

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



SKOWHEGAN

SOMERSET COUNTY

U.S. ROUTE 2 \ U.S. ROUTE 201

FEDERAL AID PROJECT NO. 2433900

PROJECT LENGTH : 0.03 MILES

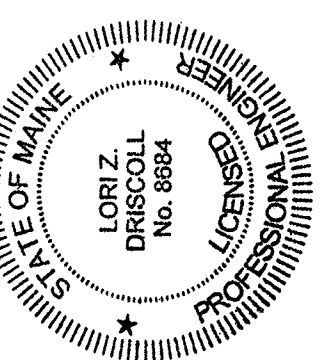
PLAN LEGEND

| | | | | |
|----------------------------|-----------------------|-----------------------------|------------------------|------------|
| 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 Existing | ----- | 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 | ⊕ Conifer ⊕ Deciduous | Centerline-Existing | ----- | |
| Tree Line | ----- | Centerline-Proposed | ----- | |
| Clearing Limit Line | ----- | Travelway-Existing | ----- | |
| Railroad | ----- | Travelway-Proposed | ----- | |
| Boring | ⊕ HB-XXX-### | Probe | ⊕ P-#.##X | |
| Pavement Core | ● PC-# | ## = Depth | X = W (Weathered Rock) | |
| Test Pit | ⊕ TP-XXX-### | R (Refusal) | ⊕ | |
| | | NR (No Refusal) | ⊕ | |

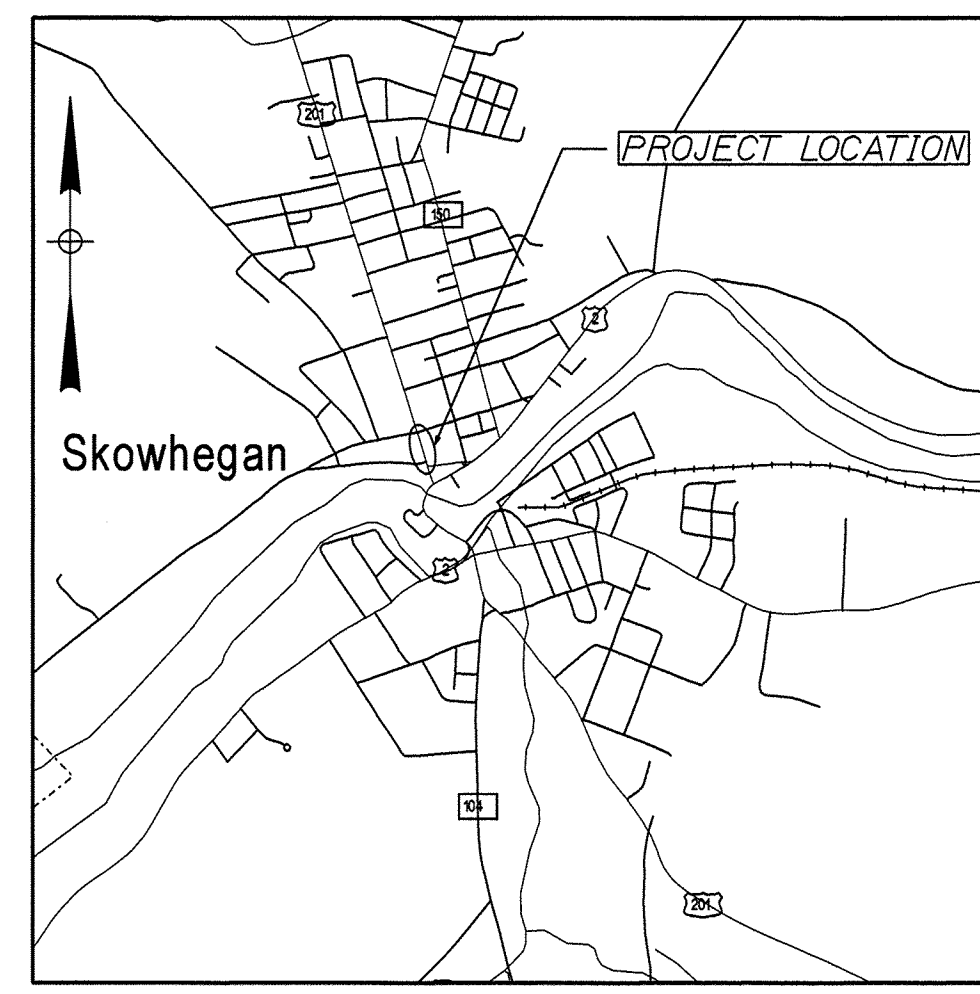
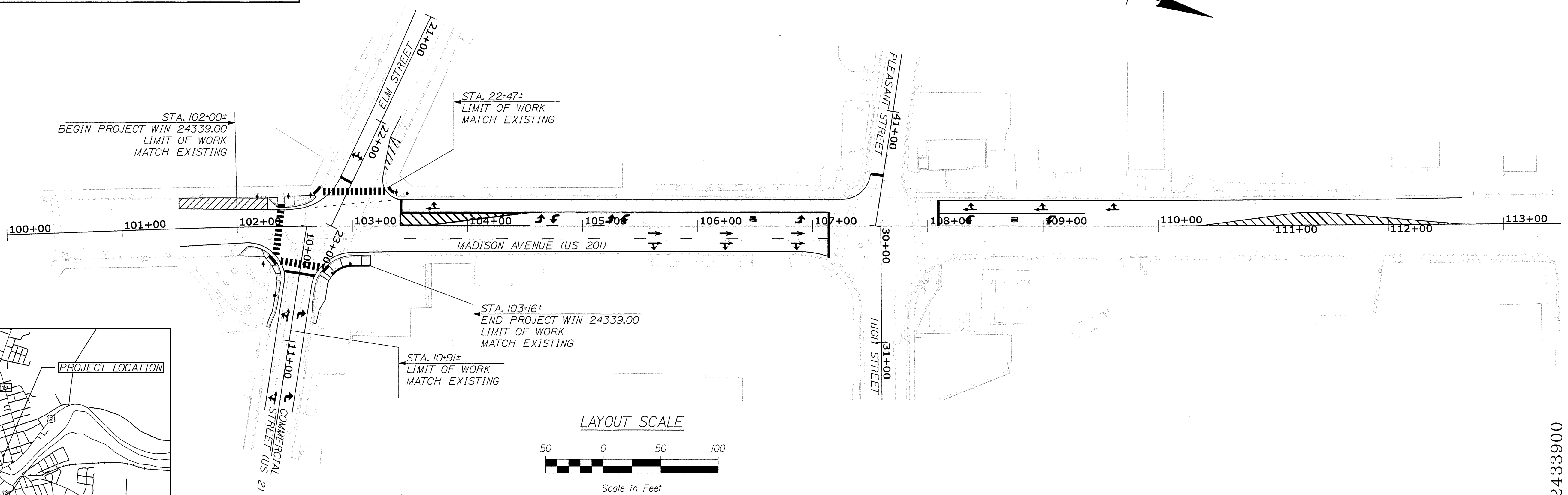
INDEX OF SHEETS

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|----------------------------|-----------|
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| General Plan | 4 |
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| Geometric Plan | 10 |
| Cross Sections | 11-16 |
| Right of Way Map | 17-18 |

| | | |
|--|----------------------|----------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | APPROVED | DATE |
| | <i>[Signature]</i> | 12-19-25 |
| | ACTING COMMISSIONER: | 12-19-25 |
| | CHIEF ENGINEER: | |



| | |
|--------------------|-------------|
| <i>[Signature]</i> | SIGNATURE |
| 8684 | P.E. NUMBER |
| 12/15/2025 | DATE |



| TRAFFIC DATA | MADISON N/O ELM | COMMERCIAL E/O MADISON | ELM W/O MADISON |
|---------------------|-----------------|------------------------|-----------------|
| Current (2026) AADT | 12,710 | 8,720 | 1,330 |
| Future (2038) AADT | 13,470 | 9,240 | 1,380 |
| Future (2046) AADT | 13,980 | 9,590 | 1,430 |
| DHV - % of AADT | 9% | 9% | 11% |
| Design Hour Volume | 1,253 | 821 | 161 |
| Design Speed (mph) | 25 | 25 | 25 |
| Corridor Priority | 1 | 1 | 5 |

| | |
|--------------------------|---|
| PROJECT LOCATION: | Intersection of Elm Street, Madison Avenue, and Commercial Street and intersection of Madison Avenue, High Street, and Pleasant Street in Skowhegan |
| PROGRAM AREA: | Multimodal Program |
| SCOPE OF WORK: | Temporary Signal Installation and Associated Spot Improvements. |

| | |
|-------------------------|----------------|
| PROGRAM | Multimodal |
| PROJECT MANAGER | A. Corneau, II |
| DESIGNER | L. Driscoll |
| CONSULTANT | HNTB |
| PROJECT RESIDENT | |
| CONTRACTOR | |
| PROJECT COMPLETION DATE | |

SKOWHEGAN
U.S. RTE 2 \ U.S. RTE 201
TITLE SHEET

SHEET NUMBER

1

OF 18

WIN 024339.00 2433900

Date: 12/16/2025

Username:

Division:

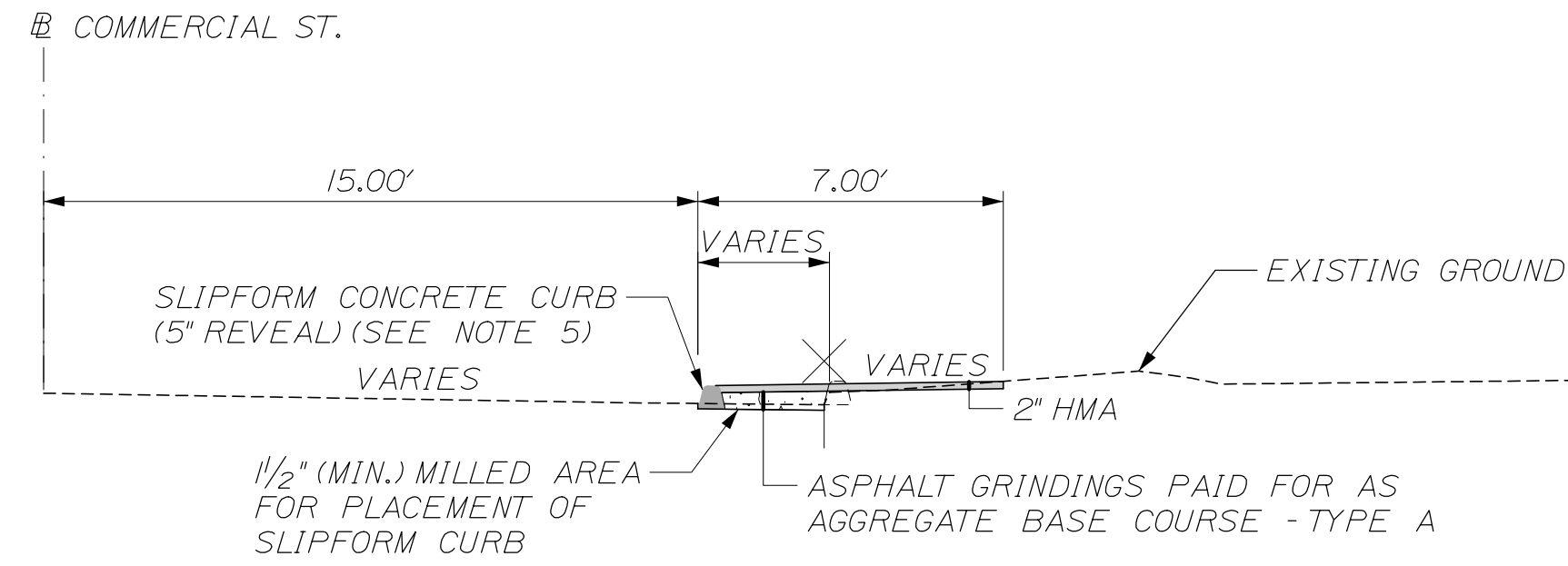
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Date: 12/16/2025

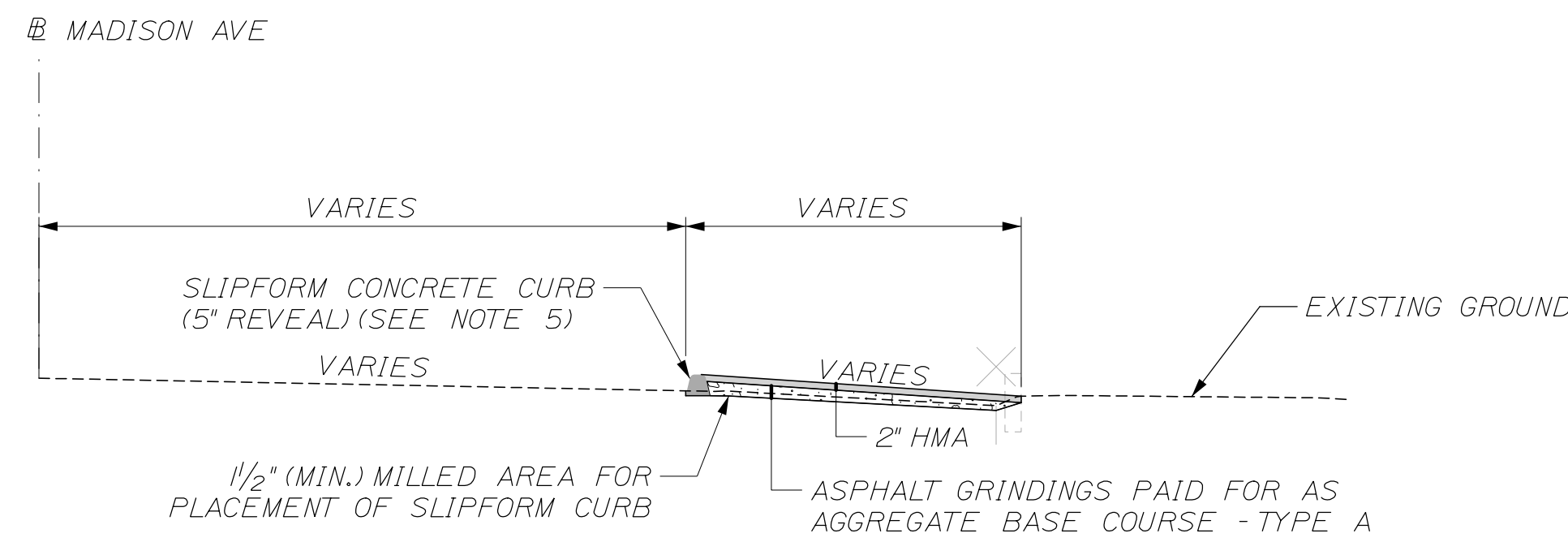
Username:

Division:

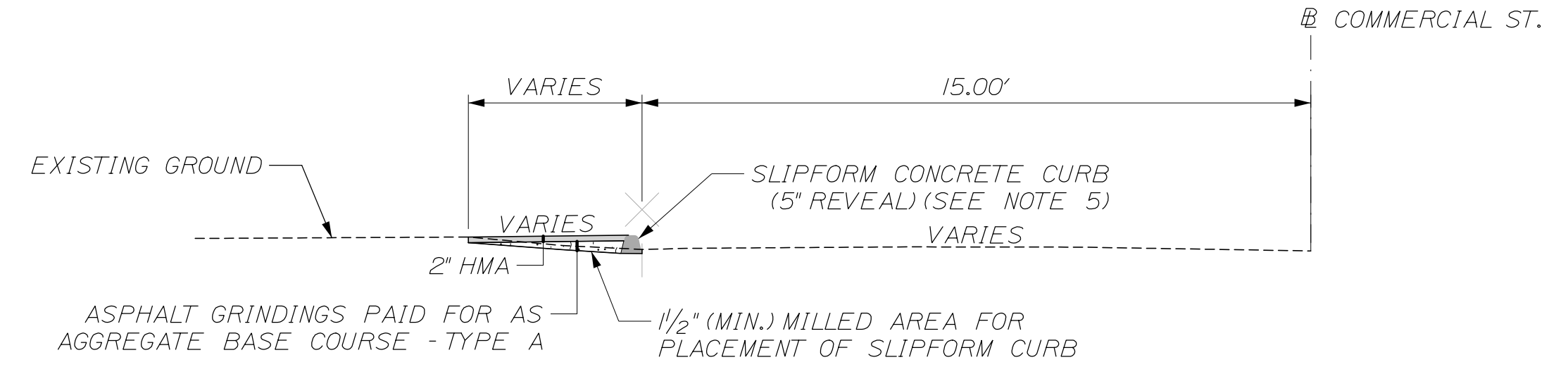
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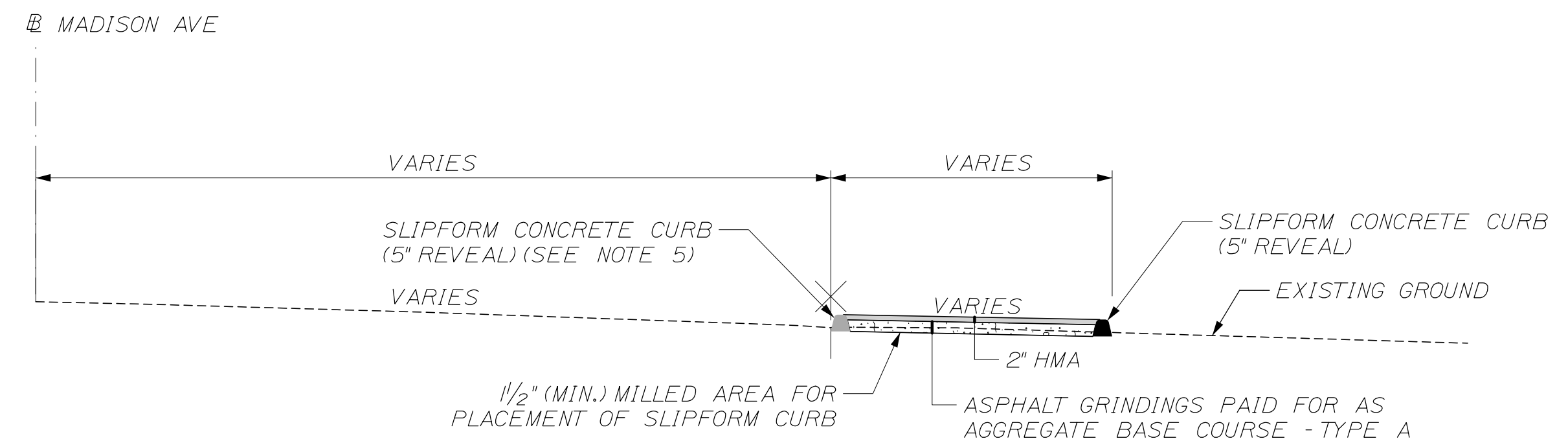
COMMERCIAL STREET RT. & MADISON AVENUE LT.



MADISON AVENUE RT.



COMMERCIAL STREET LT.



MADISON AVENUE RT.
(BACK CURB SECTION)

NOTE:

1. THE PAVEMENT AND ASPHALT GRINDINGS DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CURB REVEALS SHALL VARY AS REQUIRED TO MATCH EXISTING CONDITIONS OR MEET APPLICABLE ADA STANDARDS. SEE CROSS SECTIONS FOR ADDITIONAL INFORMATION REGARDING APPROXIMATE CURB REVEALS ANTICIPATED.
3. EXISTING CURBING ALONG COMMERCIAL ST RT. FROM THE PROPOSED LANDING TO THE PROPOSED UTILITY POLE SHALL BE REMOVED FOR UTILITY PURPOSES ONLY.
4. MILLING FOR CURB INSTALLATION AND MILLING FOR PLACEMENT OF ASPHALT GRINDINGS IS TO BE PAID FOR UNDER ITEM 202.202 - REMOVING PAVEMENT SURFACE.
5. PROPOSED CURBING AND ASSOCIATED MILLING FOR CURB INSTALLATION, AS NOTED ON PLANS AND TYPICAL SECTIONS WILL BE CONSTRUCTED UNDER WIN 027702.00.



NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2433900

WIN
024339.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

| DATE | BY | PROJ. MANAGER |
|-------|-------------|---------------------------|
| 11/25 | E. Raymond | A. GORNEAU |
| 11/25 | L. Driscoll | E. Raymond E. Davidson |

DESIGN DETAILED

CHECKED/REVIEWED

DESIGN DETAILED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

SKOWHEGAN
U.S. RTE 2 \ U.S. RTE 201

TYPICAL SECTIONS & DETAILS

SHEET NUMBER

2

OF 18

GENERAL NOTES:

1. ALL PROPOSED SIDEWALK AND CROSSWALKS SHALL BE IN CONFORMITY WITH 'AMERICANS WITH DISABILITIES ACT' (ADA) ACCESSIBILITY STANDARDS. CURB GEOMETRICS AND SLOPES SHOWN ON CROSS SECTIONS IS TO CONVEY INTENT AND SHOULD BE CONSTRUCTED WITHIN TOLERANCE OF ADA STANDARDS.
2. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
3. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
4. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
5. 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.
6. UNDETERMINED LOCATIONS SHALL BE DETERMINED BY THE RESIDENT.
7. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
8. THE CONTRACTOR WILL PLACE APPROPRIATELY-MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FEET FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FEET) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY-SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE WORK CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.
9. ALL EXISTING SIGNS WITHIN THE PROJECT LIMITS SHALL BE EITHER REMOVED AND DISPOSED OR REMOVED AND RESET AS SHOWN ON THE PLANS OR AS DIRECTED BY THE RESIDENT. PAYMENT FOR REMOVAL AND DISPOSAL OR REMOVAL AND RESETTING EXISTING SIGNS SHALL BE INCIDENTAL TO THE CONTRACT.
10. AS IDENTIFIED ON THE PLAN, "NEW TRAFFIC PATTERN AHEAD" (W23-2) SIGNS SHALL BE INSTALLED IN ADVANCE OF THE INTERSECTION FOR ALL APPROACHES. THESE SHALL BE REMOVED APPROXIMATELY 12 MONTHS AFTER SIGNAL ACCEPTANCE, BY MAINEDOT'S TRAFFIC ENGINEERING DESIGN GROUP.
10. ITEM 409.15, BITUMINOUS TACK COAT, APPLIED IS NOT TO BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 403.209, HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE.
11. ALL FOUNDATIONS FOR PEDESTAL POLES SHALL BE INSTALLED PRIOR TO PAVING OF SIDEWALK.
12. ANY NECESSARY REPAIR TO THE SIDEWALK AFTER WOOD POLE INSTALLATION SHALL BE INCIDENTAL TO THE WOOD POLE ITEM.
13. PROTECTIVE COATING FOR CONCRETE SURFACES IS ASSUMED TO BE APPLIED TO ALL CURB WHETHER CONSTRUCTED UNDER WIN 027702.00 OR UNDER THIS CONTRACT.
14. ONCE REMOVED, THE EXISTING RECTANGULAR RAPID FLASHING BEACON SHALL BE THE PROPERTY OF THE TOWN OF SKOWHEGAN.

| ESTIMATED QUANTITIES | | | |
|----------------------|---|------|---------------|
| ITEM NO. | DESCRIPTION | UNIT | QUANTITY |
| | | | WIN 024339.00 |
| 202.202 | REMOVING PAVEMENT SURFACE | SY | 160 |
| 203.20 | COMMON EXCAVATION | CY | 5 |
| 304.14 | AGGREGATE BASE COURSE - TYPE A | CY | 17 |
| 403.209 | HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS) | TON | 18 |
| 515.21 | PROTECTIVE COATING FOR CONCRETE SURFACES (35 SY) | LS | 1 |
| 608.26 | CURB RAMP DETECTABLE WARNING FIELD | SF | 60 |
| 609.21 | CONCRETE SLIPFORM CURB | LF | 17 |
| 609.219 | CONCRETE SLIPFORM CURB - TERMINAL END | LF | 16 |
| 626.11 | PRECAST JUNCTION BOX | EA | 6 |
| 626.21 | METALLIC CONDUIT | LF | 125 |
| 626.22 | NON-METALLIC CONDUIT | LF | 125 |
| 626.35 | CONTROLLER CABINET FOUNDATION | EA | 1 |
| 626.421 | 24 INCH FOUNDATION | LF | 21 |
| 627.30 | GROOVING FOR PAVEMENT MARKING | SF | 50 |
| 627.733 | 4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE | LF | 7050 |
| 627.75 | WHITE OR YELLOW PAVEMENT AND CURB MARKING | SF | 1600 |
| 627.77 | REMOVING PAVEMENT MARKINGS | SF | 650 |
| 629.05 | HAND LABOR, STRAIGHT TIME | HR | 10 |
| 631.12 | ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR) | HR | 10 |
| 631.172 | TRUCK - LARGE (INCLUDING OPERATOR) | HR | 10 |
| 639.19 | FIELD OFFICE TYPE B | EACH | 1 |
| 643.21 | NON-INVASIVE DETECTION - STOP BAR: MADISON AVE, COMMERCIAL ST AND ELM ST | LS | 1 |
| 643.71 | TRAFFIC SIGNAL MODIFICATION AT: MADISON AVE, HIGH ST AND PLEASANT ST | LS | 1 |
| 643.80 | TRAFFIC SIGNAL AT: MADISON AVE, COMMERCIAL ST, AND ELM ST | LS | 1 |
| 643.92 | PEDESTAL POLE | EA | 3 |
| 643.97 | WOOD POLES WITH GUYS AND SPAN WIRE | EA | 3 |
| 645.292 | REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS, TYPE II | SF | 75 |
| 652.33 | DRUM | EACH | 35 |
| 652.34 | CONE | EACH | 35 |
| 652.35 | CONSTRUCTION SIGNS | SF | 270 |
| 652.361 | MAINTENANCE OF TRAFFIC CONTROL DEVICES | LS | 1 |
| 652.38 | FLAGGERS | HR | 450 |
| 652.381 | TRAFFIC OFFICER | HR | 80 |
| 652.41 | PORTABLE CHANGEABLE MESSAGE SIGN | EACH | 3 |
| 654.351 | CONNECTED ROADSIDE UNIT (RSU) | EACH | 1 |
| 656.75 | TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL | LS | 1 |
| 659.10 | MOBILIZATION | LS | 1 |

Date: 12/16/2025

Username:

Division:

Filename: 003_GeneralNotes&Est. Q.tys.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2433900

WIN

24339.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

DATE

12/25

12/25

BY

E. Raymond

L. Driscoll

A. GORNEAU II

E. Raymond

E. Davidson

DESIGN-DETAILED

CHECKED-REVIEWED

DESIGN-DETAILED

DESIGN-DETAILED

REVISIONS - 1

REVISIONS - 2

REVISIONS - 3

REVISIONS - 4

FIELD CHANGES

SKOWHEGAN

U.S. RTE 2 \ U.S. RTE 201

GENERAL NOTES,

& ESTIMATED QUANTITIES

SHEET NUMBER

3

OF 18

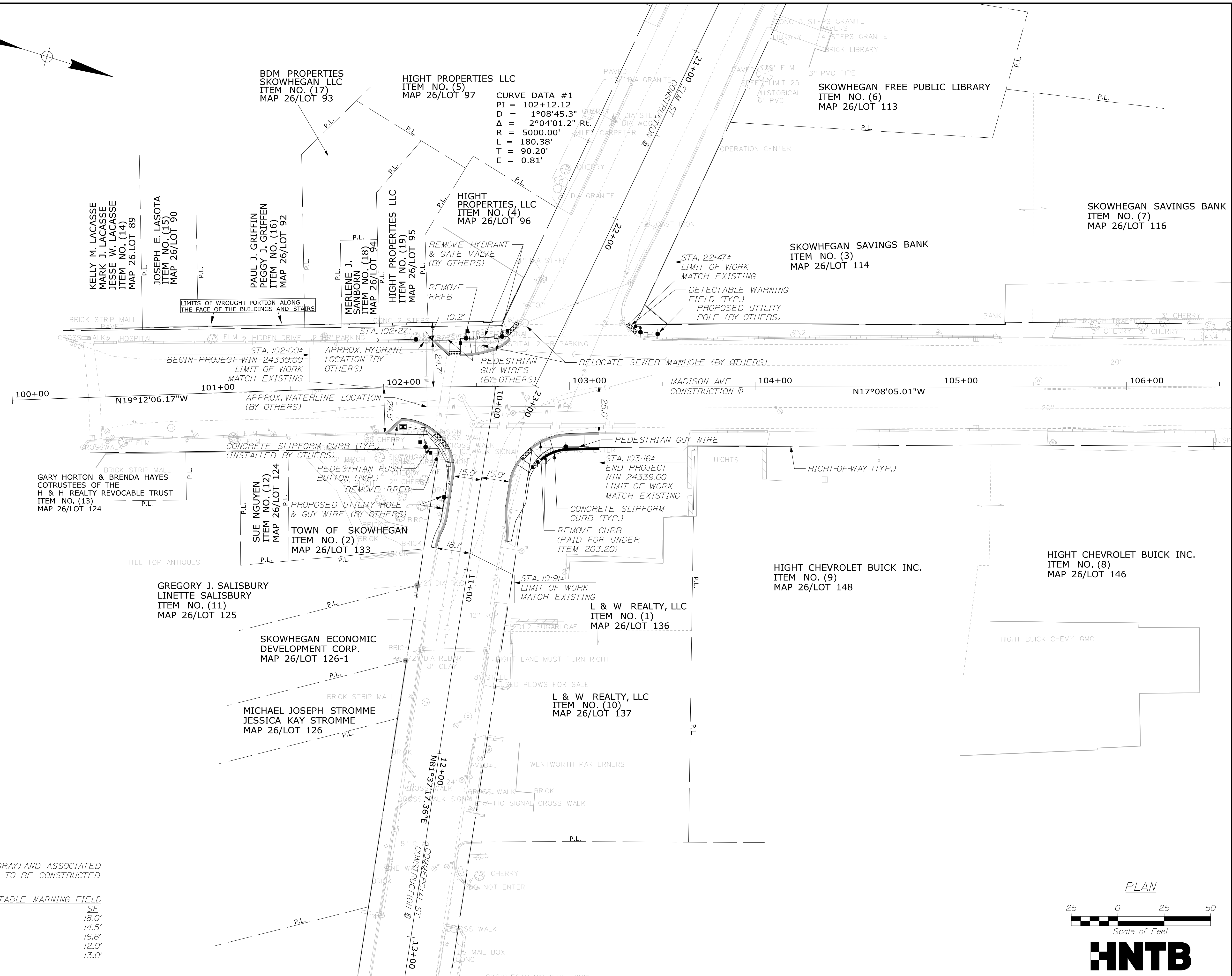
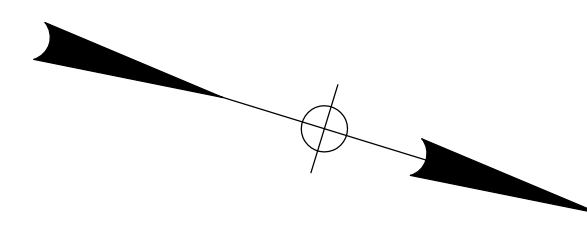


Date: 12/16/2025

Username:

Division:

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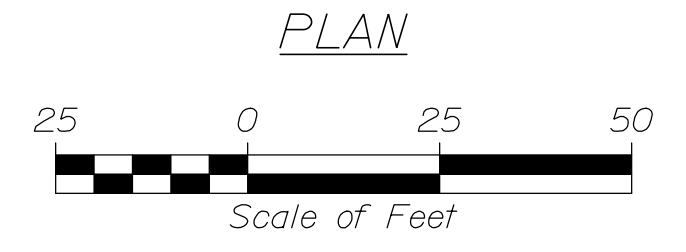
CURVE DATA #1

| | | |
|----|---|----------------|
| PI | = | 102+12.12 |
| D | = | 1°08'45.3" |
| Δ | = | 2°04'01.2" Rt. |
| R | = | 5000.00' |
| L | = | 180.38' |
| T | = | 90.20' |
| E | = | 0.81' |

NOTE:
 PROPOSED CURBING (SHOWN IN GRAY) AND ASSOCIATED MILLING FOR CURB INSTALLATION TO BE CONSTRUCTED UNDER WIN 027702.00

ITEM 608.26: CURB RAMP DETECTABLE WARNING FIELD LOCATION

| | |
|------------------|-------|
| STA. 10+32, RT. | 18.0' |
| STA. 10+33, LT. | 14.5' |
| STA. 22+78, RT. | 16.6' |
| STA. 102+39, LT. | 12.0' |
| STA. 103+33, LT. | 13.0' |



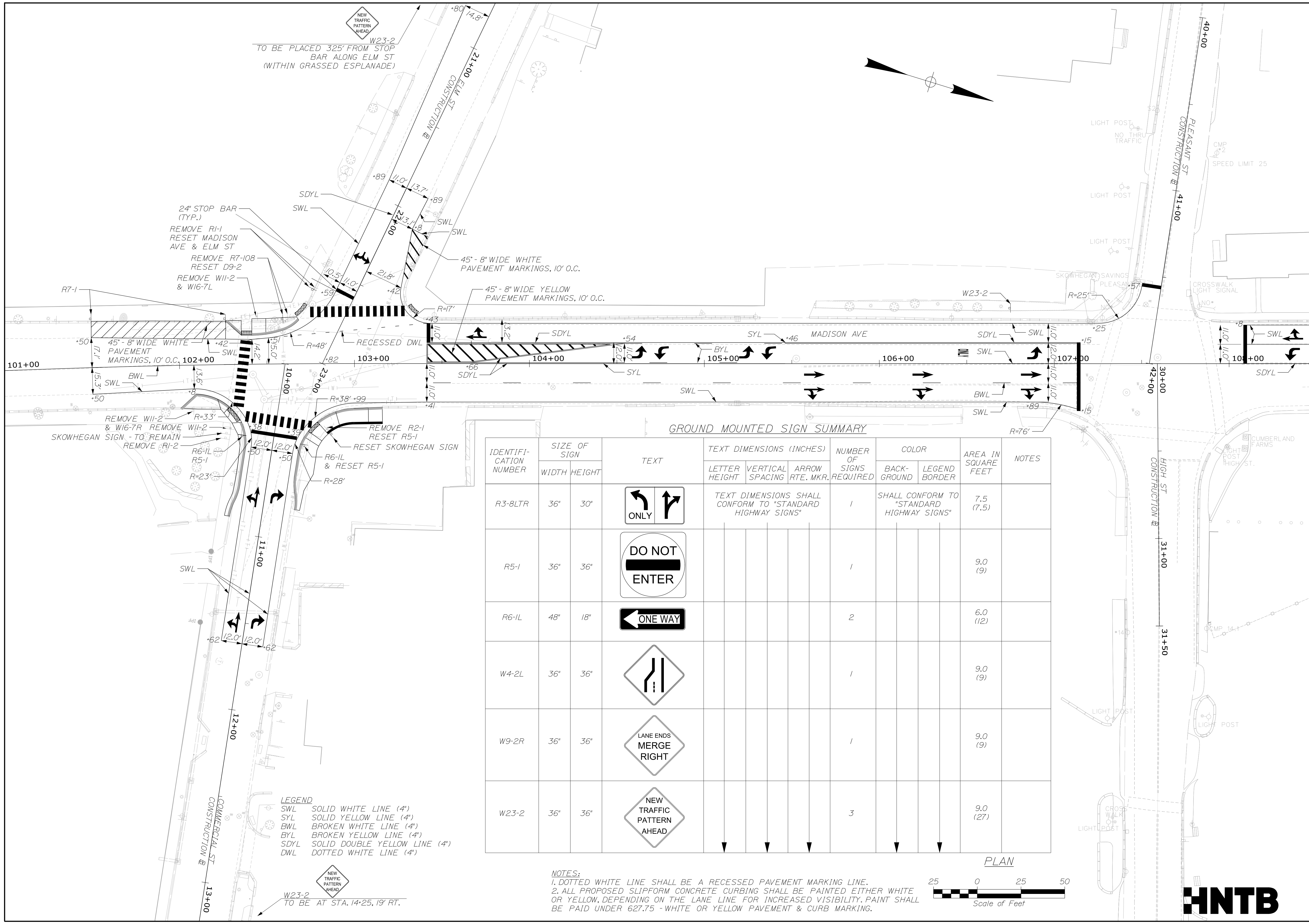
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|---------------------------|---------------|------------------------------|-------------|
| STATE OF MAINE | | DEPARTMENT OF TRANSPORTATION | |
| 2433900 | | WIN 24339.00 | |
| HIGHWAY PLANS | | SIGNATURE | |
| P.E. NUMBER | | DATE | |
| PROJ. MANAGER | A. GORNEAU II | DATE | 12/25 |
| DESIGN-DETAILED | E. Raymond | BY | E. Raymond |
| CHECKED-REVIEWED | E. Davidson | DATE | 12/25 |
| DESIGN-DETAILED | L. Driscoll | BY | L. Driscoll |
| DESIGN-DETAILED | | DATE | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |
| SKOWHEGAN | | SHEET NUMBER | |
| U.S. RTE 2 \ U.S. RTE 201 | | 4 | |
| GENERAL PLAN | | OF 18 | |

Date: 12/16/2025

Username:

Division:

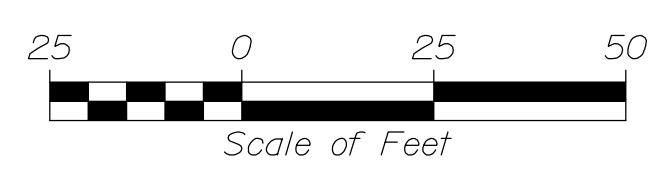
Filename: 005_Signing&StripingPlan01.dgn



GROUND MOUNTED SIGN SUMMARY

| IDENTIFICATION NUMBER | SIZE OF SIGN | | TEXT | TEXT DIMENSIONS (INCHES) | | | NUMBER OF SIGNS REQUIRED | COLOR | | AREA IN SQUARE FEET | NOTES |
|-----------------------|--------------|--------|---------------------------|--------------------------|------------------|-----------------|--------------------------|-------------|---|---------------------|-------|
| | WIDTH | HEIGHT | | LETTER HEIGHT | VERTICAL SPACING | ARROW RTE. MKR. | | BACK-GROUND | LEGEND BORDER | | |
| R3-8LTR | 36" | 30" | ONLY | | | | 1 | | SHALL CONFORM TO "STANDARD HIGHWAY SIGNS" | 7.5 (7.5) | |
| R5-1 | 36" | 36" | DO NOT ENTER | | | | 1 | | | 9.0 (9) | |
| R6-1L | 48" | 18" | ONE WAY | | | | 2 | | | 6.0 (12) | |
| W4-2L | 36" | 36" | | | | | 1 | | | 9.0 (9) | |
| W9-2R | 36" | 36" | LANE ENDS MERGE RIGHT | | | | 1 | | | 9.0 (9) | |
| W23-2 | 36" | 36" | NEW TRAFFIC PATTERN AHEAD | | | | 3 | | | 9.0 (27) | |

NOTES:
 1. DOTTED WHITE LINE SHALL BE A RECESSED PAVEMENT MARKING LINE.
 2. ALL PROPOSED SLIPFORM CONCRETE CURBING SHALL BE PAINTED EITHER WHITE OR YELLOW, DEPENDING ON THE LANE LINE FOR INCREASED VISIBILITY. PAINT SHALL BE PAID UNDER 627.75 - WHITE OR YELLOW PAVEMENT & CURB MARKING.



PLAN

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2433900
 WIN
 24339.00
 HIGHWAY PLANS

SKOWHEGAN
 U.S. RTE 2 \ U.S. RTE 201
 SIGNING & STRIPING PLAN 1

SHEET NUMBER
 5
 OF 18

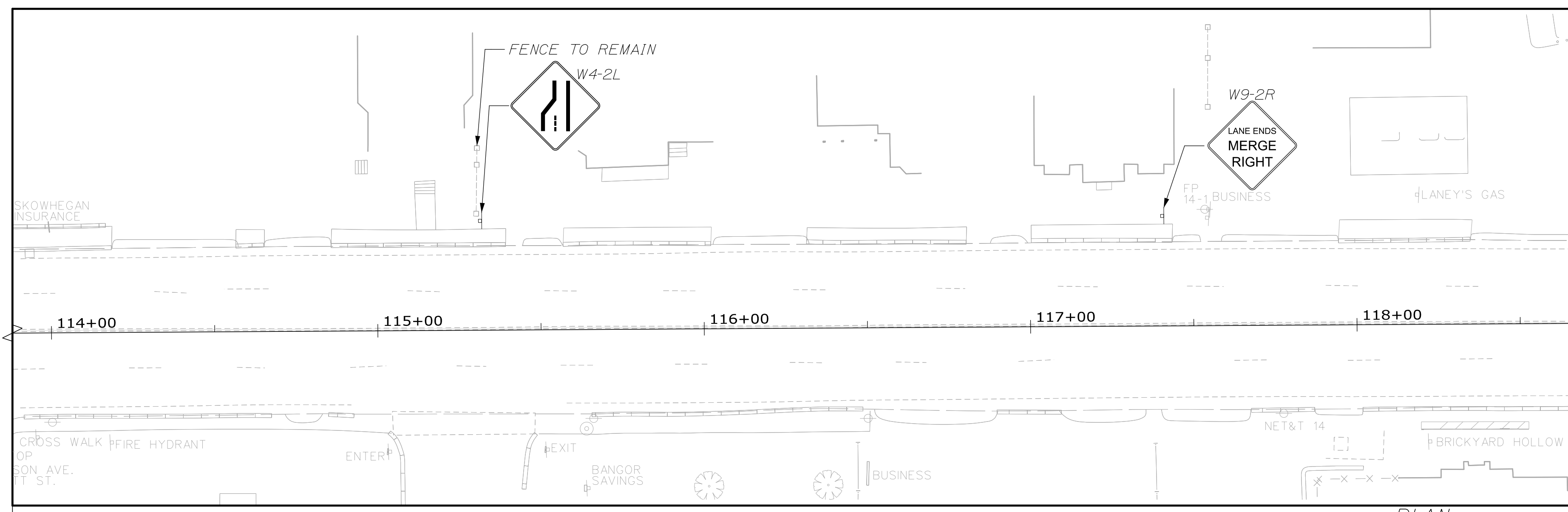
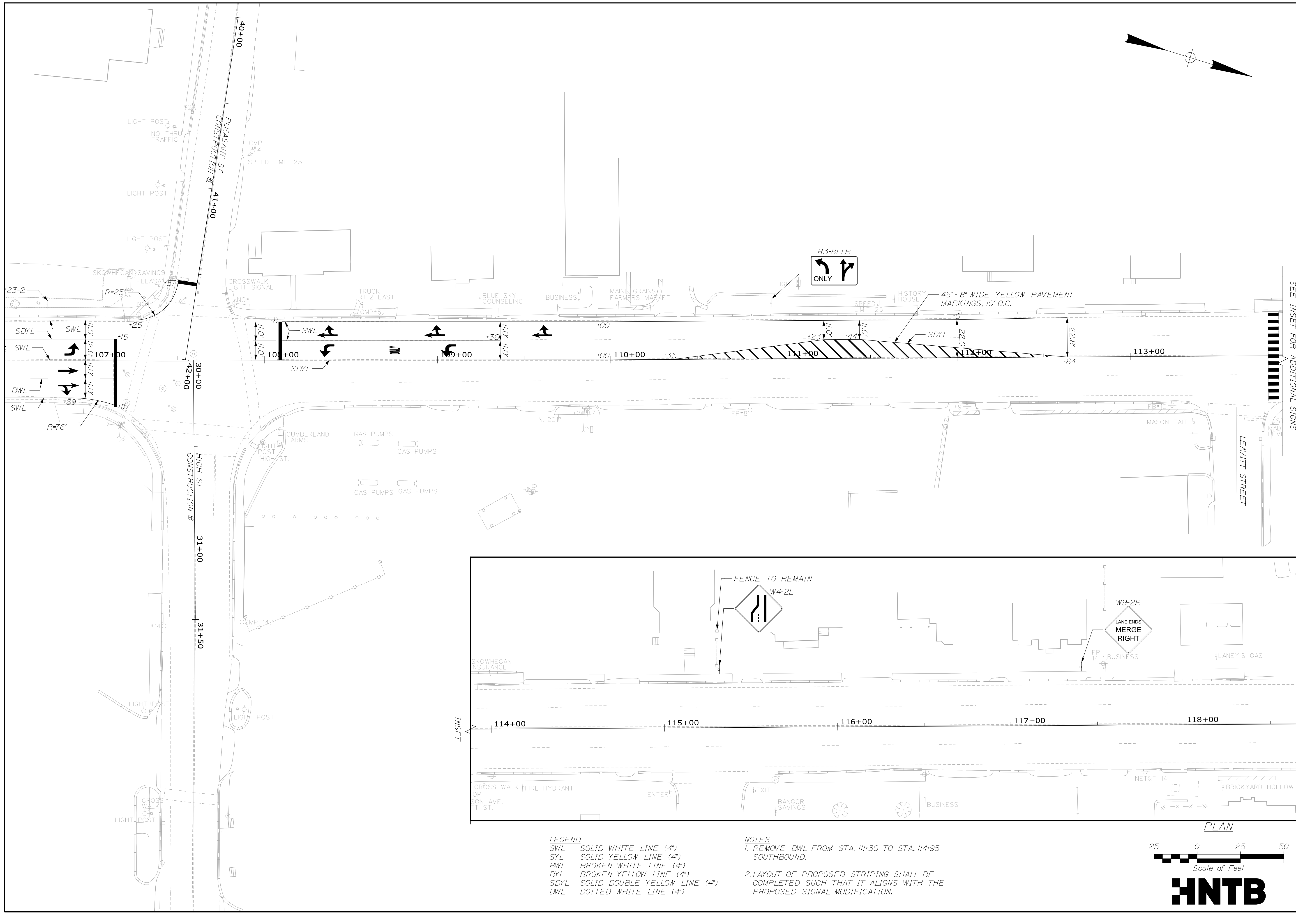
| DATE | BY | REVISIONS | DATE | BY | REVISIONS |
|-------|-------------|-----------|------|----|-----------|
| 12/25 | E. Raymond | 1 | | | |
| 12/25 | L. Driscoll | 2 | | | |
| | | 3 | | | |
| | | 4 | | | |

