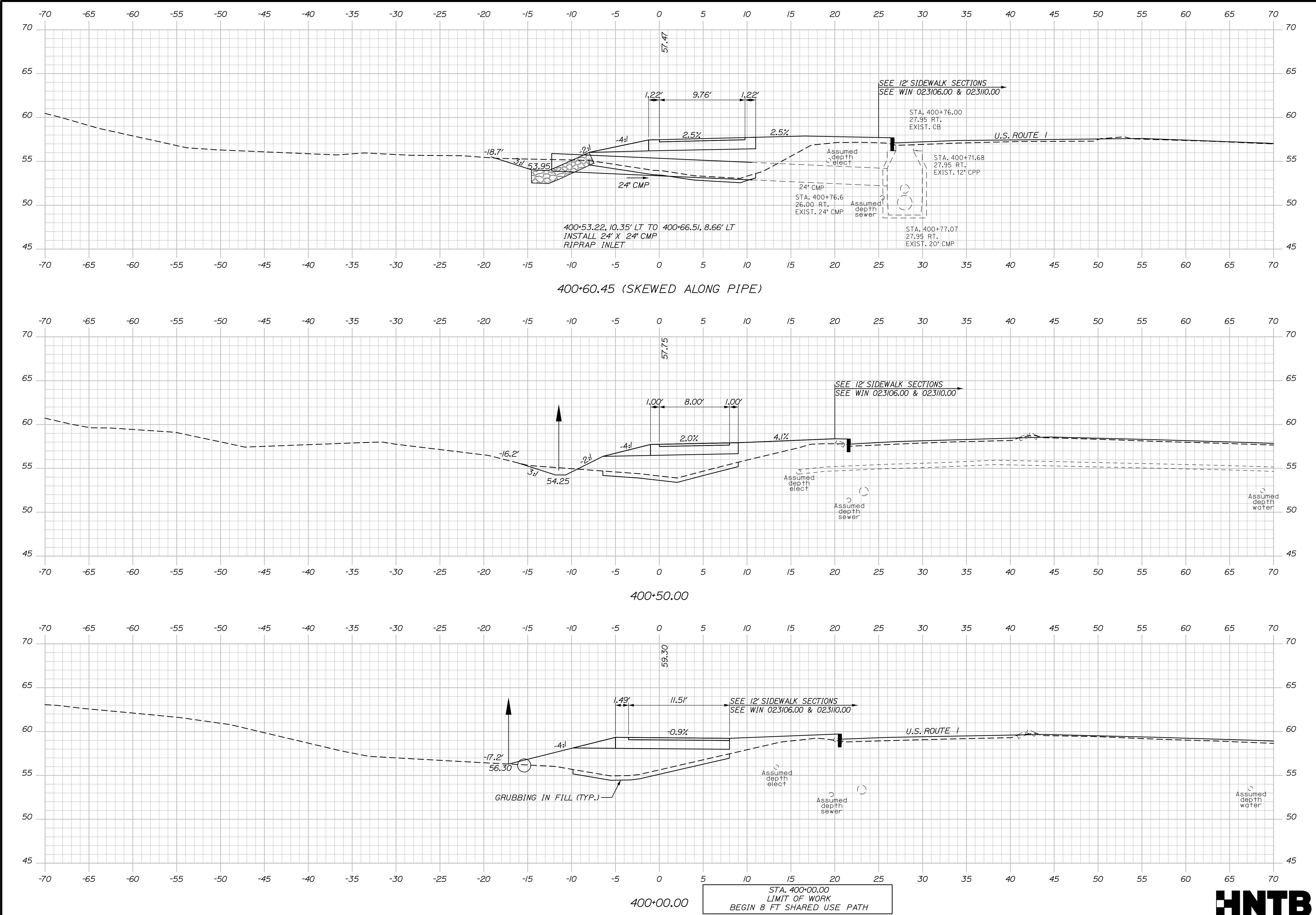
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Date:8/20/2021

Username:

Division:

Filename: XSECT_Bike 8' Path.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

02382500

WIN
023825.00

HIGHWAY PLANS

YARMOUTH
8' WIDE SHARED USE PATH

CROSS SECTIONS

SHEET NUMBER

31

OF 37

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
B. Keizer	D. Burton	05/21			
CHECKED-REVIEWED K. Brown	L. Driscoll	05/21			
DESIGN-DETAILED					
DESIGN-DETAILED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