PROJ. MANAGER: A. GORNEAU II
 DESIGN-DETAILED: E. Raymond
 CHECKED-REVIEWED: E. Davidson
 DESIGNS-DETAILED: L. Driscoll
 REVISIONS 1
 REVISIONS 2
 REVISIONS 3
 REVISIONS 4
 FIELD CHANGES

SIGNATURE
 P.E. NUMBER
 DATE

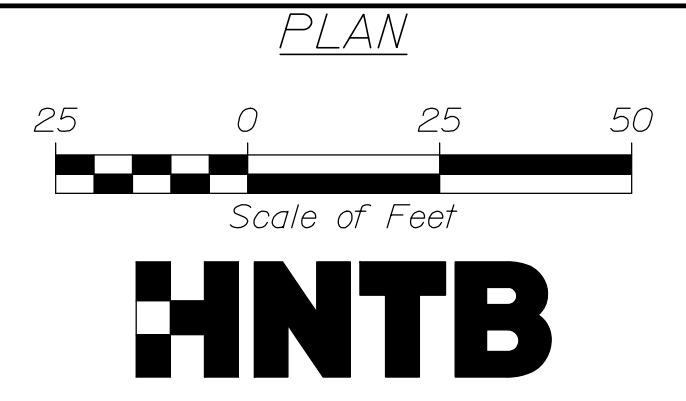


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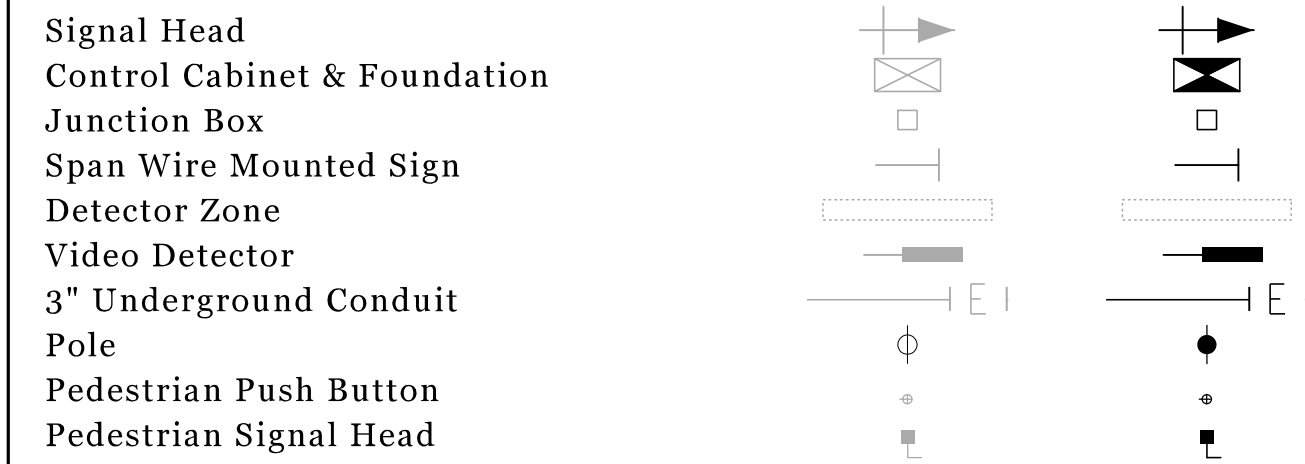
- LEGEND**
- SWL SOLID WHITE LINE (4")
 - SYL SOLID YELLOW LINE (4")
 - BWL BROKEN WHITE LINE (4")
 - BYL BROKEN YELLOW LINE (4")
 - SDYL SOLID DOUBLE YELLOW LINE (4")
 - DWL DOTTED WHITE LINE (4")

- NOTES**
1. REMOVE BWL FROM STA. 113+30 TO STA. 114+95 SOUTHBOUND.
 2. LAYOUT OF PROPOSED STRIPING SHALL BE COMPLETED SUCH THAT IT ALIGNS WITH THE PROPOSED SIGNAL MODIFICATION.



| | | | |
|--|----------------|---------------------------|------|
| STATE OF MAINE DEPARTMENT OF TRANSPORTATION | | 2433900 | |
| WIN | | 24339.00 | |
| HIGHWAY PLANS | | | |
| SEE INSET FOR ADDITIONAL SIGNS | | | |
| SIGNATURE | DATE | P.E. NUMBER | DATE |
| E. Raymond L. Driscoll | 12/25 12/25 | | |
| DESIGN DETAILED | E. Raymond | REVISIONS 1 | |
| CHECKED-REVIEWED | E. Davidson | REVISIONS 2 | |
| DESIGN DETAILED | | REVISIONS 3 | |
| REVISIONS 1 | | REVISIONS 4 | |
| REVISIONS 2 | | FIELD CHANGES | |
| A. GORNEAU II | | SIGNING & STRIPING PLAN 2 | |
| E. Raymond | | SHEET NUMBER | |
| E. Davidson | | 6 | |
| L. Driscoll | | OF 18 | |
| DESIGN DETAILED | | | |
| CHECKED-REVIEWED | | | |
| DESIGN DETAILED | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNAL PLAN LEGEND

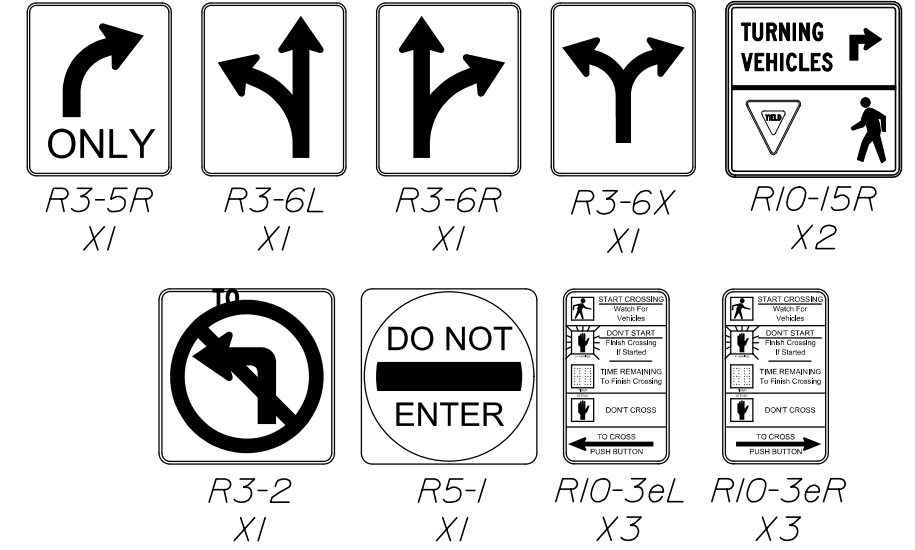


**MADISON AVE WITH COMMERCIAL AND ELM STREET
PROPOSED SIGNAL TIMING**

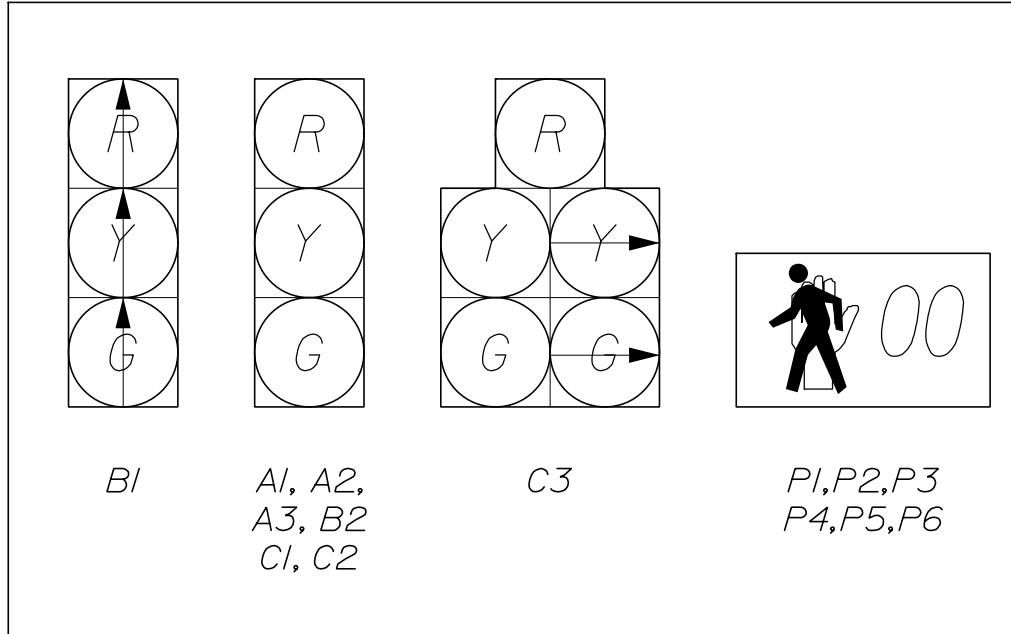
| | NOT USED | NOT USED | NOT USED | COMMERCIAL ST | NOT USED | MADISON AVE | NOT USED | ELM ST | PED PHASE |
|-------------------|----------|----------|----------|---------------|----------|-------------|----------|--------|-----------|
| | φ1 | φ2 | φ3 | WBLT/R | φ5 | SBTR | φ7 | EBLR | |
| MINIMUM GREEN | - | - | - | 5 | 5 | 10 | - | 5 | - |
| VEHICLE EXTENSION | - | - | - | 3 | - | 3 | - | 3 | - |
| MAXIMUM GREEN | - | - | - | 29 | - | 44 | - | 29 | - |
| YELLOW | - | - | - | 4 | - | 4 | - | 4 | - |
| ALL RED | - | - | - | 2 | - | 2 | - | 2 | - |
| RECALL MODE | - | - | - | NONE | - | SOFT | - | NONE | 5 |
| WALK | - | - | - | - | - | - | - | - | 20 |
| PED CLEAR | - | - | - | - | - | - | - | - | - |
| DYNAMIC STEP | - | - | - | 15 | - | 15 | - | - | - |
| DYNAMIC MAX | - | - | - | 45 | - | 45 | - | - | - |

- ONCE ACTIVATED, SIGNALS SHALL OPERATE IN COLORS AT ALL TIMES, FLASH MODE SHALL OPERATE IN EMERGENCIES ONLY.
- MAX 2 COORDINATED PHASE OFFSET 11 SECONDS ON PHASE 2-6 AT BEGINNING OF YELLOW, MONDAY - FRIDAY FROM 2 TO 6 PM.
- ALL OTHER TIMES NOT NOTED ABOVE WILL OPERATE FREELY.

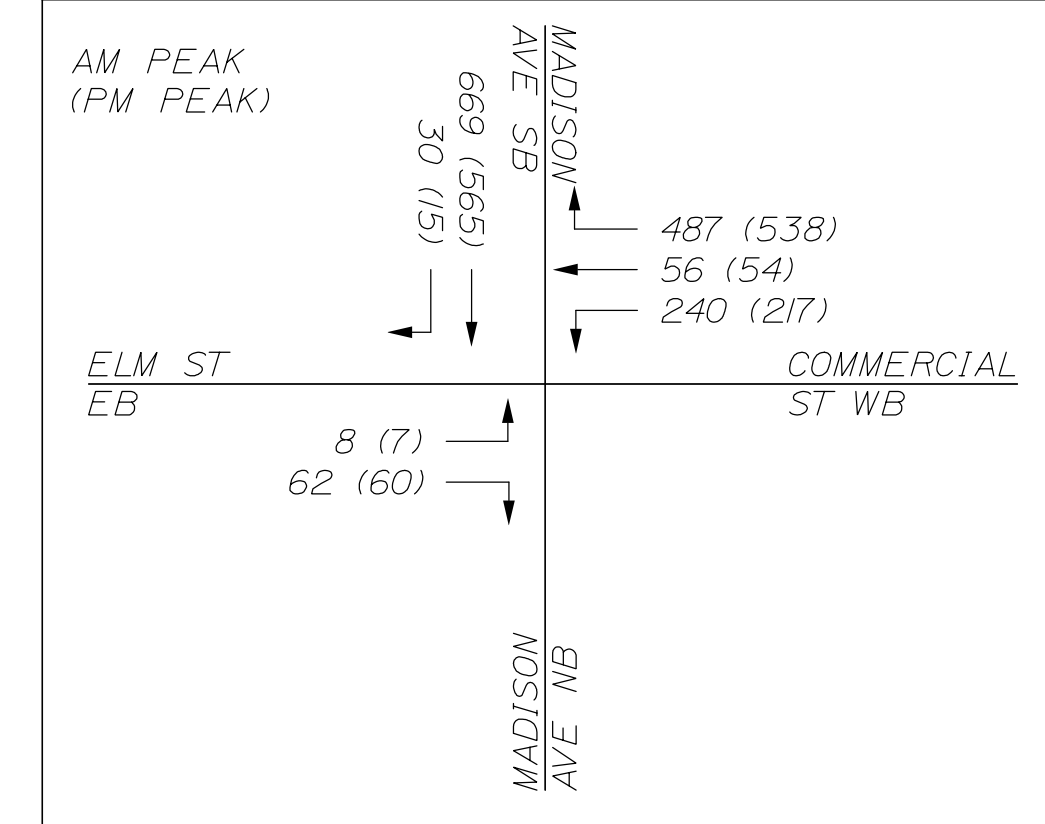
PROPOSED LANE USE SIGNS



PROPOSED SIGNALS



2025 SYSTEM DESIGN VOLUMES



PEDESTAL POLE SCHEDULE

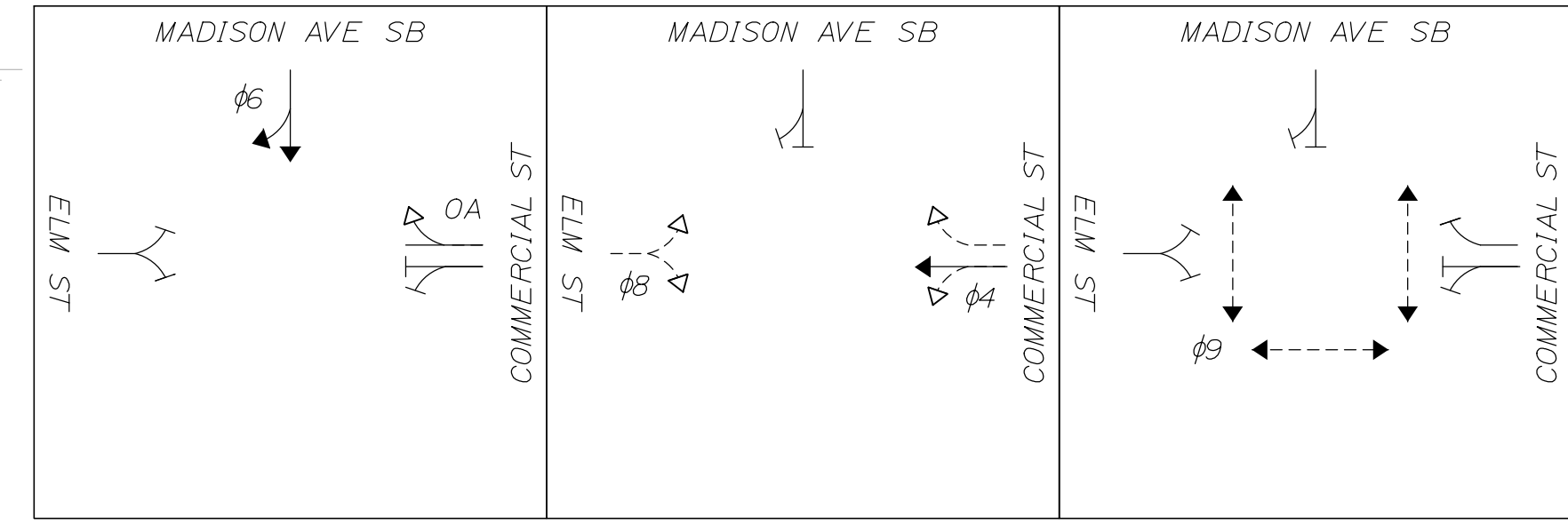
| Pole Designation | Station | Offset |
|------------------|---------|----------|
| P1 | 103+38 | 27.8' LT |
| P2 | 102+64 | 25.6' LT |
| P6 | 102+84 | 41.5' RT |

GUY WIRE SCHEDULE

| | TYPE | MIN. OFFSET | CAPACITY (LBS) |
|-------|--------------|-------------|----------------|
| GUY 1 | SIDEWALK | 10' | 7,000 |
| GUY 2 | STANDARD | 20' | 17,000 |
| GUY 3 | STANDARD | 12' | 17,000 |
| GUY 4 | STANDARD | 12' | 17,000 |
| GUY 5 | POLE TO POLE | 27' | 14,500 |

NOTES:
1. LOCATION OF ELECTRICAL CONDUIT IS SCHEMATIC ONLY.

**SIGNAL PHASING SEQUENCE -
MADISON AVE AT COMMERCIAL & ELM STREET**

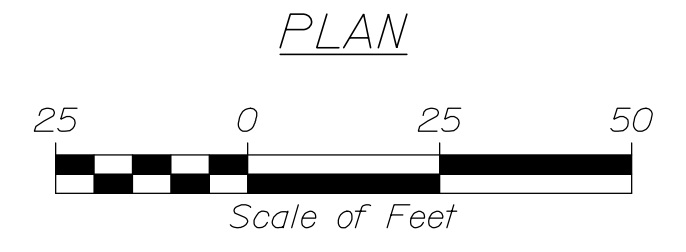


NOTES:
1. PEDESTRIAN PHASING SHALL BE WIRED SEPARATELY TO ALLOW FOR FUTURE FLEXIBILITY.

WOOD POLE SCHEDULE

| Pole Designation | Station | Offset | Class | Minimum Pole Height |
|------------------|---------|----------|-------|---------------------|
| WP1 | 102+45 | 24.8' LT | H6 | 40' |
| WP2 | 102+22 | 30.9' RT | H6 | 40' |
| WP3 | 102+98 | 31.4' RT | H6 | 40' |
| WPIG | 102+18 | 25.5' LT | H6 | 20' |

NOTES:
1. ALL POLES AND SPAN WIRES SHALL BE INSTALLED IN ACCORDANCE WITH STANDARD SPECIFICATION 643 AND STANDARD DETAILS 643 UNLESS NOTED OTHERWISE.
2. THE SIDEWALK GUY (GUY 1) STANDOFF PIPE SHALL BE A MINIMUM OF 15' ABOVE THE GROUND AND 10' LONG.
3. THE CONTRACTOR SHALL PROVIDE DOCUMENTATION THAT THE GUY SYSTEM AND ANCHORAGE SYSTEM MEET OR EXCEED THE NOTED REQUIREMENTS.



HNTB

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2433900
WIN
24339.00
HIGHWAY PLANS

SKOWHEGAN
U.S. RTE 2 \ U.S. RTE 201
TRAFFIC SIGNAL PLAN -
MADISON AVENUE AT COMMERCIAL ST

SHEET NUMBER
7
OF 18

| PROJ. MANAGER | BY | DATE | DESIGN DETAILED | CHECKED/REVIEWED | DESIGN DETAILED | DESIGN DETAILED | REVISIONS 1 | REVISIONS 2 | REVISIONS 3 | REVISIONS 4 | FIELD CHANGES |
|---------------|----------|-------|-----------------|------------------|-----------------|-----------------|-------------|-------------|-------------|-------------|---------------|
| A. GORNEAU II | E. Mihal | 12/25 | E. Raymond | L. Driscoll | | | | | | | |

SIGNATURE
P.E. NUMBER
DATE

Date: 12/16/2025

Username:

Division:

Filename: 007_SignalPlan01.dgn

Date: 12/16/2025

Username:

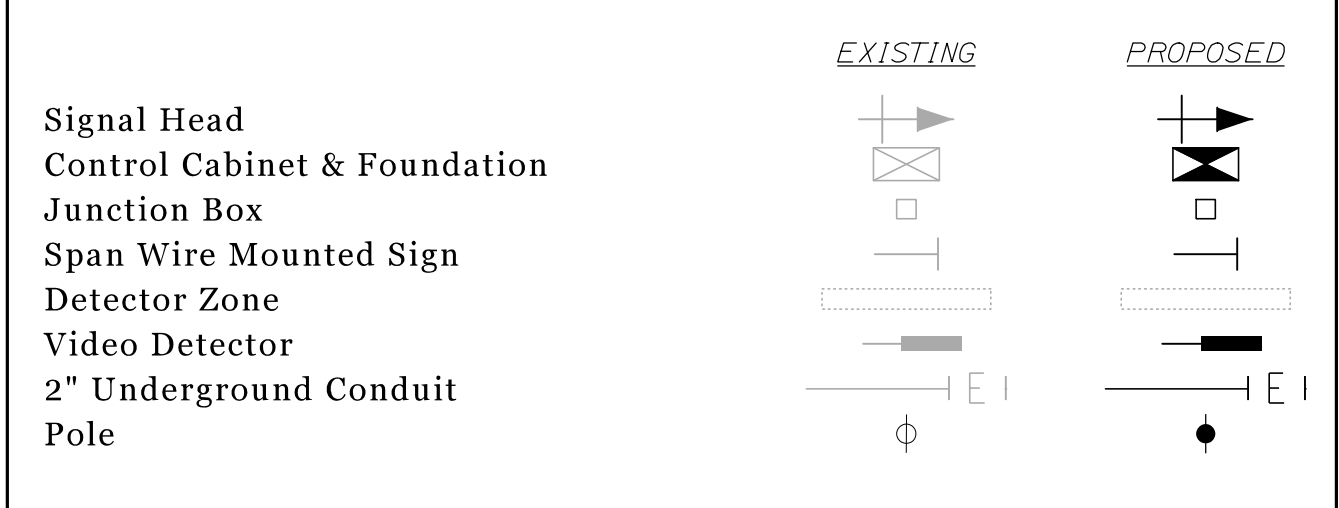
Division:

Filename: 008_SignalPlan02.dgn

PROPOSED LANE USE SIGNS EXISTING LANE USE SIGNS



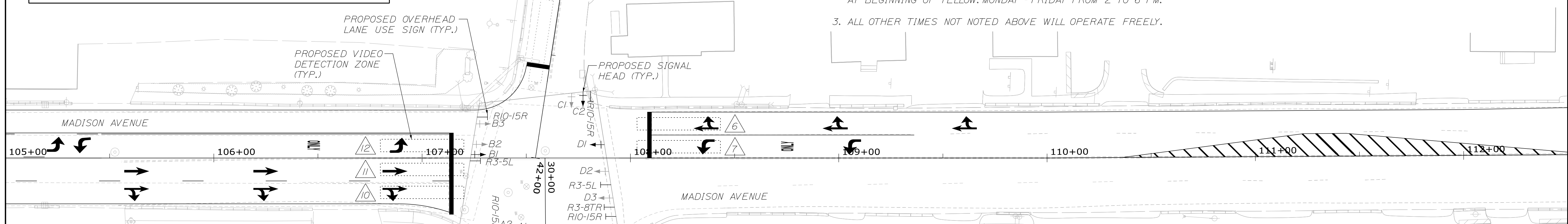
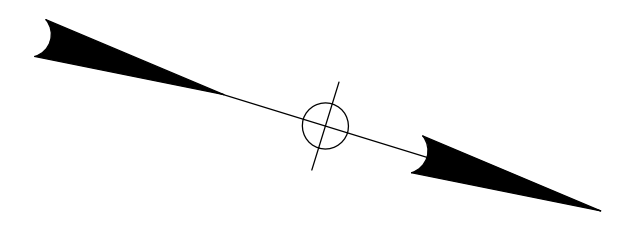
SIGNAL PLAN LEGEND



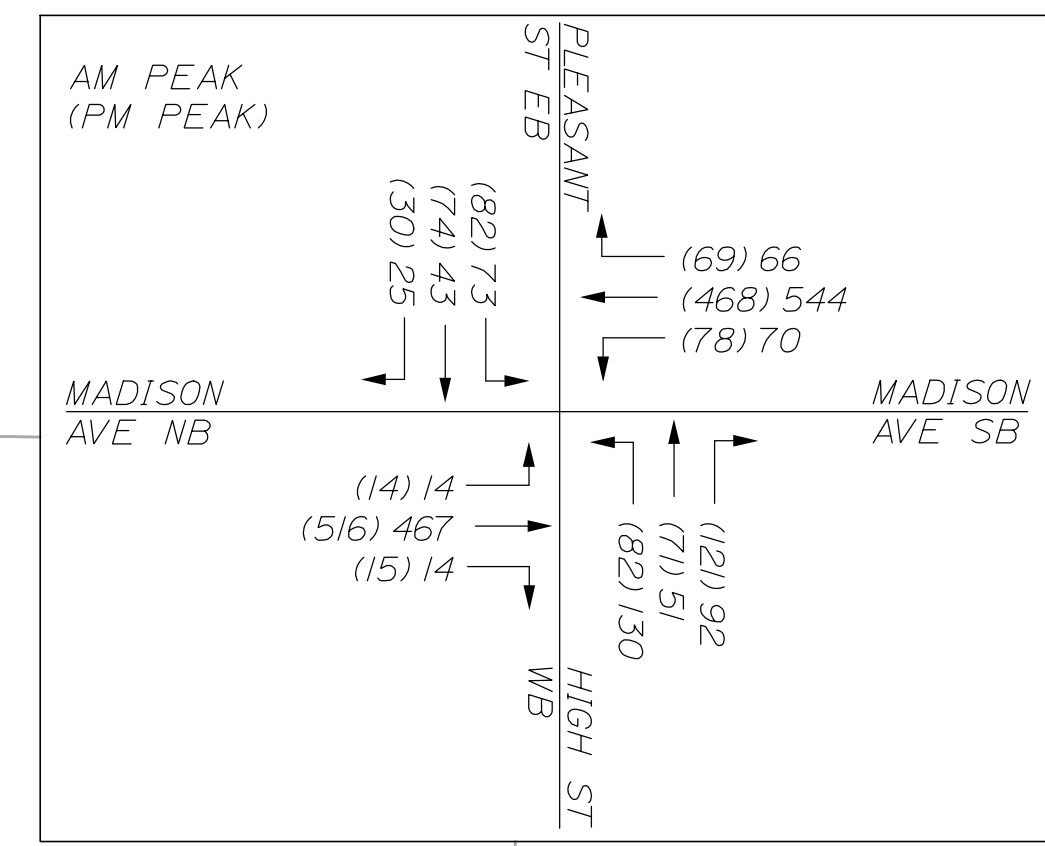
MADISON AVE WITH PLEASANT AND HIGH STREET PROPOSED SIGNAL TIMING

Table with 10 columns: MADISON AVE (SBL, NBT/TR, NOT USED), PLEASANT ST (EBLTR, NBL, SBTR, NOT USED), HIGH ST (EBL/TR, NOT USED). Rows include: MINIMUM GREEN, VEHICLE EXTENSION, MAXIMUM I, YELLOW, ALL RED, RECALL MODE, WALK, PED CLEAR, DYNAMIC STEP, DYNAMIC MAX.

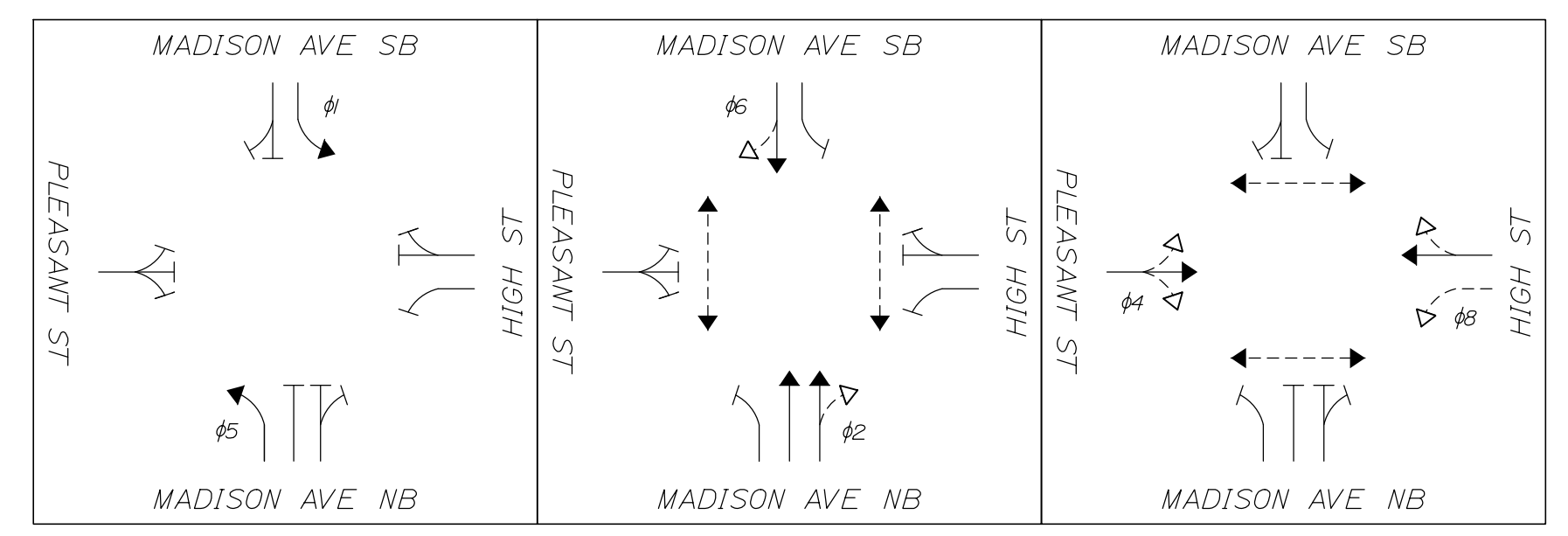
- 1. ONCE ACTIVATED, SIGNALS SHALL OPERATE IN COLORS AT ALL TIMES, FLASH MODE SHALL OPERATE IN EMERGENCIES ONLY.
2. MAX 2 COORDINATED PHASE OFFSET 11 SECONDS ON PHASE 2-6 AT BEGINNING OF YELLOW, MONDAY - FRIDAY FROM 2 TO 6 PM.
3. ALL OTHER TIMES NOT NOTED ABOVE WILL OPERATE FREELY.



2025 SYSTEM DESIGN VOLUMES

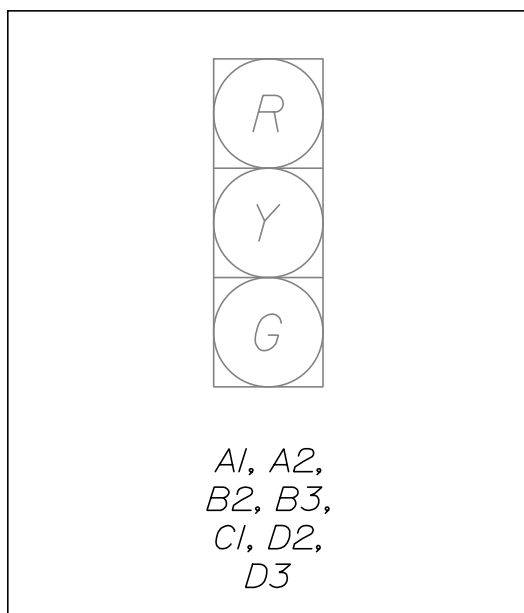


SIGNAL PHASING SEQUENCE - MADISON AVE AT PLEASANT & HIGH ST

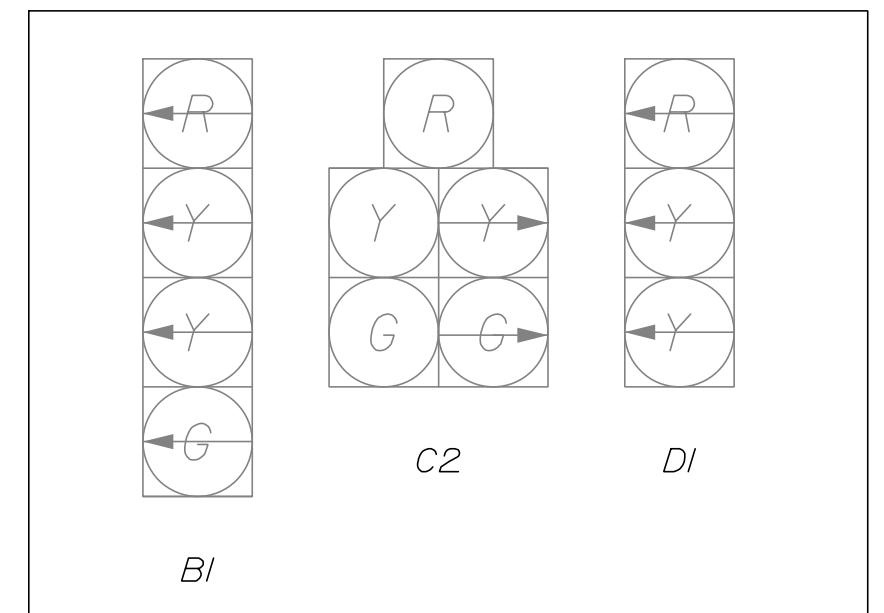


NOTE: PEDESTRIAN CROSSING ONLY UPON PUSH BUTTON ACTIVATION

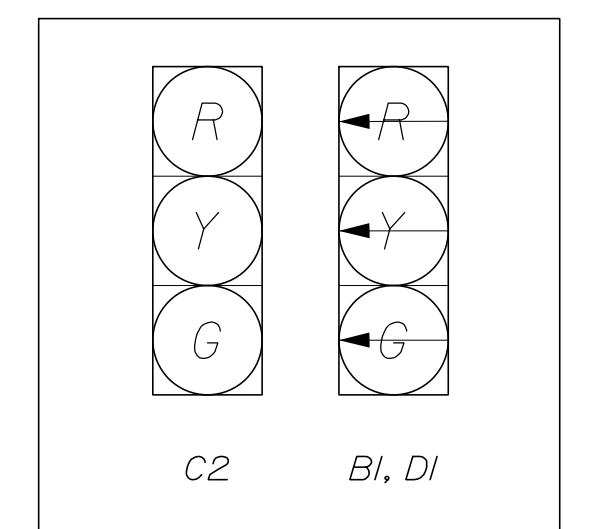
EXISTING SIGNALS



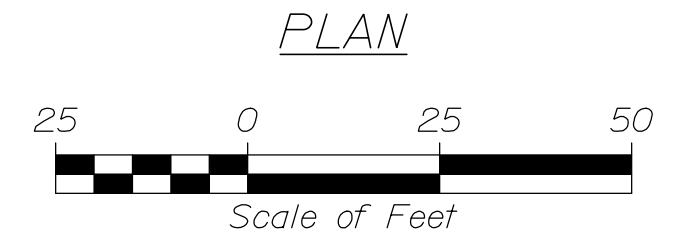
REMOVE SIGNALS



PROPOSED SIGNALS



- NOTES:
1. CROSSWALKS NOT SHOWN ON SIGNAL SHEET FOR CLARITY OF TRAFFIC SIGNAL EQUIPMENT.
2. EXISTING LANE USE SIGNS SHALL BE REMOVED AND DISPOSED, INCIDENTAL TO ITEM 643.71.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2433900 WIN 24339.00 HIGHWAY PLANS

Table with columns: SIGNATURE, P.E. NUMBER, DATE.

Table with columns: PROJ. MANAGER, A. GORNEAU II; CHECKED, E. Mihal; DESIGN REVIEWED, A. Greenlock; DESIGN DETAILED, L. Driscoll; REVISIONS 1-4; FIELD CHANGES.

SKOWHEGAN U.S. RTE 2 \ U.S. RTE 201 TRAFFIC SIGNAL PLAN - MADISON AVENUE AT PLEASANT ST

SHEET NUMBER 8 OF 18

SIGNAL HEAD NOTES

- NEW SIGNAL HEADS SHALL BE TETHERED TO SPAN WIRE OR MOUNTED TO WOOD POLES AS INDICATED ON PLANS.
- ALL NEW VEHICULAR SIGNAL HEADS SHALL BE EQUIPPED WITH NEW LED LENSES 12 INCHES IN DIAMETER AND EQUIPPED WITH NEW 5-INCH LOUVERED BACK PLATES, INCLUDING 3-INCH RETROREFLECTIVITY.
- THE BOTTON OF THE HOUSING OF ANY NEW SIGNAL FACES SHALL BE A MINIMUM OF 17 FEET AND MAXIMUM OF 19 FEET ABOVE THE PAVEMENT GRADE AT THE HIGH POINT OF THE ROAD. THIS SHALL BE FIELD VERIFIED DURING FIELD INSPECTION.

COMMUNICATIONS

- THE SYSTEM SHALL SUPPORT COMMUNICATIONS TO ADVANCED TRANSPORTATION CONTROLLERS, ASSOCIATED EQUIPMENT AND VEHICLE DETECTION AS SHOWN IN THE PLANS. ALL CONNECTIONS TO THE CLOUD-BASED CENTRAL MANAGEMENT SYSTEM SHALL BE VIA A SECURE VPN NETWORK. COMMUNICATIONS FROM THE CLOUD-BASED SYSTEM TO THE ON-STREET TRAFFIC SIGNAL CONTROLLERS SHALL BE MADE THROUGH THE FMU.
- CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING WHICH COMPATIBLE CELLULAR PROVIDER CAN PROVIDE THE BEST NETWORK COVERAGE TO THE FMU FOR REMOTE COMMUNICATIONS AND PROVIDE THE PROPER SIM CARD ON A PER SITE BASIS.
- CONTRACTOR SHALL PROCURE A HIGH GAIN ANTENNA FOR EACH LOCATION IN LIEU OF THE STANDARD FMU PETRI DISH ANTENNA.

VEHICLE DETECTION NOTES

- DETECTION ZONES SHOWN IN THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DETECTION ZONES SHALL BE FIELD LOCATED AND APPROVED BY MAINEDOT AND THE RESIDENT.
- THE CONTRACTOR SHALL FURNISH AND INSTALL NON-INVASIVE STOP LINE VEHICLE DETECTION AS APPROVED BY MAINEDOT AND THE RESIDENT.
- THE VEHICLE DETECTORS ARE TO BE CONNECTED TO THE INTERSECTION TRAFFIC CONTROLLER FOR LOCAL VEHICLE DETECTION AND REMOTELY CONNECTED TO THE MAINEDOT TRAFFIC MANAGEMENT CENTER TO ALLOW FOR 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 LOCATION OF THE DEVICES SHOWN IN THE PLANS ARE CONCEPTUAL FOR OPTIMAL APPROACH COVERAGE. ACTUAL NUMBER OF DETECTION DEVICES AND MOUNTING LOCATIONS SHALL BE PROVIDED PER MANUFACTURER'S RECOMMENDATION TO ACHIEVE APPROVED DETECTION AREAS.
- THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO ADJUST DETECTOR MOUNTING HEIGHT OR LOCATION FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER INSTALLATION AT NO ADDITIONAL COST FOR INSTALLATION OR WIRING. THIS WORK WILL BE INCIDENTAL TO THE STOP BAR DETECTION.
- THE CONTRACTOR SHALL RE-INSPECT EACH SIGNALIZED INTERSECTION DURING THE ACCEPTANCE TESTING PERIOD AND CERTIFY DETECTORS ARE FUNCTIONING PROPERLY BEFORE FINAL ACCEPTANCE IS GRANTED.

ELECTRICAL NOTES

- CONDUIT FROM THE POWER SOURCE TO THE METER SHALL BE RIGID METAL CONDUIT. OTHER CONDUIT NOT UNDER PAVEMENT SHALL BE 3 INCH PVC SCHEDULE 40. MINIMUM BURIAL DEPTH SHALL BE 36 INCHES.
- THE TOP 3 INCHES OF CONDUIT SHALL BE SEALED TO PREVENT ENTRY BY RODENTS. BUSHINGS SHALL BE INSTALLED ON ALL CONDUIT TERMINATIONS AND PULL WIRE SHALL BE INSTALLED IN ALL CONDUIT. ALL CONDUIT THREADS ARE TO BE REDHEADED, INCIDENTAL TO THE CONDUIT.
- THERE SHALL BE NO SPLICES OR JUNCTION BOXES EXCEPT AS NOTED ON THE PROJECT PLANS OR APPROVED BY THE RESIDENT. JUNCTION BOXES ARE INTENDED FOR WIRE PULLING ACCESS ONLY. JUNCTION BOX COVERS SHALL BE LABELED 'TRAFFIC' AND SHALL BE GROUNDED.
- SECONDARY CIRCUIT WIRING FOR TRAFFIC SIGNALS SHALL BE STRANDED COPPER.