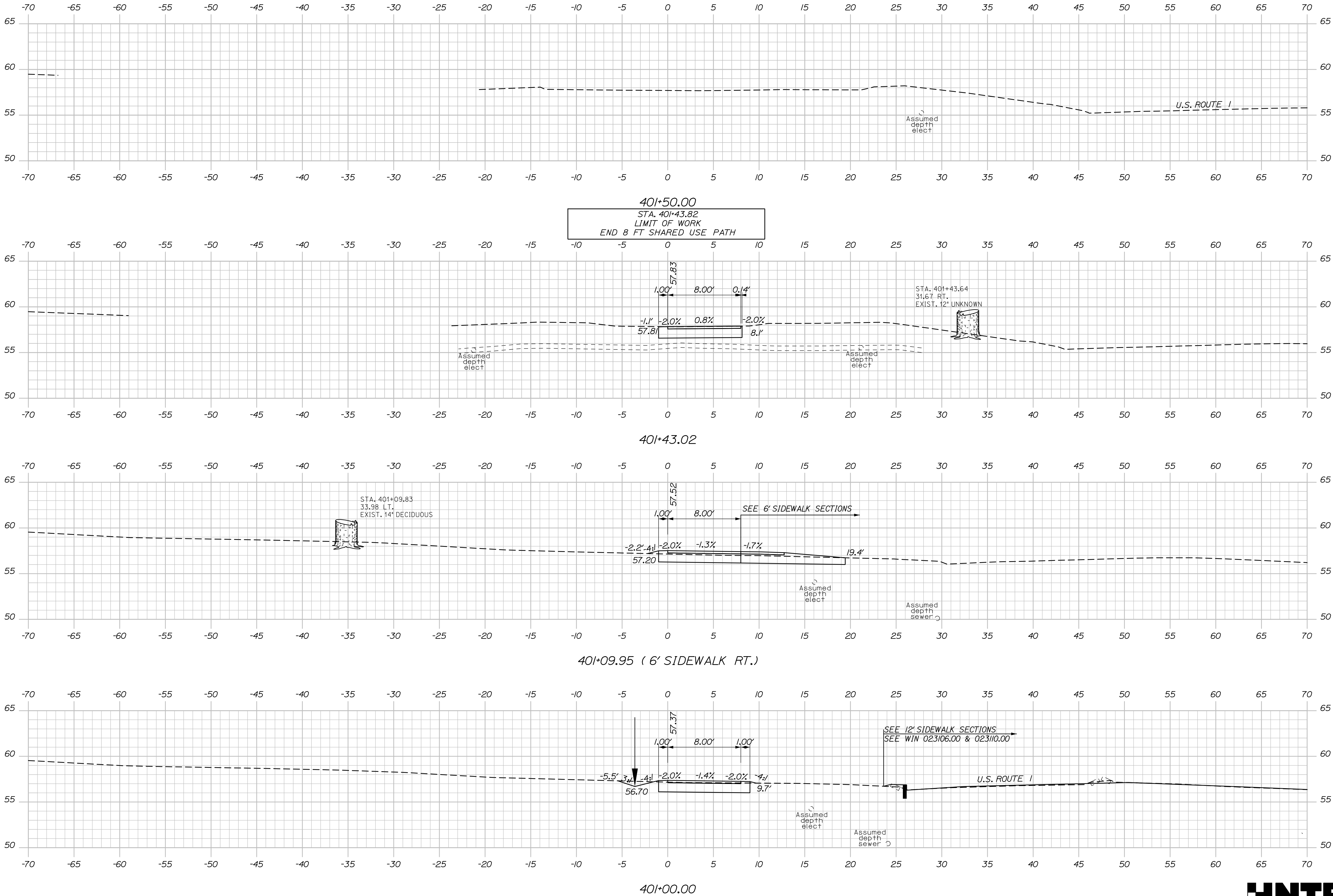


Date:8/20/2021

Username:

Division:

Filename: XSECT_Bike 8' Path.dgn



PROJ. MANAGER	BY	DATE
DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	B. Keezer D. Burton L. Driscoll	05/21 05/21

SIGNATURE	P.E. NUMBER	DATE

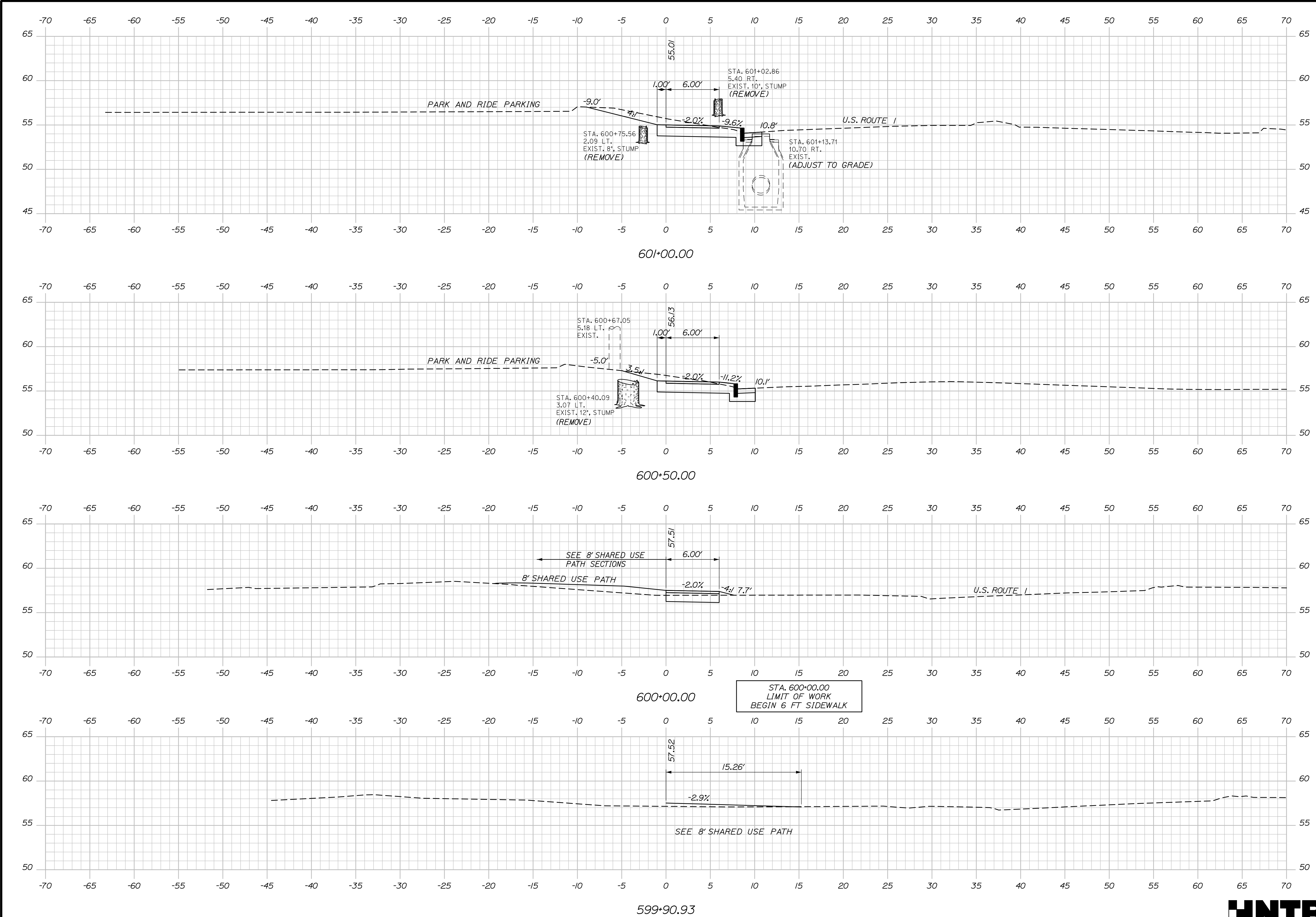
YARMOUTH
8' WIDE SHARED USE PATH
CROSS SECTIONS

Date:8/20/2021

Username:

Division:

Filename: XSECT_Bike 6' Path.dgn



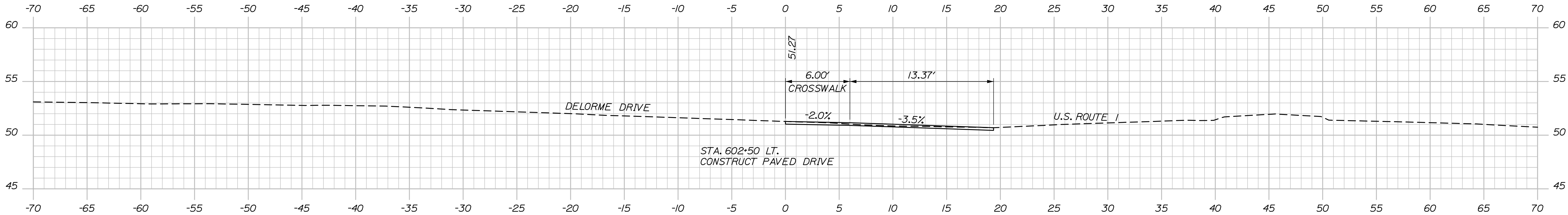
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		02382500		WIN 023825.00		HIGHWAY PLANS	
YARMOUTH 6' SIDEWALK		CROSS SECTIONS		SHEET NUMBER 33 OF 37		SIGNATURE P.E. NUMBER DATE	
PROJ. MANAGER DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES		BY D. Burton L. Driscoll		DATE 05/21 05/21		DATE	