SYSTEM STARTUP

- THE SIGNAL SHALL BE INSTALLED IN FLASH TWO WEEKS PRIOR TO ACTIVATION MATCH THE EXISTING PATTERN. PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS) SHALL BE PLACED ON ALL APPROACHES TWO WEEKS PRIOR TO SIGNAL ACTIVATION WITH THE FOLLOWING MESSAGES AS APPLICABLE:

NEW SIGNAL SYSTEM ACTIVE XX/XX/XXXX

NEW SIGNAL SYSTEM AHEAD

- WHEN FULL SIGNAL OPERATION IS ACTIVATED, REMOVE ALL EXISTING STOP SIGNS AND INTERSECTION WARNING SIGNS.
- THE SYSTEM SUPPLIER SHALL INITIATE COMPLETE SYSTEM OPERATION INCLUDING ATC, CMS, SPM, STOP LINE VEHICLE DETECTION SYSTEM, CONNECTED VEHICLE SYSTEM, HOSTED CLOUD-BASED SYSTEMS, FMU, COMMUNICATIONS, REMOTE MONITORING, AND CONTROL OF OPERATIONS AS SHOWN ON THE PLANS AND/OR DIRECTED BY MAINEDOT AND THE RESIDENT.
- AFTER THE SUPPLIER HAS INITIATED SYSTEM OPERATION, THE SYSTEM SHALL BE RUN FOR A CONTINUOUS 7-DAY INITIAL TESTING PERIOD. THE SUPPLIER SHALL ADVISE MAINEDOT AND/OR THE RESIDENT THAT THE SYSTEM IS READY FOR THE START-UP PHASE. ANY MAJOR SYSTEM MALFUNCTION ENCOUNTERED DURING THE START-UP PHASE SHALL BE CORRECTED BY THE SUPPLIER, AND THE TEST RESTARTED. DURING THIS PERIOD, MAINEDOT AND/OR THE RESIDENT MAY MAKE MODIFICATIONS TO THE SYSTEM TIMING PARAMETERS, BUT THIS WILL NOT CAUSE RESTARTING OF THE TESTING PERIOD. AT THE COMPLETION OF THE TESTING PERIOD, THE SYSTEM WILL BE DEEMED READY FOR FINAL ACCEPTANCE TESTING AS DESCRIBED IN ACCEPTANCE TESTING.

EQUIPMENT AND WORK ITEMS

| | ROUTE 201 & HIGH STREET | ROUTE 201 & COMMERCIAL STREET |
|--|-------------------------|-------------------------------|
| EQUIPMENT AND WORK ITEMS (ITEM 643.80 - TRAFFIC SIGNAL AND 643.71 - TRAFFIC SIGNAL MODIFICATION AT.) | | |
| FURNISH AND INSTALL NEW ATC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT WIRING INCLUDING BATTERY BACKUP WITH INTEGRATION INTO CLOUD BASED CENTRAL MANAGEMENT SYSTEM. | 1 | - |
| FURNISH AND INSTALL NEW SHELF MOUNT ATC CONTROLLER WITH ETHERNET PORT AND LATEST VERSION OF FIRMWARE. FURNISH AND INSTALL MALFUNCTION MANAGEMENT UNIT (MMU) | - | 1 |
| FURNISH AND INSTALL AI FIELD MONITORING UNIT (FMU) | 1 | - |
| FURNISH AND INSTALL PATCH CABLES AND IMPLEMENT REMOTE VIDEO, CONTROLLER, OBU ACTIVATED PREEMPTION, AND MMU COMMUNICATIONS TO EXISTING MAINLINK SYSTEM. | 1 | - |
| REMOVE AND DISPOSE OF EXISTING SIGNAL HEADS AND ALL RELATED ITEMS. | | 3 |
| FURNISH AND INSTALL ONE-WAY 3-SECTION 12 INCH TRAFFIC SIGNAL HEADS WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATE WITH 3-INCH RETROREFLECTIVITY. | 7 | 3 |
| FURNISH AND INSTALL ONE-WAY 5-SECTION 12 INCH TRAFFIC SIGNAL HEADS WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATE WITH 3-INCH RETROREFLECTIVITY. | 1 | - |
| FURNISH AND INSTALL PEDESTRIAN SIGNAL HEADS WITH COUNTDOWN, PUSH BUTTON AND SIGN | 6 | - |
| IMPLEMENT LOCAL AND COORDINATED SYSTEM SIGNAL TIMINGS | 1 | 1 |
| CLEAN EXISTING SIGNAL CABINET | - | 1 |
| FURNISH AND INSTALL 5.8 GHZ WIRELESS RADIO LINK BETWEEN ROUTE 201/HIGH STREET AND ROUTE 201/COMMERCIAL STREET INTERSECTIONS FOR SIGNAL COORDINATION | 0.5 | 0.5 |
| FURNISH AND INSTALL PRECAST JUNCTION BOX (ITEM 626.11) | 6 | - |
| FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.38) | 1 | - |
| FURNISH AND INSTALL 3-INCH METALLIC CONDUIT (626.21) | 125 | - |
| FURNISH AND INSTALL 3-INCH NON-METALLIC CONDUIT (626.22) | 125 | - |
| FURNISH AND INSTALL NON-INVASIVE STOPLINE VEHICLE DETECTION SYSTEM WITH PERFORMANCE ANALYTICS FOR ALL APPROACHES (ITEM 643.21) | 1 | - |
| FURNISH AND INSTALL WOOD POLES AND SPAN WIRE (ITEM 643.97) | 3 | - |
| FURNISH AND INSTALL C-V2X ROADSIDE UNIT (ITEM 654.351) | 1 | - |

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

DETECTOR SCHEDULE

| DETECTOR | | | |
|------------------------------------|---------|---------------------------|-----------|
| | PLAN ID | STREET | DIRECTION |
| Madison Ave at Commercial & Elm St | 1 | Elm Street EB | EB LR |
| | 2 | Madison Avenue Southbound | SB TR |
| | 3 | Commercial Street WB | WB R |
| | 4 | Commercial Street WB | WB LT |
| Madison Ave at Pleasant & High St | 5 | Pleasant Street EB | EB LTR |
| | 6 | Madison Avenue SB | SB TR |
| | 7 | Madison Avenue SB | SB L |
| | 8 | High Street WB | WB TR |
| | 9 | High Street WB | WB L |
| | 10 | Madison Avenue NB | NB TR |
| | 11 | Madison Avenue NB | NB T |
| | 12 | Madison Avenue NB | NB L |

TRAFFIC SIGNAL NOTES

- SCOPE OF SIGNAL WORK:
TRAFFIC SIGNAL WORK AT THE INTERSECTION OF ROUTE 201/COMMERCIAL STREET SHALL INCLUDE, BUT NOT BE LIMITED TO FURNISHING AND INSTALLING A FULLY OPERATIONAL TRAFFIC SIGNAL SYSTEM THAT COORDINATES WITH THE ROUTE 201/HIGH STREET INTERSECTION.

SIGNAL TIMING/PHASING AND SIGNAL COORDINATION ARE THE ONLY EFFORTS ANTICIPATED AT THE ROUTE 201/HIGH STREET INTERSECTION. ANY ADDITIONAL EQUIPMENT REQUIRED TO ALLOW FOR COMMUNICATION BETWEEN SIGNALS OR TO ALLOW FOR PROPER SIGNAL OPERATION SHALL BE EXPRESSED TO THE RESIDENT DURING THE PROJECT KICKOFF.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING A WORKING AND FULLY CONFIGURED COORDINATED TRAFFIC SIGNAL SYSTEM FOR THE INTERSECTION INCLUDING COORDINATION WITH ROUTE 201/HIGH STREET.
- TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC AND THE LEAST AMOUNT OF DOWNTIME TO THE TRAFFIC SIGNAL OPERATIONS.
- ALL EXISTING DRIVEWAY ACCESS SHALL BE MAINTAINED AT ALL TIMES.
- THE CONTRACTOR SHALL PROVIDE THE RESIDENT AND MAINEDOT WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC SIGNAL IMPROVEMENTS AT LEAST TWO WEEKS PRIOR TO COMMENCEMENT OF WORK. THIS SCHEDULE SHALL INCLUDE MILESTONES RELATED TO ACTIVATING THE INTERSECTION INTO FLASH WITH PCMS IN THE APPROACHES ALERTING TO THE NEW TRAVEL PATTERN, AND SCHEDULE.
- THE RESIDENT AND MAINEDOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTIBILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
- THE MAINTENANCE OF TRAFFIC SIGNALS SHALL REMAIN THE RESPONSIBILITY OF THE CONTRACTOR UNTIL FINAL ACCEPTANCE BY MAINEDOT.

SIGNAL EQUIPMENT

- BENCH TESTING SHALL OCCUR AT THE SIGNAL CONTRACTOR'S FACILITY AT LEAST TWO WEEKS PRIOR TO FIELD INSTALLATION. ONCE INSTALLED, A FINAL FIELD INSPECTION IS REQUIRED. THE DESIGN ENGINEER, MAINEDOT REPRESENTATIVE, AND CONTRACTOR SHALL BE IN ATTENDANCE. A COPY OF BOTH CHECKLISTS IS AVAILABLE UPON REQUEST.
- PROPOSED SIGNAL EQUIPMENT INCLUDING CONTROLLERS AT THE INTERSECTION OF ROUTE 201/COMMERCIAL STREET AND ROUTE 201/HIGH STREET SHALL BE CONSISTENT FOR INTERSECTION COORDINATION AND COMPATABILITY.
- TWO COPIES OF NEW AND ANY MODIFIED AS-BUILT PLANS, WIRING DIAGRAMS, BOX PRINTS, AND EQUIPMENT MANUALS SHALL BE LEFT IN EACH OF THE CONTROLLER CABINETS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE RESIDENT. THOSE DRAWINGS SHALL BE ON A CLEAN SET OF PLANS SHOWING ALL CHANGES OR MODIFICATIONS TO THE BID PLANS.
- SPECIAL PROVISION 718 HAS ADDITIONAL SIGNAL INFORMATION THAT NEEDS TO BE INCLUDED IN THIS PROJECT. THIS EXPANDS UPON THE INFORMATION FOUND IN THESE GENERAL NOTES. THE MORE RESTRICTIVE LANGUAGE BETWEEN THESE GENERAL NOTES, MAINEDOT STANDARD SPECIFICATIONS, MAINEDOT STANDARD DETAILS, AND SPECIAL PROVISION 718 AND 643 SHALL GOVERN THE WORK TO BE PERFORMED UNDER THIS PROJECT.

ACCEPTANCE TESTING

- UPON COMPLETION OF THE TESTING PERIOD, MAINEDOT AND/OR THE RESIDENT SHALL EVALUATE SYSTEM OPERATIONS. THE COMPLETE SYSTEM IS EXPECTED TO OPERATE FULLY FUNCTIONAL FOR A PERIOD OF 30 CONSECUTIVE DAYS WITHOUT MALFUNCTION. MINOR MALFUNCTIONS OF INOPERABILITY NOT THE FAULT OF THE CONTRACTOR, AS JUDGED BY MAINEDOT AND/OR THE RESIDENT, ARE NOT INCLUDED IN THE 30-DAY PERIOD. IF THE SYSTEM FAILS TO OPERATE AS INTENDED BY THIS SPECIFICATION THE MALFUNCTION SHALL BE CORRECTED BY THE CONTRACTOR AT THEIR COST AND A NEW 30-DAY TESTING PERIOD SHALL BEGIN. THIS PROCESS SHALL CONTINUE UNTIL A COMPLETELY OPERABLE SYSTEM IS DEMONSTRATED FOR A CONSECUTIVE 30-DAY PERIOD.
- ACCEPTANCE TESTING MUST DEMONSTRATE TO MAINEDOT AND/OR THE RESIDENT A REASONABLE SATISFACTION THAT THE HARDWARE AND LICENSED SOFTWARE FUNCTION IN ACCORDANCE WITH THE SPECIFICATIONS, REQUIREMENTS, FUNCTIONALITIES, PERFORMANCE CRITERIA OR OTHER BENEFITS STATED IN DOCUMENTATION, PROPOSALS AND/OR DEMONSTRATIONS GIVEN TO MAINEDOT.

ROADSIDE UNIT NOTES

- THE CONTRACTOR MAY MOUNT THE RSU IN AN ALTERNATE LOCATION THAN SHOWN ON THE PLANS PROVIDED THE ANTENNAE HAVE A CLEAR LINE OF SIGHT FOR ALL APPROACHES. THIS PROVISION IS TO BETTER ASSIST THE CONTRACTOR STAY WITHIN THE 100 METER LIMITATION OF THE CAT5 CABLE RUN WITHOUT HAVING TO PURCHASE REPEATERS TO MATCH PROPOSED PLAN LOCATIONS.

Date: 12/16/2025

Username:

Division:

Filename: 009_Signal_Notes.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2433900
WIN
24339.00

| DATE | BY | PROJ. MANAGER | CHECKED | DESIGNED | REVISIONS | SIGNATURE | P.E. NUMBER | DATE |
|-------|-------------|---------------|--------------|----------|-----------|-----------|-------------|------|
| 12/25 | E. Raymond | A. GORNEAU II | E. Mikok | E. Mikok | 1 | | | |
| 12/25 | L. Driscoll | | A. Greenlock | | 2 | | | |
| | | | | | 3 | | | |
| | | | | | 4 | | | |

SKOWHEGAN
U.S. RTE 2 / U.S. RTE 201
SIGNAL NOTES

SHEET NUMBER

9

OF 18

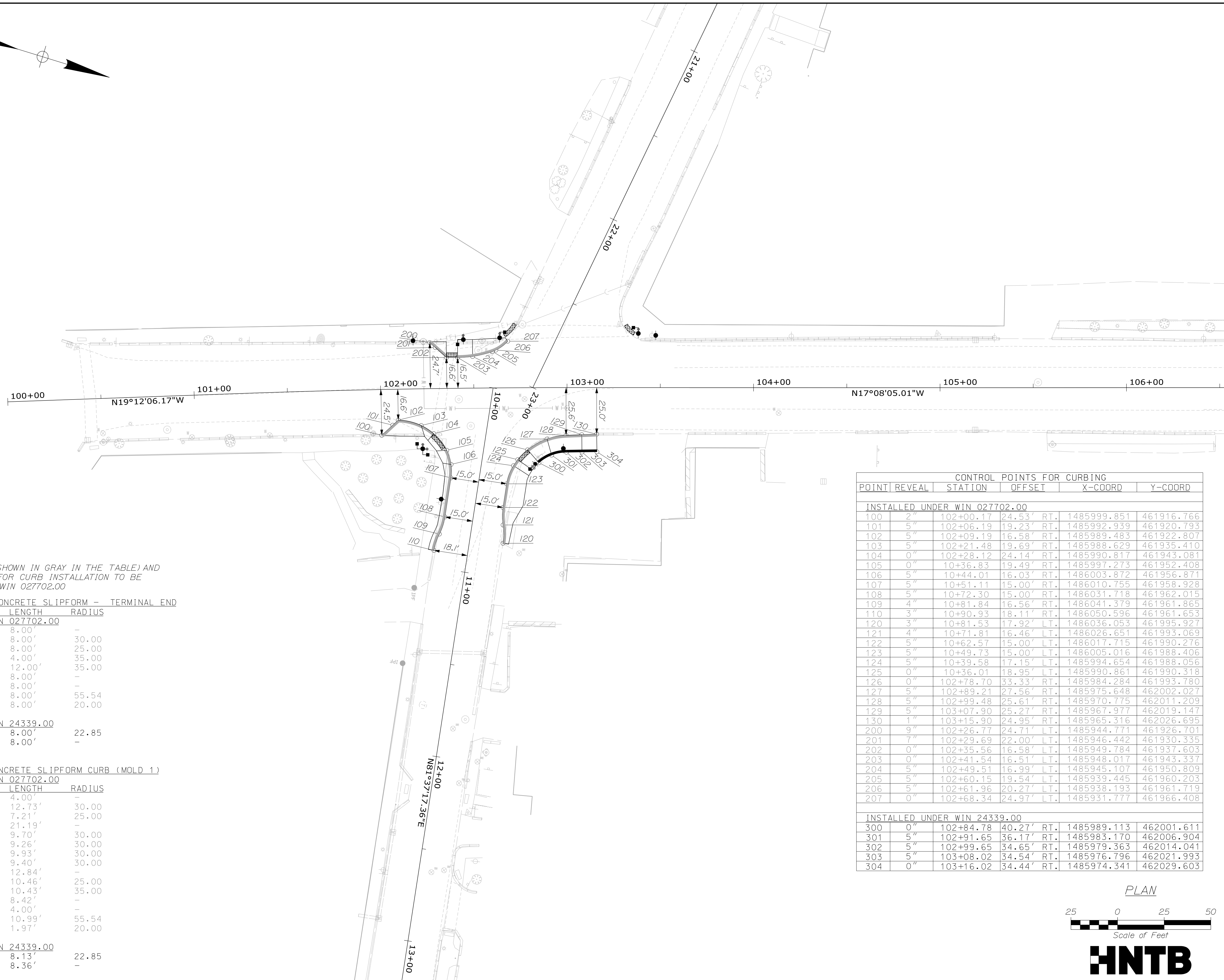
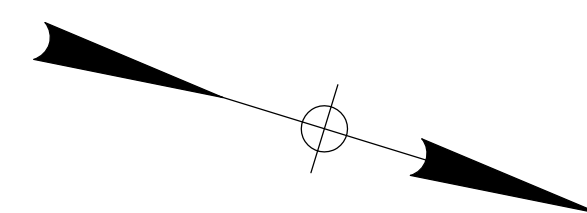


Date: 12/16/2025

Username:

Division:

Filename: 010_GeometricPlan01.dgn



NOTE:

PROPOSED CURBING (SHOWN IN GRAY IN THE TABLE) AND ASSOCIATED MILLING FOR CURB INSTALLATION TO BE CONSTRUCTED UNDER WIN 027702.00

ITEM NO. 609.214 CONCRETE SLIPFORM - TERMINAL END

| POINT | LENGTH | RADIUS |
|-------------------------------|--------|--------|
| INSTALLED UNDER WIN 027702.00 | | |
| 100 TO 101 | 8.00' | - |
| 103 TO 104 | 8.00' | 30.00 |
| 105 TO 106 | 8.00' | 25.00 |
| 124 TO 125 | 4.00' | 35.00 |
| 126 TO 127 | 12.00' | 35.00 |
| 129 TO 130 | 8.00' | - |
| 201 TO 202 | 8.00' | - |
| 203 TO 204 | 8.00' | 55.54 |
| 206 TO 207 | 8.00' | 20.00 |

INSTALLED UNDER WIN 24339.00

| | | |
|------------|-------|-------|
| 300 TO 301 | 8.00' | 22.85 |
| 303 TO 304 | 8.00' | - |

ITEM NO. 609.21 CONCRETE SLIPFORM CURB (MOLD 1)

INSTALLED UNDER WIN 027702.00

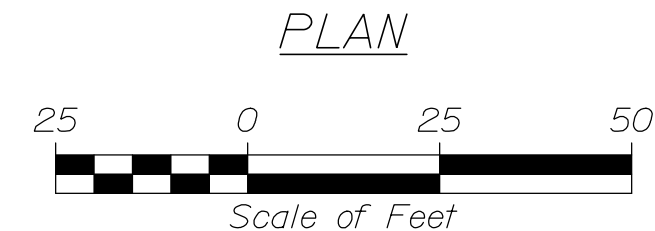
| POINT | LENGTH | RADIUS |
|------------|--------|--------|
| 101 TO 102 | 4.00' | - |
| 102 TO 103 | 12.73' | 30.00 |
| 106 TO 107 | 7.21' | 25.00 |
| 107 TO 108 | 21.19' | - |
| 108 TO 109 | 9.70' | 30.00 |
| 109 TO 110 | 9.26' | 30.00 |
| 120 TO 121 | 9.93' | 30.00 |
| 121 TO 122 | 9.40' | 30.00 |
| 122 TO 123 | 12.84' | - |
| 123 TO 124 | 10.46' | 25.00 |
| 127 TO 128 | 10.43' | 35.00 |
| 128 TO 129 | 8.42' | - |
| 200 TO 201 | 4.00' | - |
| 204 TO 205 | 10.99' | 55.54 |
| 205 TO 206 | 1.97' | 20.00 |

INSTALLED UNDER WIN 24339.00

| | | |
|------------|-------|-------|
| 301 TO 302 | 8.13' | 22.85 |
| 302 TO 303 | 8.36' | - |

CONTROL POINTS FOR CURBING

| POINT | REVEAL | STATION | OFFSET | X-COORD | Y-COORD |
|-------------------------------|--------|-----------|------------|-------------|------------|
| INSTALLED UNDER WIN 027702.00 | | | | | |
| 100 | 2" | 102+00.17 | 24.53' RT. | 1485999.851 | 461916.766 |
| 101 | 5" | 102+06.19 | 19.23' RT. | 1485992.939 | 461920.793 |
| 102 | 5" | 102+09.19 | 16.58' RT. | 1485989.483 | 461922.807 |
| 103 | 5" | 102+21.48 | 19.69' RT. | 1485988.629 | 461935.410 |
| 104 | 0" | 102+28.12 | 24.14' RT. | 1485990.817 | 461943.081 |
| 105 | 0" | 10+36.83 | 19.49' RT. | 1485997.273 | 461952.408 |
| 106 | 5" | 10+44.01 | 16.03' RT. | 1486003.872 | 461956.871 |
| 107 | 5" | 10+51.11 | 15.00' RT. | 1486010.755 | 461958.928 |
| 108 | 5" | 10+72.30 | 15.00' RT. | 1486031.718 | 461962.015 |
| 109 | 4" | 10+81.84 | 16.56' RT. | 1486041.379 | 461961.865 |
| 110 | 3" | 10+90.93 | 18.11' RT. | 1486050.596 | 461961.653 |
| 120 | 3" | 10+81.53 | 17.92' LT. | 1486036.053 | 461995.927 |
| 121 | 4" | 10+71.81 | 16.46' LT. | 1486026.651 | 461993.069 |
| 122 | 5" | 10+62.57 | 15.00' LT. | 1486017.715 | 461990.276 |
| 123 | 5" | 10+49.73 | 15.00' LT. | 1486005.016 | 461988.406 |
| 124 | 5" | 10+39.58 | 17.15' LT. | 1485994.654 | 461988.056 |
| 125 | 0" | 10+36.01 | 18.95' LT. | 1485990.861 | 461990.318 |
| 126 | 0" | 102+78.70 | 33.33' RT. | 1485984.284 | 461993.780 |
| 127 | 5" | 102+89.21 | 27.56' RT. | 1485975.648 | 462002.027 |
| 128 | 5" | 102+99.48 | 25.61' RT. | 1485970.775 | 462011.209 |
| 129 | 5" | 103+07.90 | 25.27' RT. | 1485967.977 | 462019.147 |
| 130 | 1" | 103+15.90 | 24.95' RT. | 1485965.316 | 462026.695 |
| 200 | 9" | 102+26.77 | 24.71' LT. | 1485944.771 | 461926.701 |
| 201 | 7" | 102+29.69 | 22.00' LT. | 1485946.442 | 461930.335 |
| 202 | 0" | 102+35.56 | 16.58' LT. | 1485949.784 | 461937.603 |
| 203 | 0" | 102+41.54 | 16.51' LT. | 1485948.017 | 461943.337 |
| 204 | 5" | 102+49.51 | 16.99' LT. | 1485945.107 | 461950.809 |
| 205 | 5" | 102+60.15 | 19.54' LT. | 1485939.445 | 461960.203 |
| 206 | 5" | 102+61.96 | 20.27' LT. | 1485938.193 | 461961.719 |
| 207 | 0" | 102+68.34 | 24.97' LT. | 1485931.777 | 461966.408 |
| INSTALLED UNDER WIN 24339.00 | | | | | |
| 300 | 0" | 102+84.78 | 40.27' RT. | 1485989.113 | 462001.611 |
| 301 | 5" | 102+91.65 | 36.17' RT. | 1485983.170 | 462006.904 |
| 302 | 5" | 102+99.65 | 34.65' RT. | 1485979.363 | 462014.041 |
| 303 | 5" | 103+08.02 | 34.54' RT. | 1485976.796 | 462021.993 |
| 304 | 0" | 103+16.02 | 34.44' RT. | 1485974.341 | 462029.603 |