Date:8/20/2021

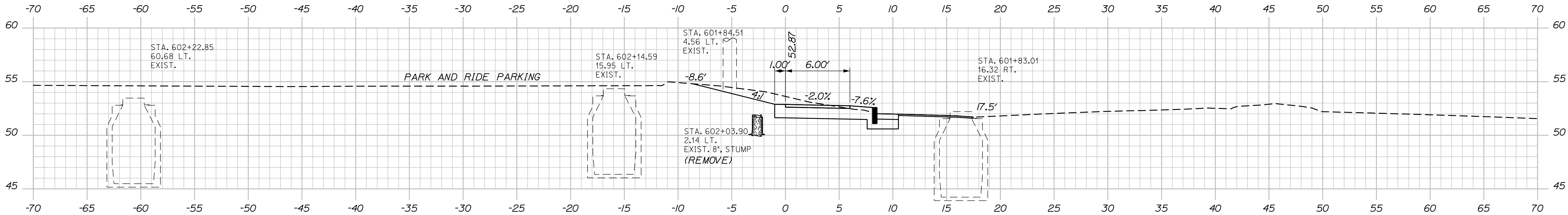
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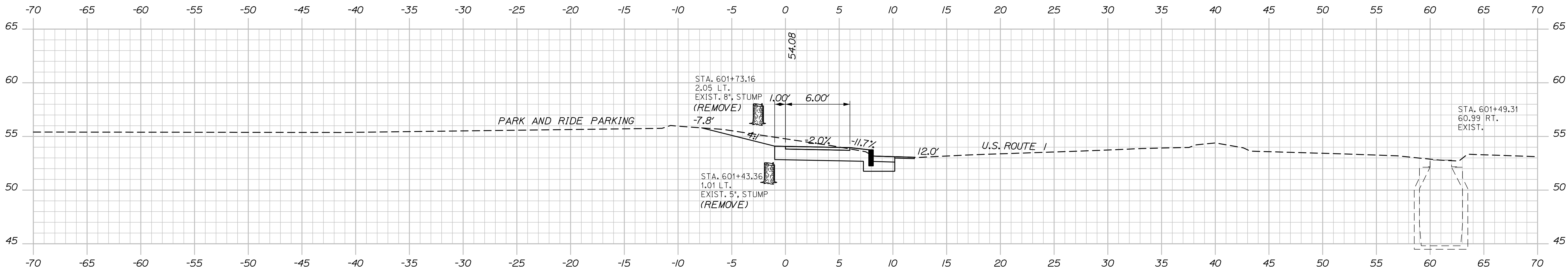
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602+50.00 (PARK & RIDE)



602+00.00



601+50.00



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
02382500	
WIN	023825.00
HIGHWAY PLANS	

SIGNATURE	
P.E. NUMBER	
DATE	
DATE	05/21
BY	D. Burton
PROJ. MANAGER	B. Keezer
CHECKED-DETAILED	K. Brown
DESIGN-DETAILED	L. Driscoll
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

YARMOUTH 6' SIDEWALK	
CROSS SECTIONS	

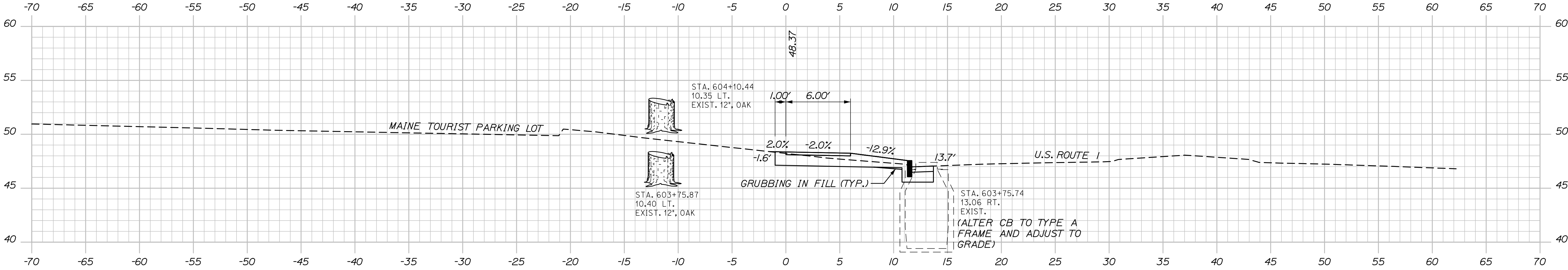
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OF 37	

Date:8/20/2021

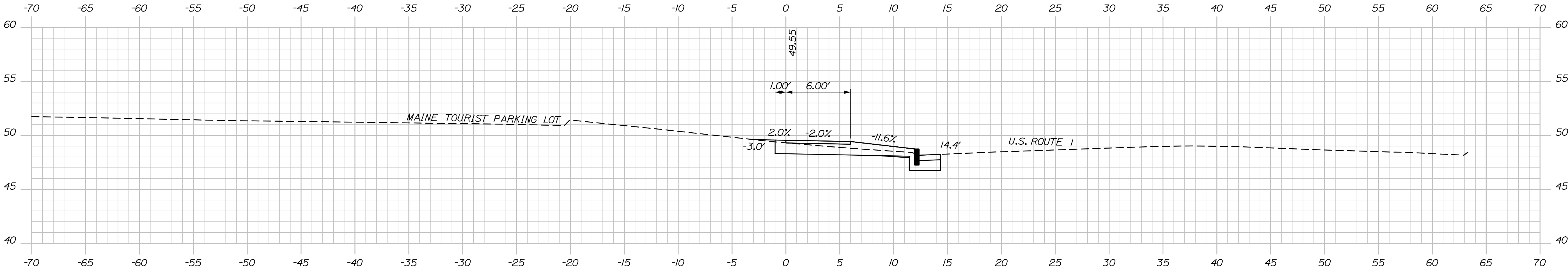
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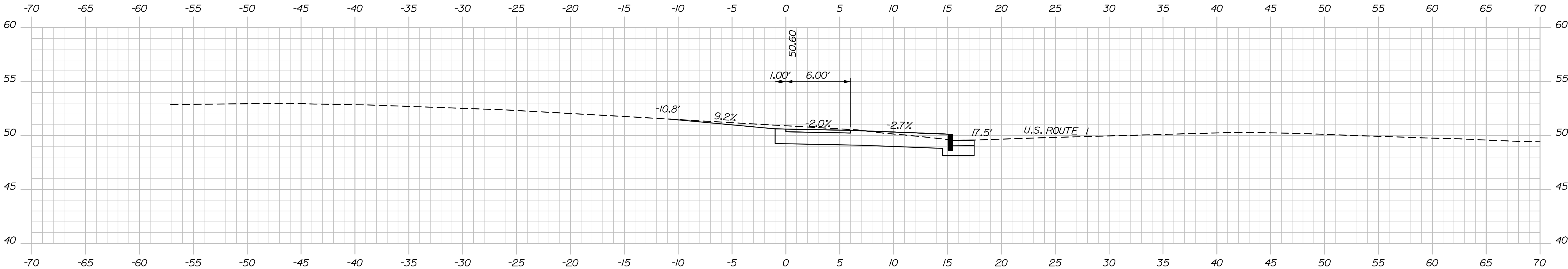
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604+00.00



603+50.00



603+00.00



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
02382500	
WIN	023825.00
HIGHWAY PLANS	

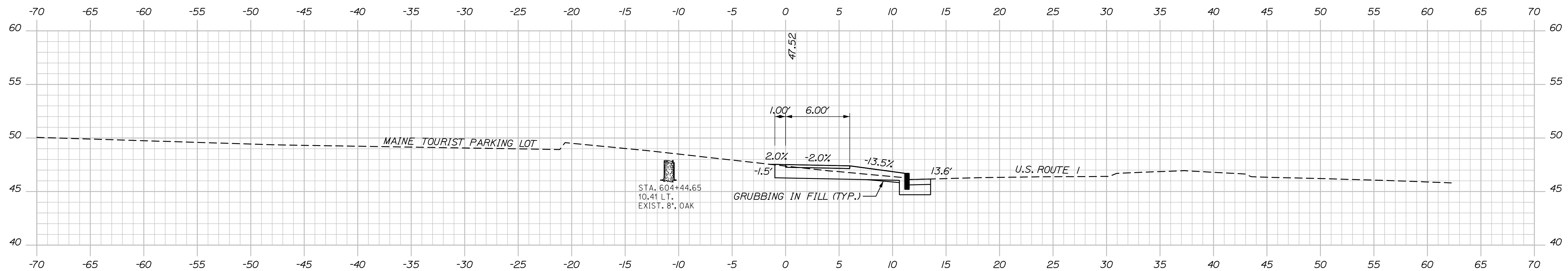
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PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	D. Burton	05/21
CHECKED-REVIEWED	L. Driscoll	05/21
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