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2433900
WIN
24339.00
HIGHWAY PLANS

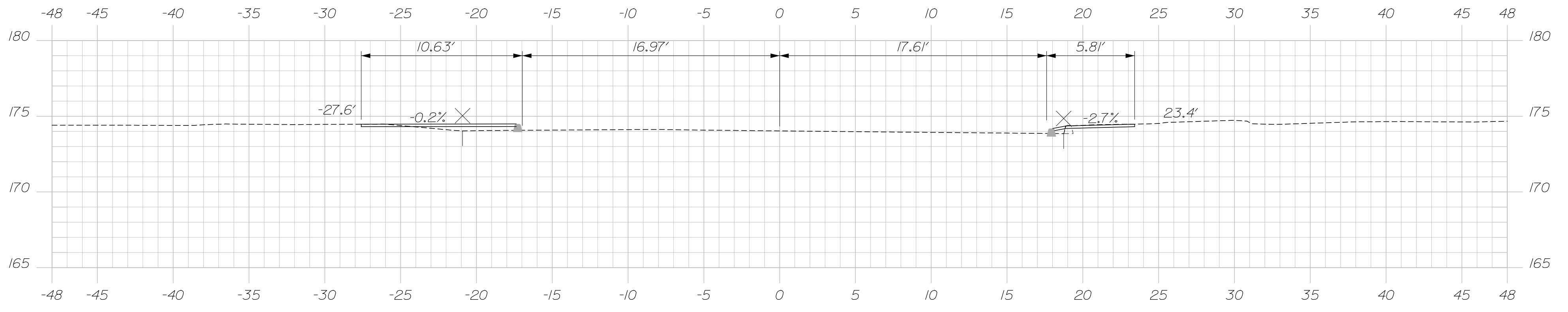
PROJ. MANAGER: A. GORNEAU II
DESIGN-DETAILED: E. Raymond
CHECKED-REVIEWED: E. Davidson
DESIGN-DETAILED: L. Driscoll
DESIGN-DETAILED: E. Davidson

DATE: 12/25
BY: E. Raymond
DATE: 12/25
BY: L. Driscoll

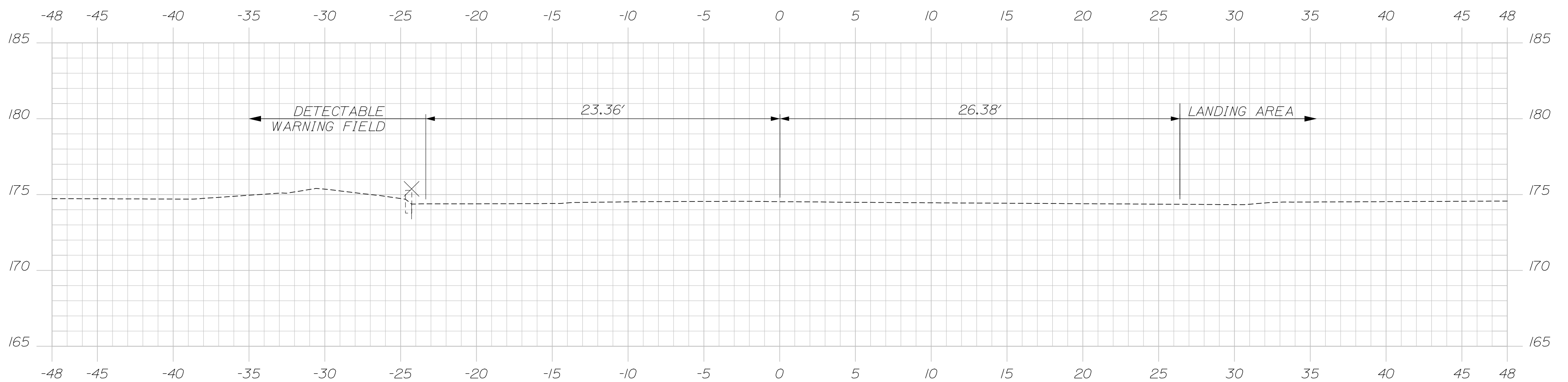
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P.E. NUMBER: _____
DATE: _____

SKOWHEGAN
U.S. RTE 2 \ U.S. RTE 201
GEOMETRIC PLAN

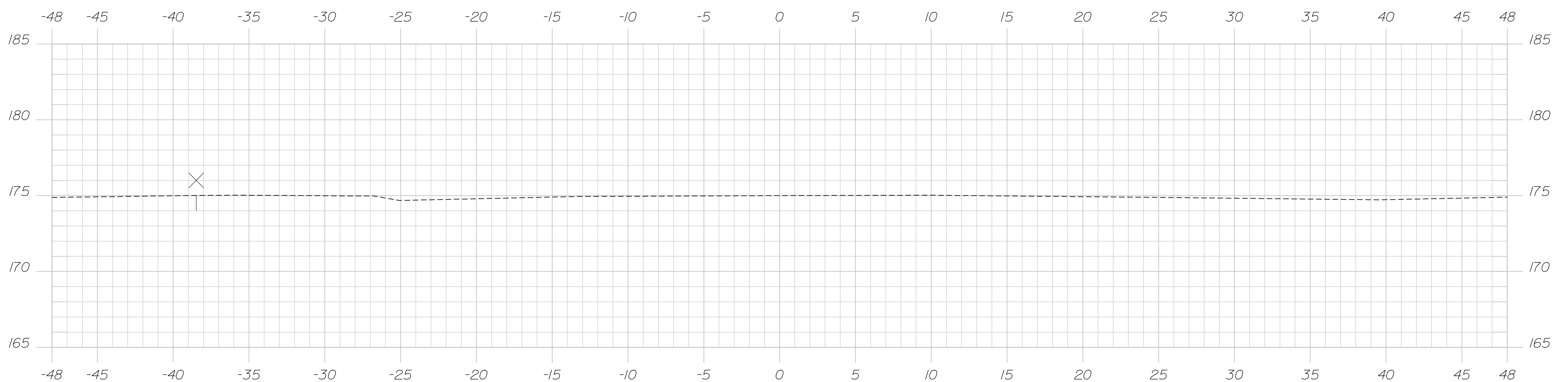
SHEET NUMBER
10
OF 18



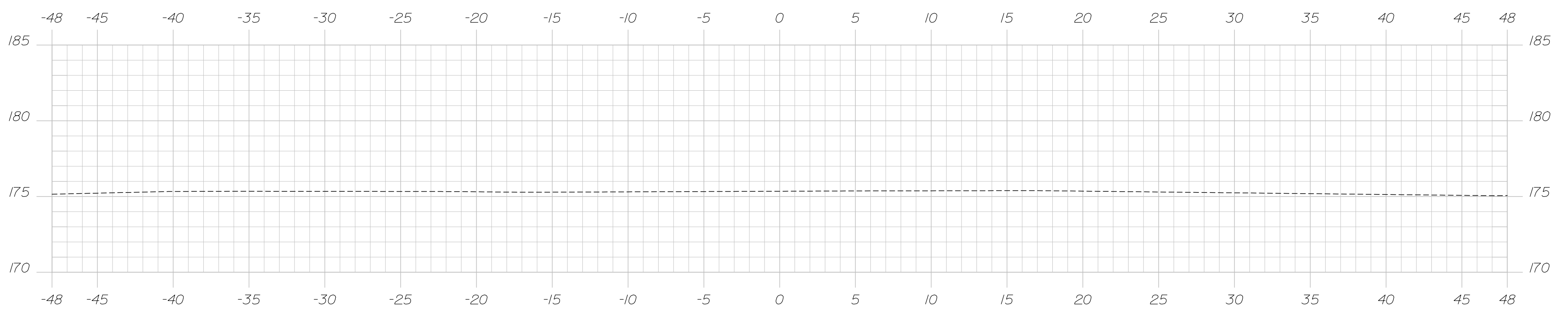
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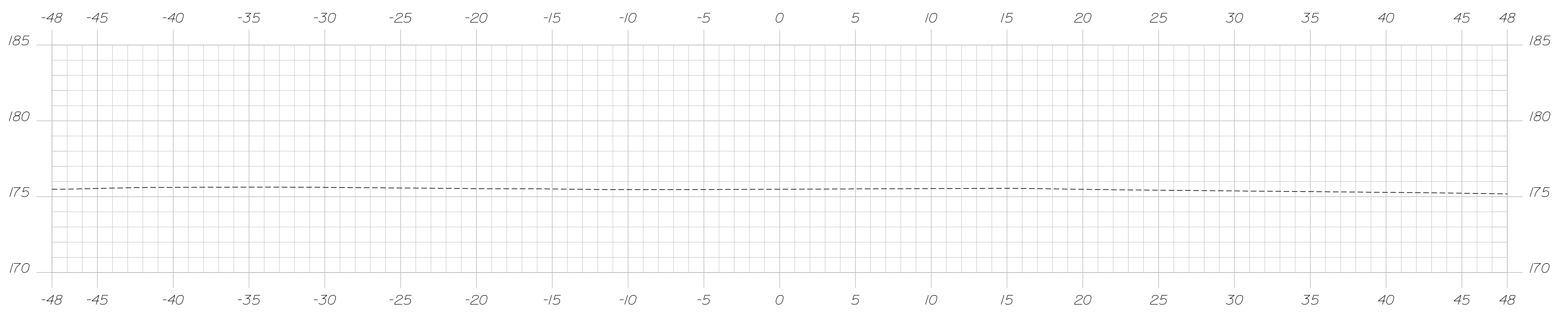
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10+20.00



10+10.00

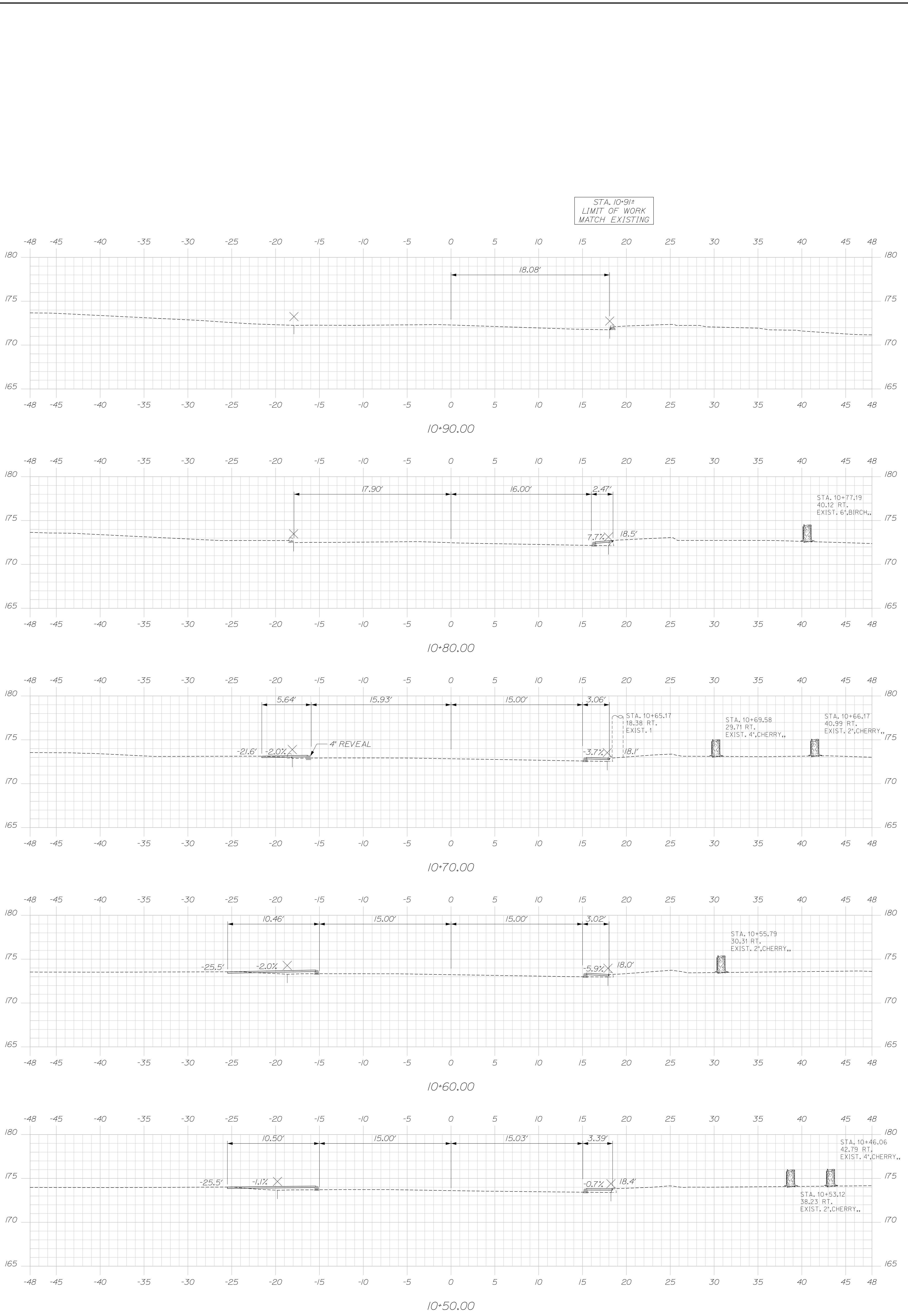


10+00.00

Sta. 10+00.00 to Sta. 10+40.00

| | | | | | |
|--|--|---|---|--|--|
| OF 18 11 SHEET NUMBER | SKOWHEGAN COMMERCIAL ST CROSS SECTIONS | PROJ. MANAGER A. GORNEAU, II DESIGN-DETAILED E. Raymond CHECKED-REVIEWED E. Davidson DESIGN2-DETAILED2 L. Driscoll DESIGN3-DETAILED3 REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES | BY E. Raymond L. Driscoll DATE 12\25 12\25 | SIGNATURE _____ P.E. NUMBER _____ DATE _____ | STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2433900 WIN 24339.00 HIGHWAY PLANS |
|--|--|---|---|--|--|

Sta. 10+50.00 to Sta. 10+90.00



SKOWHEGAN COMMERCIAL ST CROSS SECTIONS

| | | | |
|-------------------|----------------|-------------|-------|
| PROJ. MANAGER | A. GORNEAU, II | BY | DATE |
| DESIGN-DETAILED | E. Raymond | E. Raymond | 12\25 |
| CHECKED-REVIEWED | E. Davidson | L. Driscoll | 12\25 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE _____
P.E. NUMBER _____
DATE _____

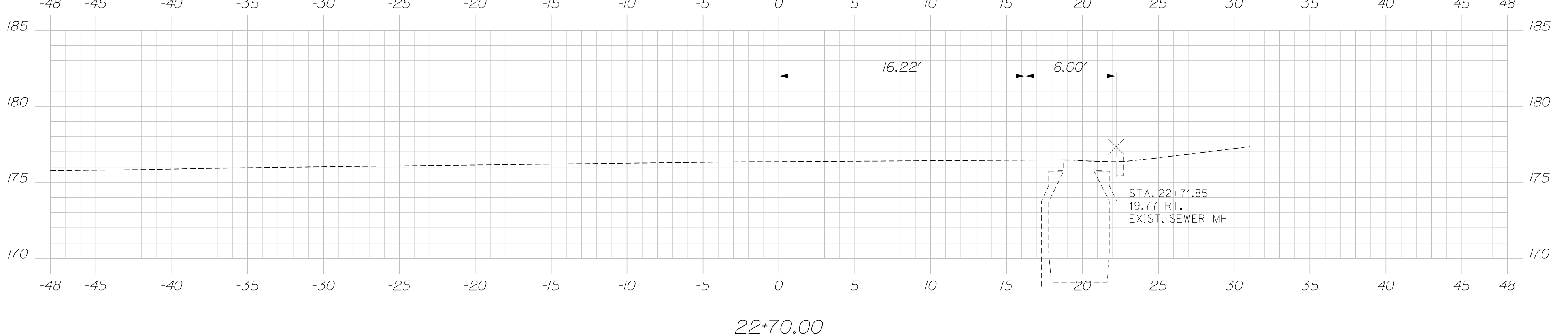
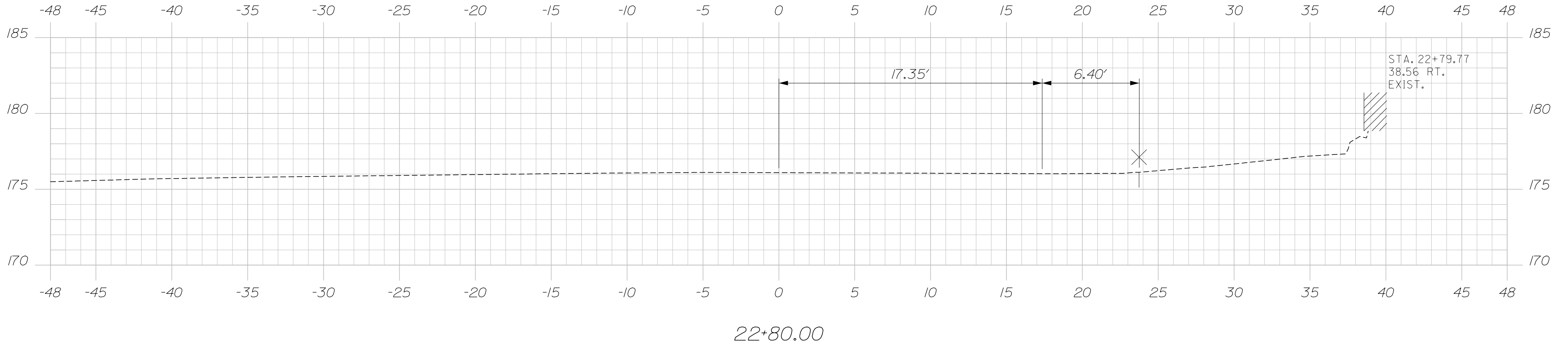
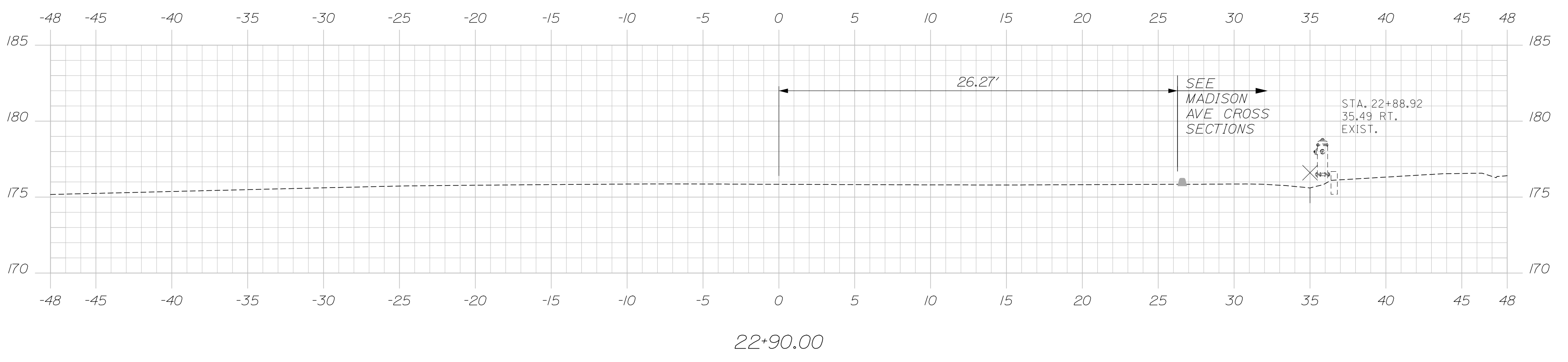
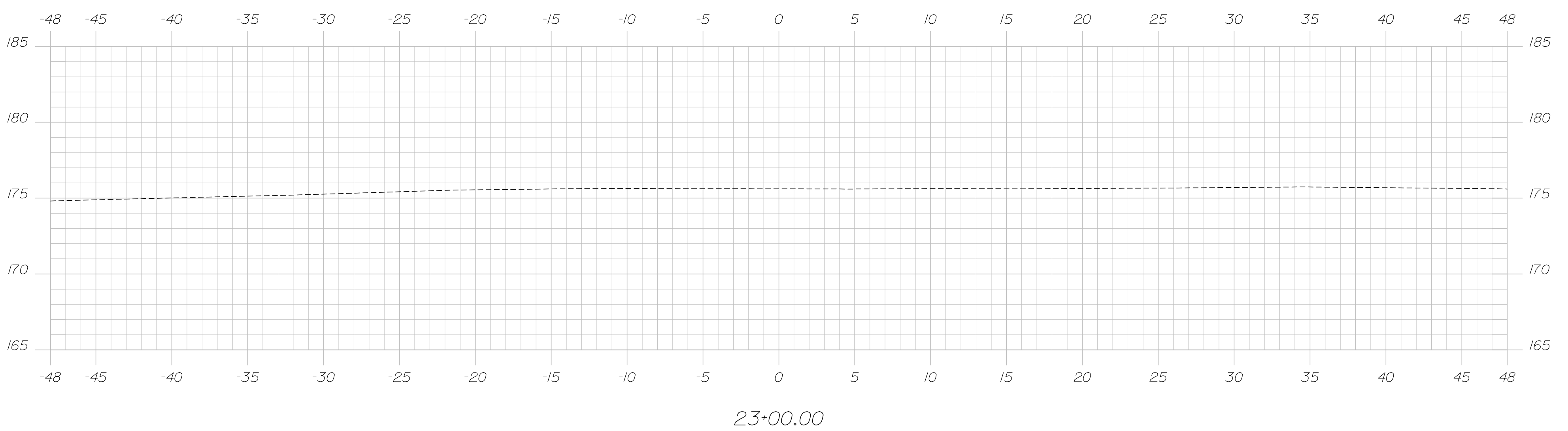
**STATE OF MAINE
DEPARTMENT OF TRANSPORTATION**

2433900

**WIN
24339.00** HIGHWAY PLANS

SHEET NUMBER
12
OF 18

STA. 22+47±
LIMIT OF WORK
MATCH EXISTING



Sta. 22+70.00 to Sta. 23+00.00

SKOWHEGAN
ELM ST

CROSS SECTIONS

| | | | | | |
|-------------------|----------------|-------------|--|-------|--|
| PROJ. MANAGER | A. GORNEAU, II | BY | | DATE | |
| DESIGN-DETAILED | E. Raymond | E. Raymond | | 12\25 | |
| CHECKED-REVIEWED | E. Davidson | L. Driscoll | | 12\25 | |
| DESIGN2-DETAILED2 | | | | | |
| DESIGN3-DETAILED3 | | | | | |
| REVISIONS 1 | | | | | |
| REVISIONS 2 | | | | | |
| REVISIONS 3 | | | | | |
| REVISIONS 4 | | | | | |
| FIELD CHANGES | | | | | |

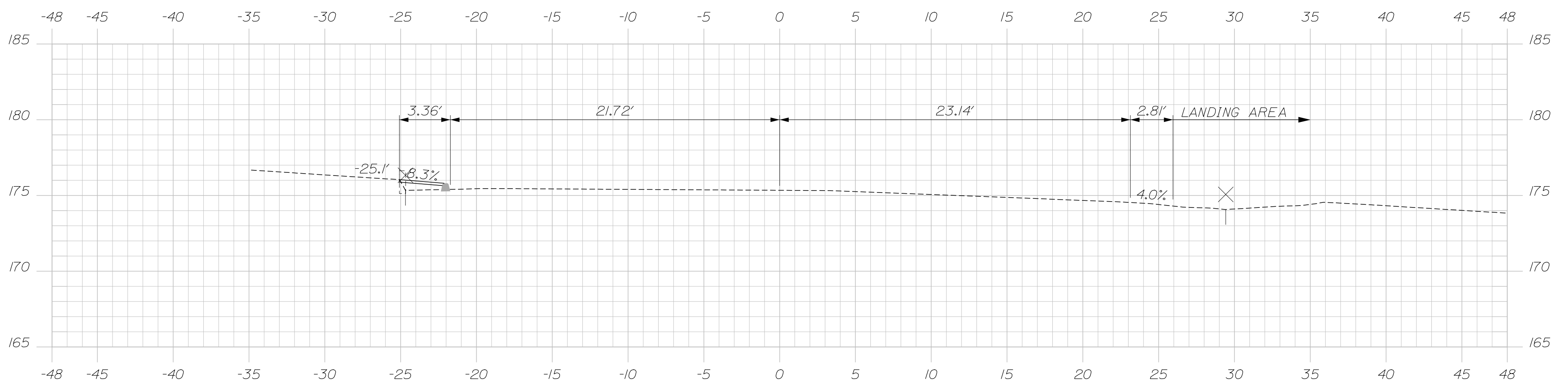
SIGNATURE _____
P.E. NUMBER _____
DATE _____

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

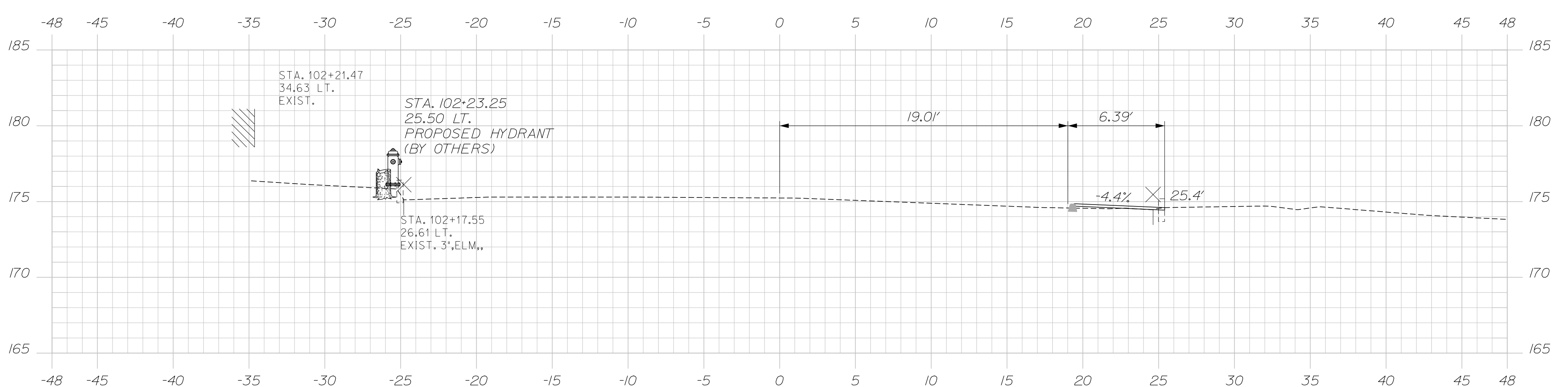
2433900

WIN
24339.00 HIGHWAY PLANS

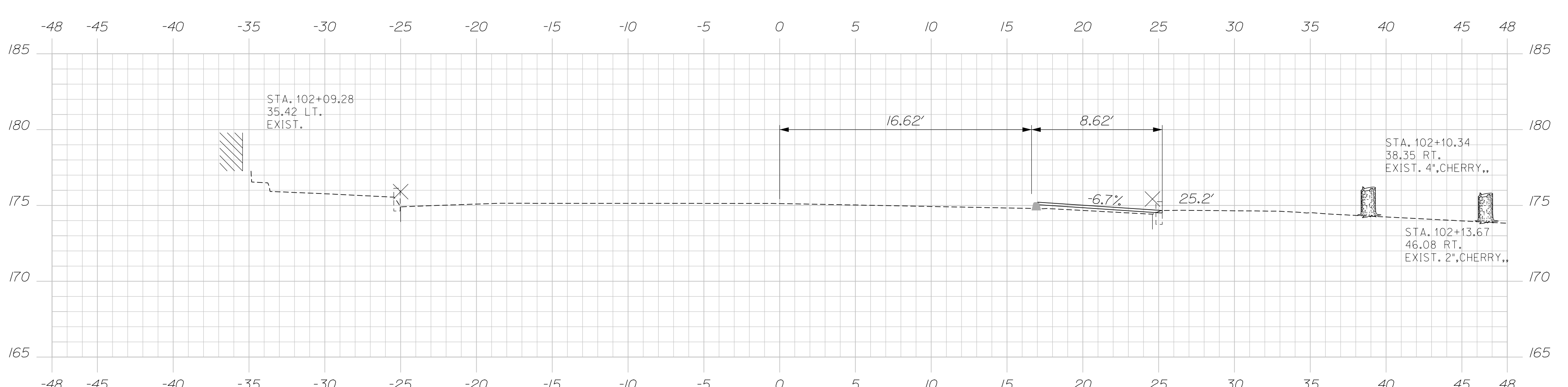
SHEET NUMBER
13
OF 18



102+30.00

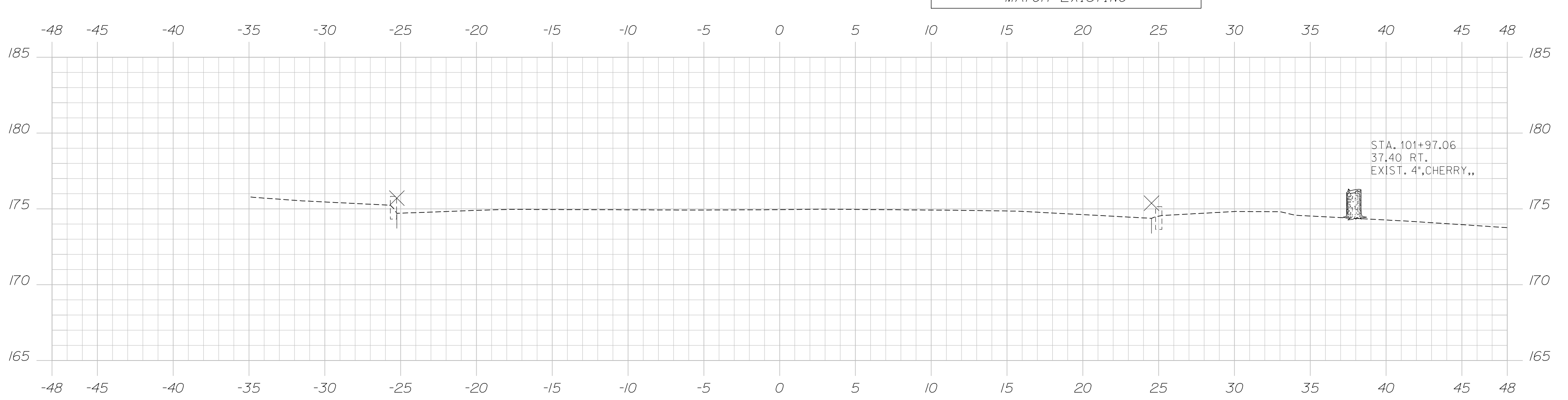


102+20.00



102+10.00

STA. 102+00±
BEGIN PROJECT WIN 24339.00
LIMIT OF WORK
MATCH EXISTING



102+00.00

Sta. 102+00.00 to Sta. 102+30.00

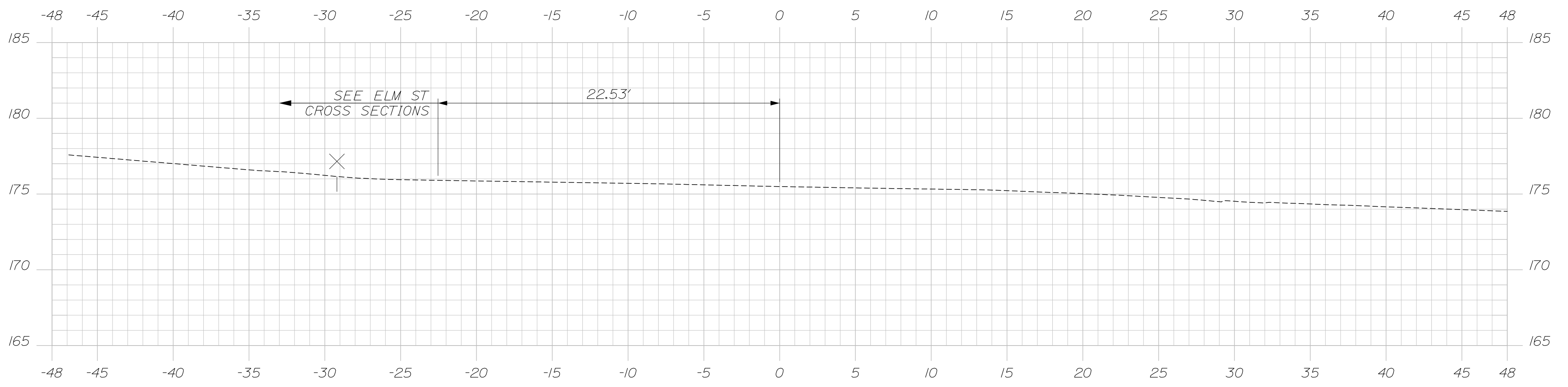
SHEET NUMBER
14
OF 18

SKOWHEGAN
U.S. RTE 2 \ U.S. RTE 201
CROSS SECTIONS

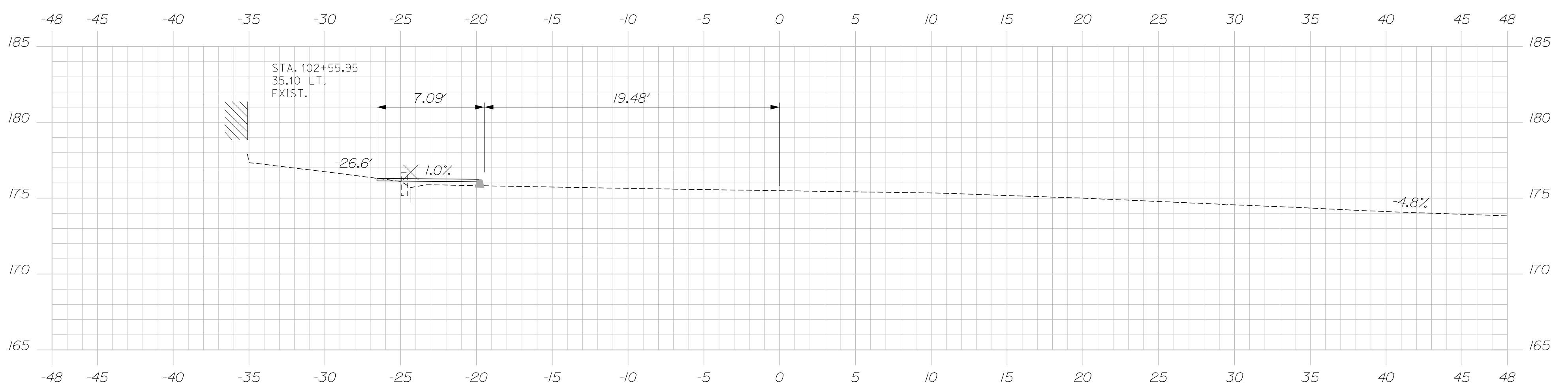
| | | | |
|-------------------|----------------|-------------|-------|
| PROJ. MANAGER | A. GORNEAU, II | BY | DATE |
| DESIGN-DETAILED | E. Raymond | E. Raymond | 12\25 |
| CHECKED-REVIEWED | E. Davidson | L. Driscoll | 12\25 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE _____
P.E. NUMBER _____
DATE _____

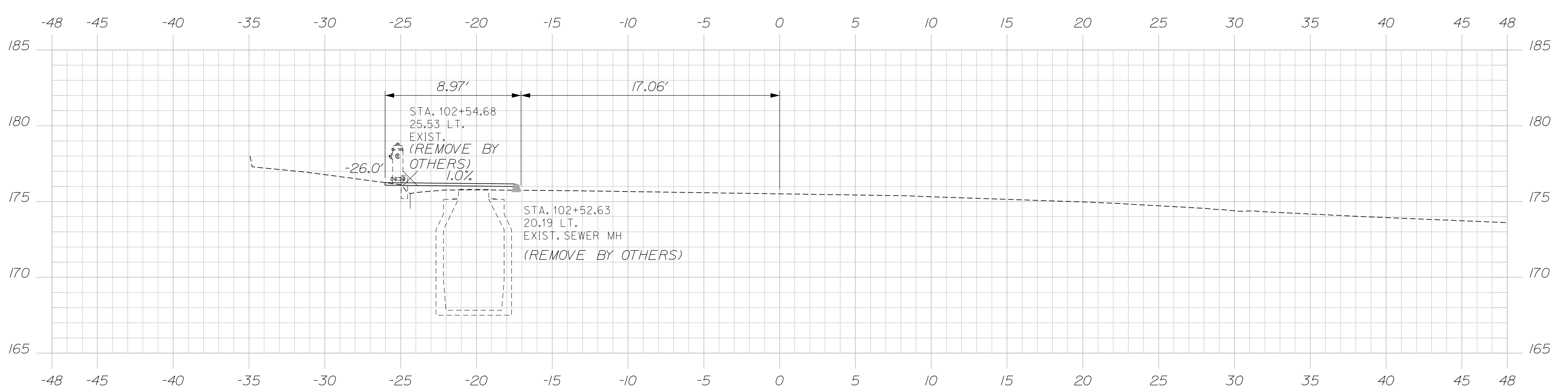
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2433900
WIN
24339.00 HIGHWAY PLANS