YARMOUTH 6' SIDEWALK	
CROSS SECTIONS	

SHEET NUMBER	
35	
OF 37	

Filename: XSECT_Bike 6' Path.dgn



SHEET NUMBER
36
OF 37

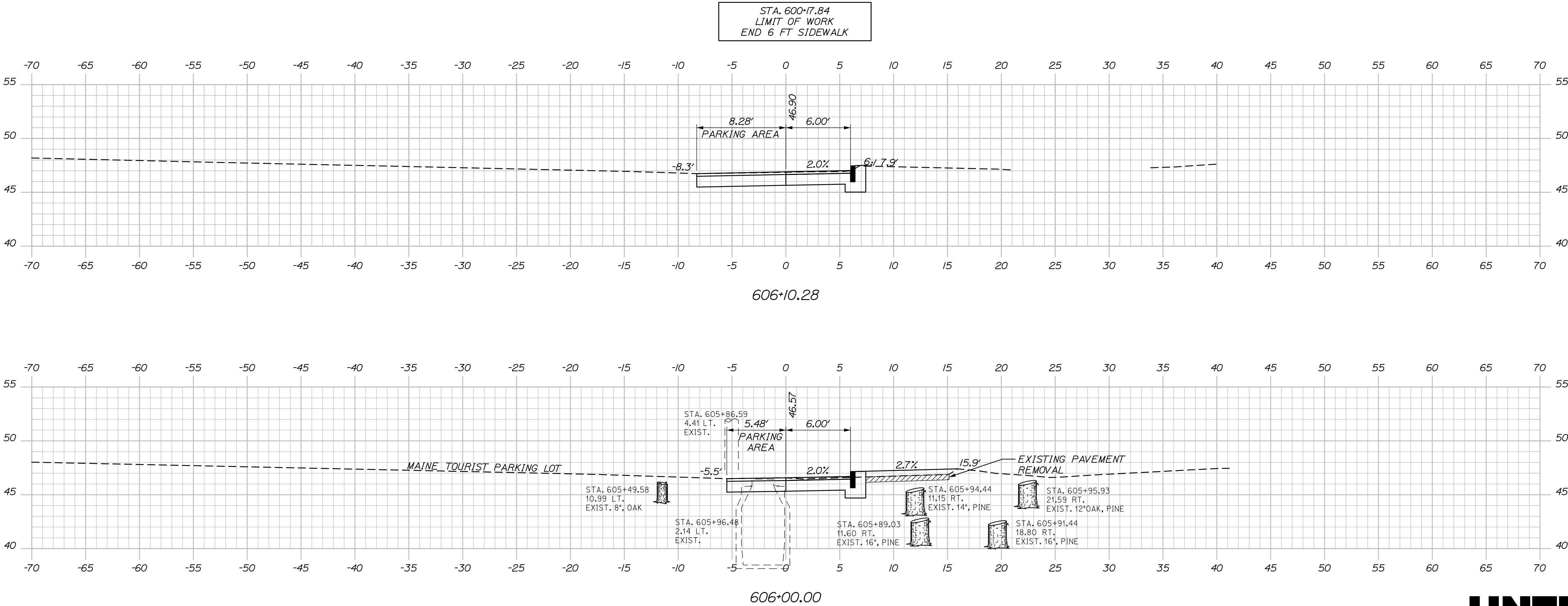
Sta. 604+50.00 to Sta. 605+50.00

Date:8/20/2021

Username:

Division:

Filename: XSECT_Bike 6' Path.dgn



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
02382500	
WIN	023825.00
HIGHWAY PLANS	

SIGNATURE	
P.E. NUMBER	
DATE	

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	D. Burton	05/21
CHECKED-REVIEWED	L. Driscoll	05/21
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

YARMOUTH 6' SIDEWALK	CROSS SECTIONS
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SHEET NUMBER
37
OF 37