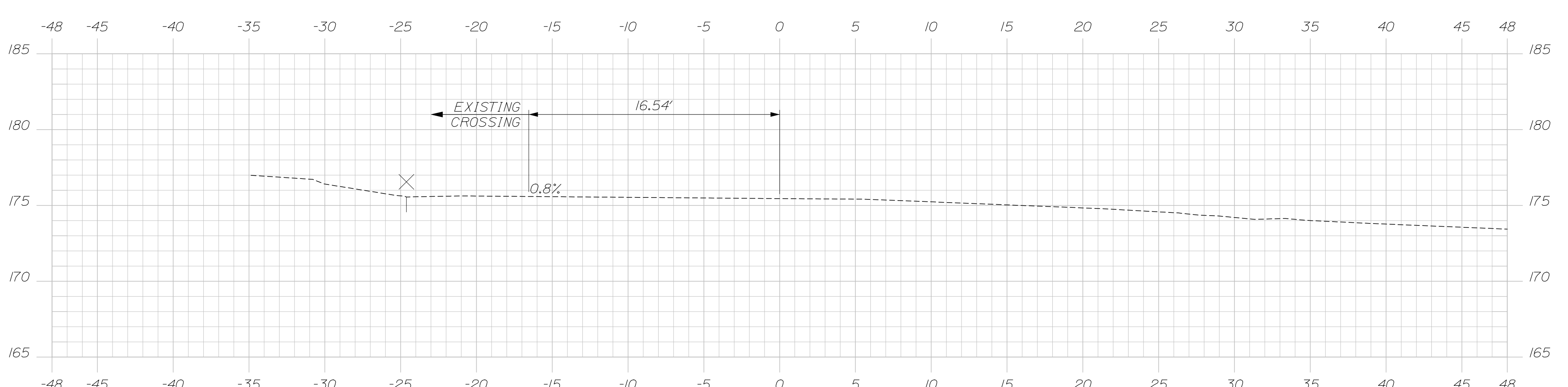
102+70.00



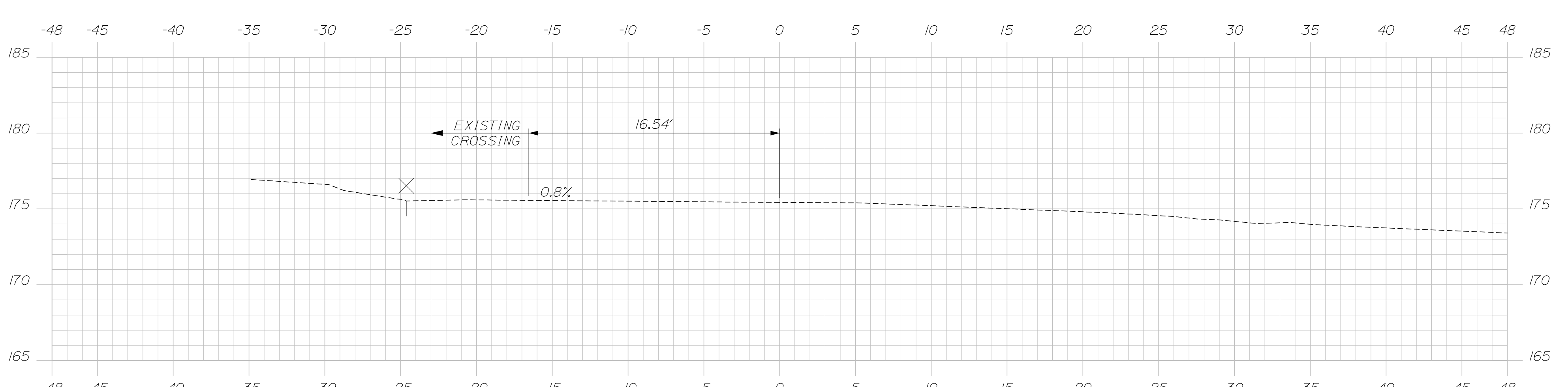
102+60.00



102+50.00



102+40.00



102+38.50

Sta. 102+38.50 to Sta. 102+70.00

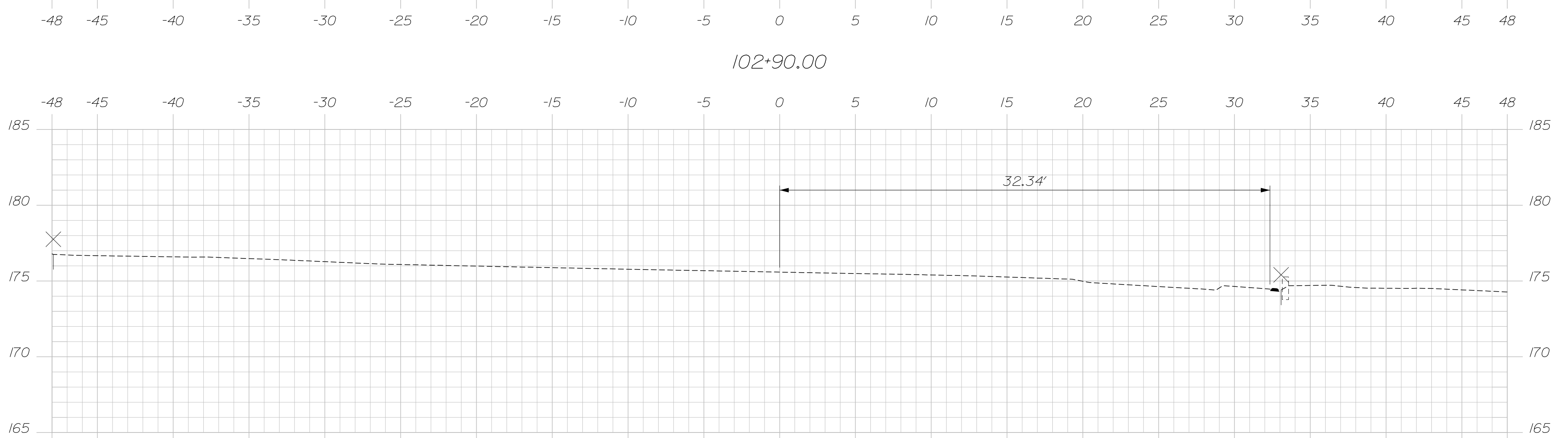
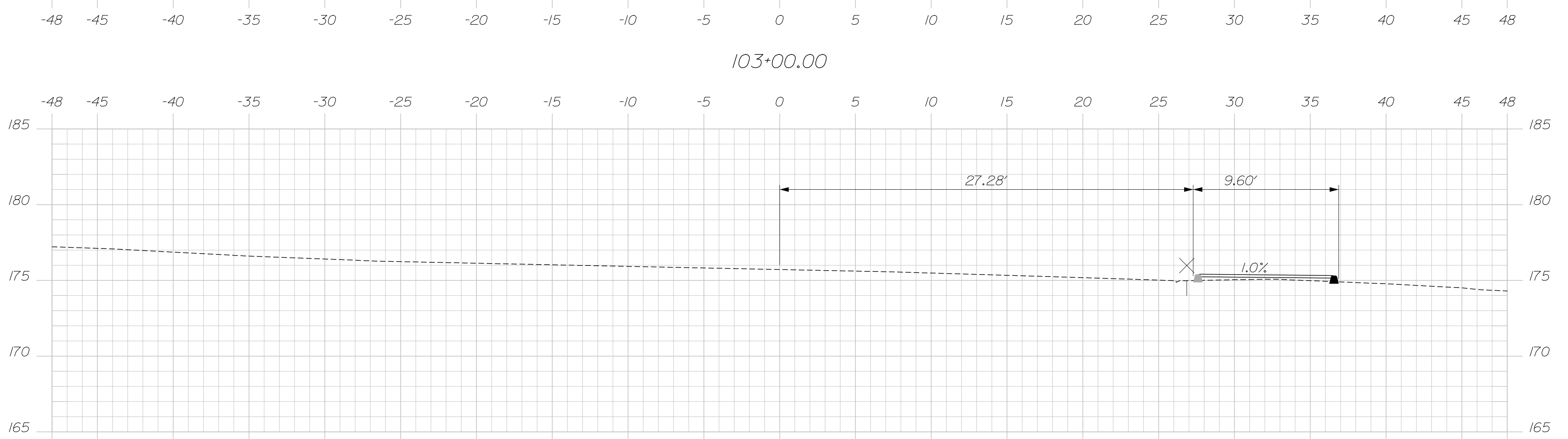
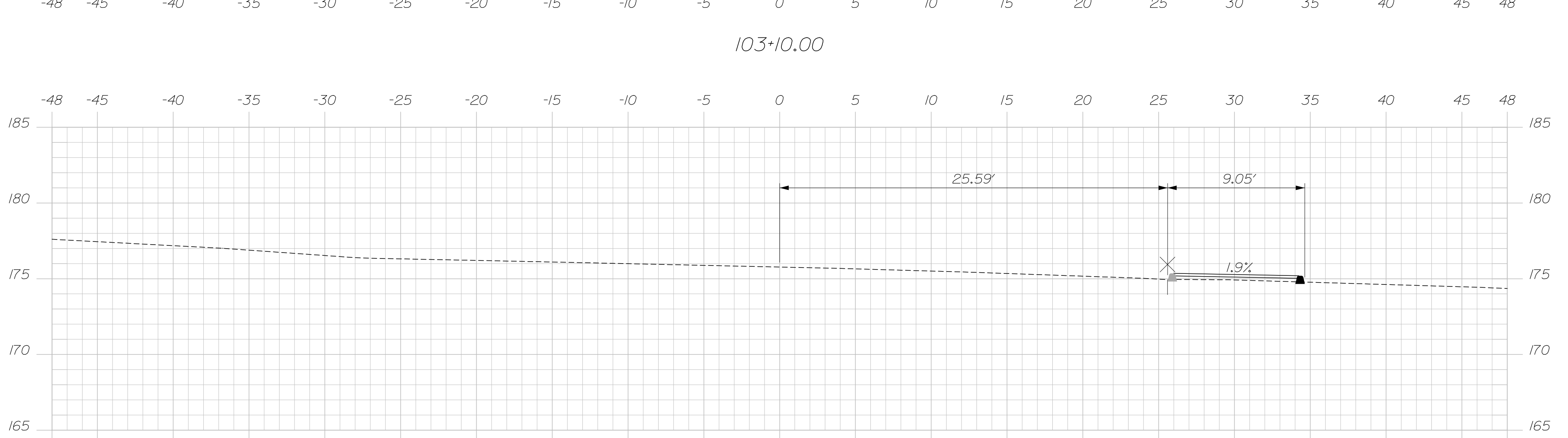
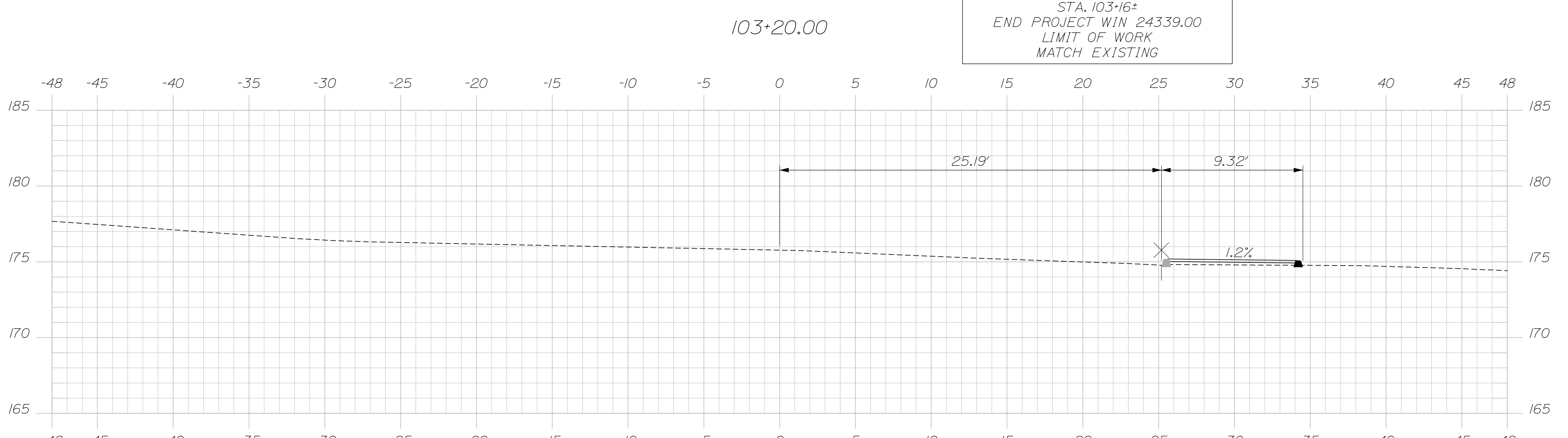
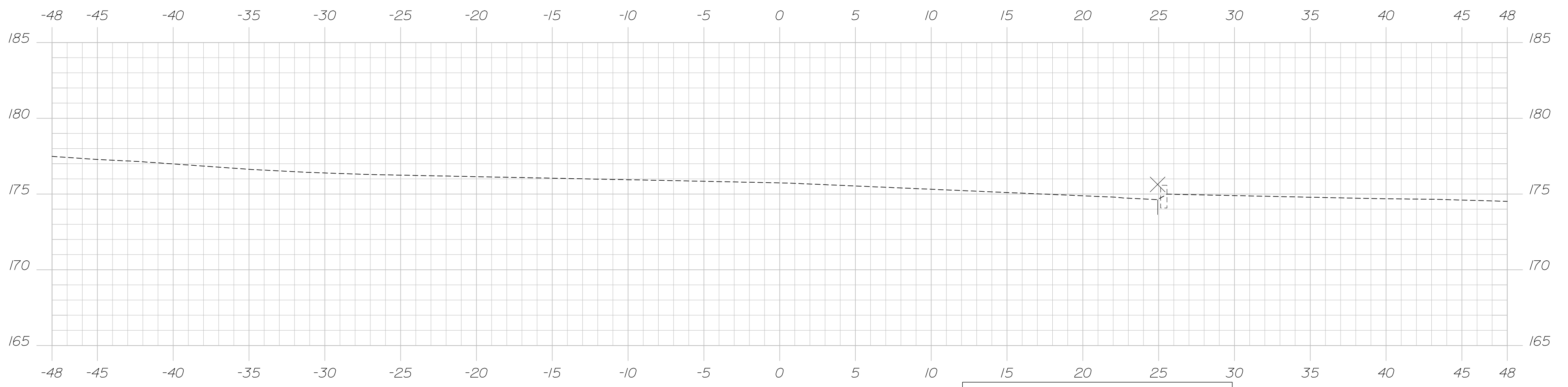
OF 18
15
SHEET NUMBER

SKOWHEGAN
U.S. RTE 2 \ U.S. RTE 201
CROSS SECTIONS

| | | | |
|-------------------|----------------|-------------|-------|
| PROJ. MANAGER | A. GORNEAU, II | BY | DATE |
| DESIGN-DETAILED | E. Raymond | E. Raymond | 12\25 |
| CHECKED-REVIEWED | E. Davidson | L. Driscoll | 12\25 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE
P.E. NUMBER
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2433900
WIN
24339.00
HIGHWAY PLANS



Sta. 102+80.00 to Sta. 103+20.00

| | | | | | |
|---|--|---|-----------------|--|--|
| SHEET NUMBER 16 OF 18 | SKOWHEGAN U.S. RTE 2 \ U.S. RTE 201 | PROJ. MANAGER A. GORNEAU, II DESIGN-DETAILED E. Raymond E. Raymond 12\25 CHECKED-REVIEWED E. Davidson L. Driscoll 12\25 | BY DATE | SIGNATURE _____ P.E. NUMBER _____ DATE _____ | STATE OF MAINE DEPARTMENT OF TRANSPORTATION |
| | CROSS SECTIONS | REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES | WIN 24339.00 | | HIGHWAY PLANS |

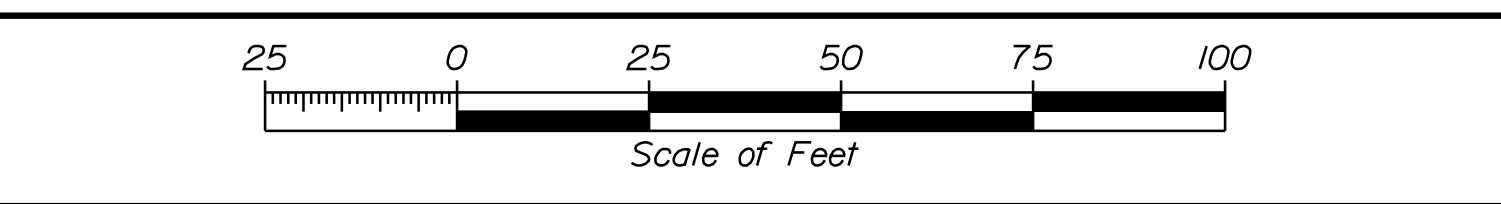
Town, County, State
 Approx. Property Lines
 Existing Right of Way
 Limits of Wrought Portion
 Control Of Access
 New Right of Way
 New Easement
 New Temporary Rights
 New R/W Within Existing R/W

New R/W Along Existing R/W
 Building
 Trees
 Water Edge
 Ledge
 Fence
 Sign

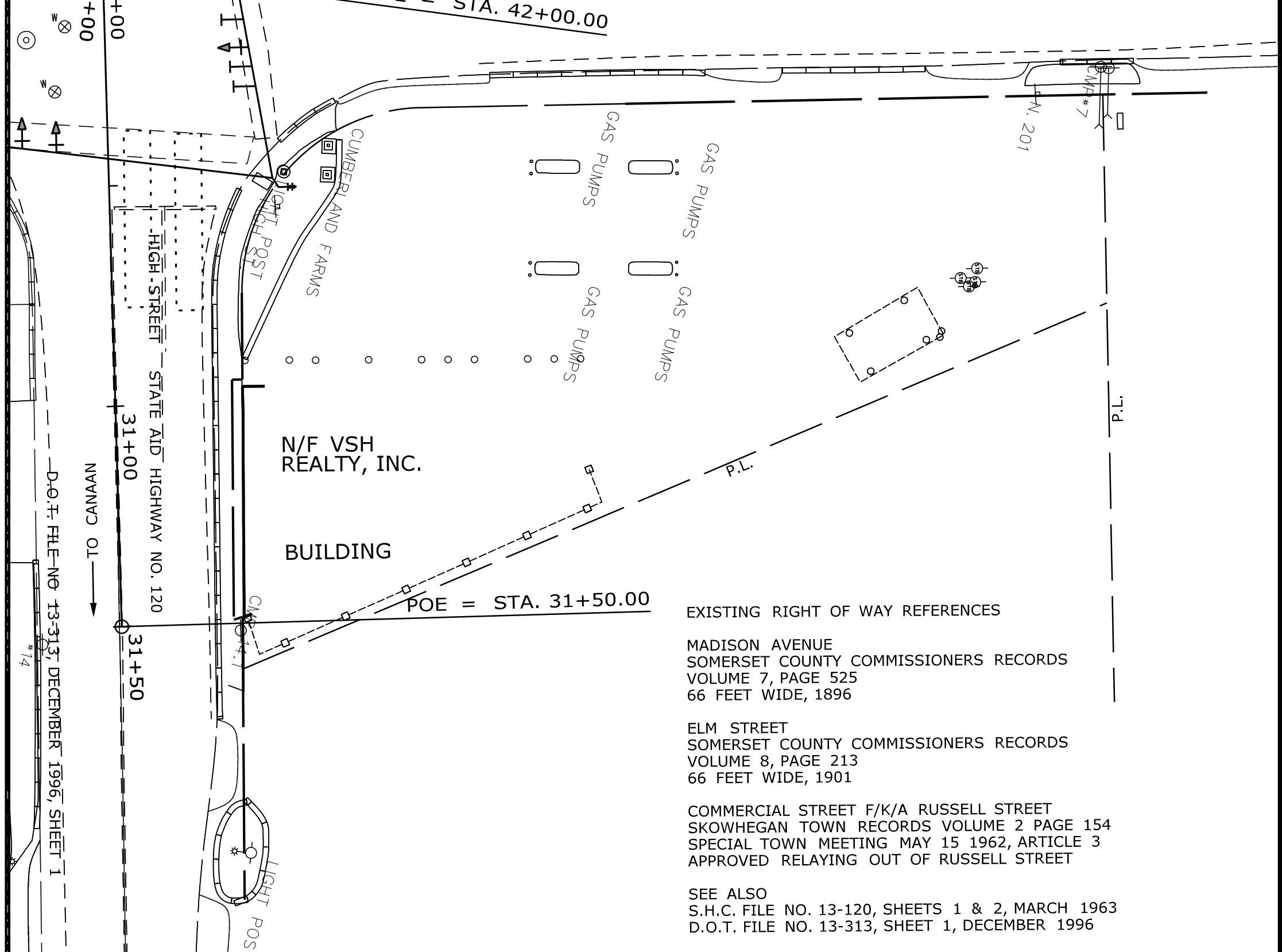
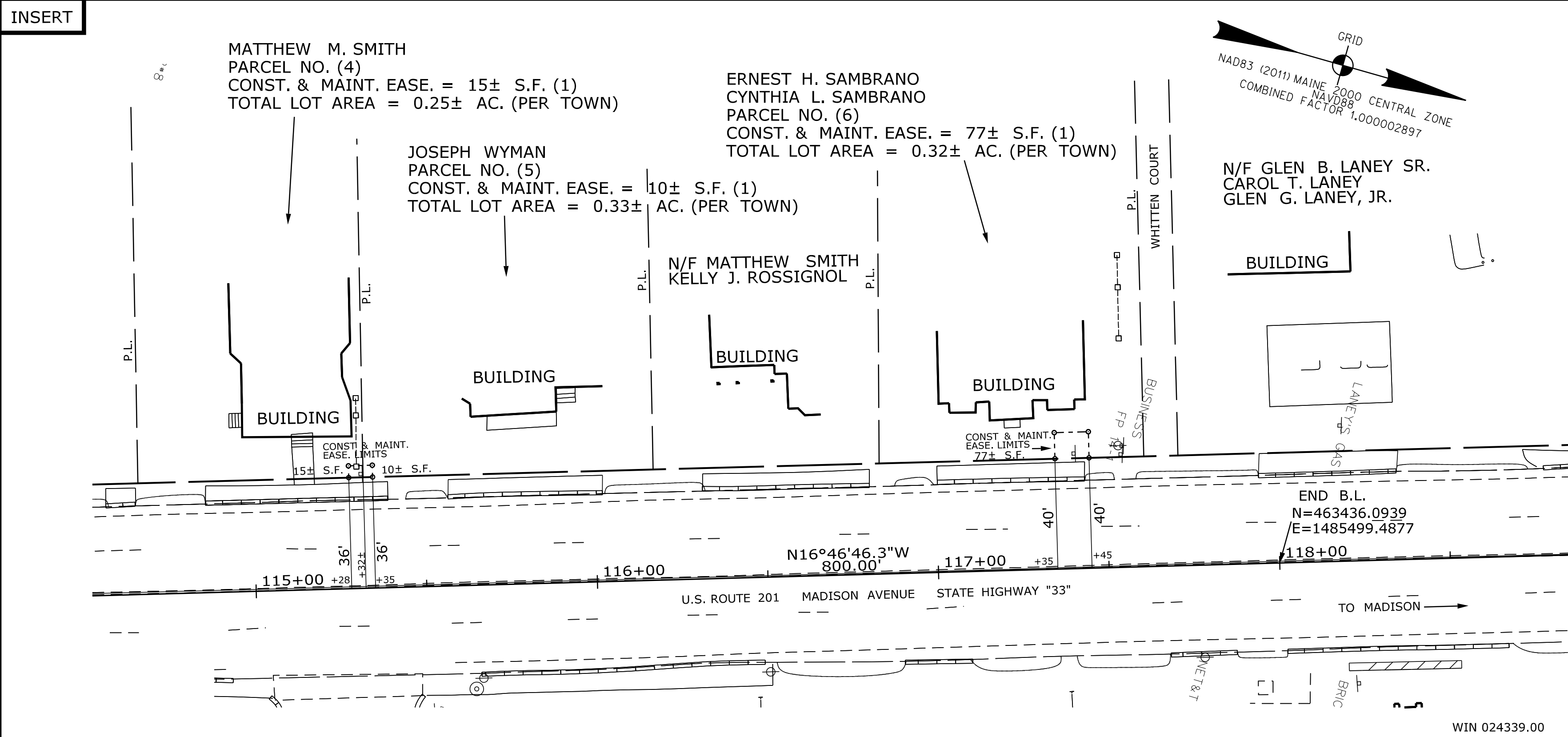
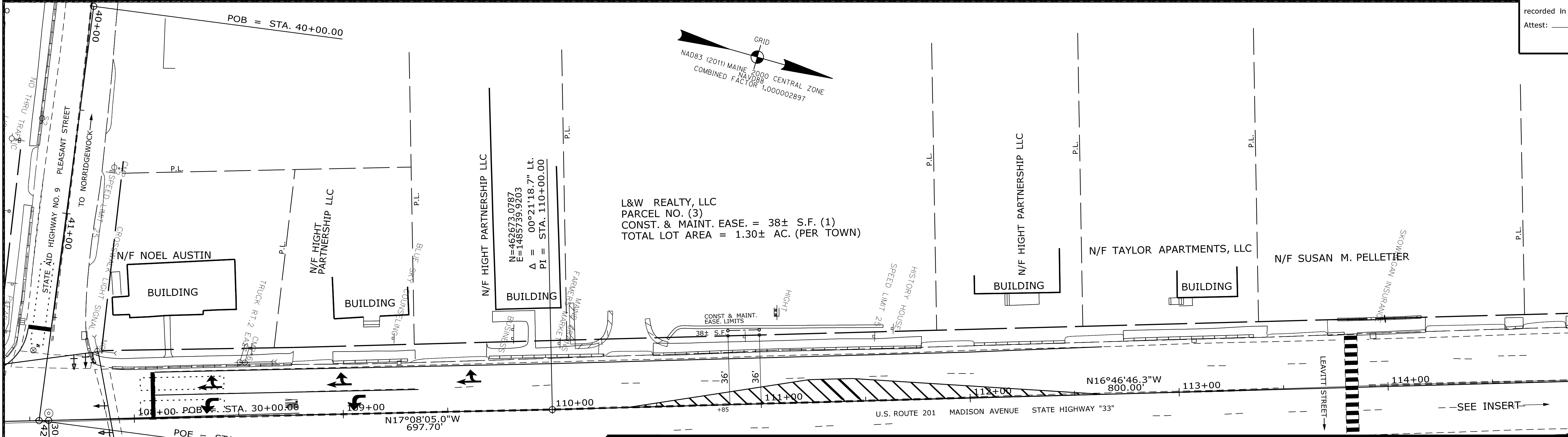
PLAN LEGEND
 Existing Proposed
 Sanitary Sewer
 Telephone Line
 Electric Line
 Water Line
 Underdrain Line
 Gas Line
 Guardrail
 Culvert

Cut Line
 Stonewall
 Baseline
 Monument
 Iron Rod Found
 Replacement Pin Set

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ADJACENT PROPERTY OWNERS.



STATE OF MAINE
 REGISTRY OF DEEDS
 COUNTY _____
 RECEIVED _____
 at _____ h _____ m _____ M and
 recorded in Plan Bk _____, Pg. _____
 Attest: _____ REGISTER



| REVISIONS | | |
|-----------|------|-------------|
| NO. | DATE | DESCRIPTION |
| | | |
| | | |

| PLAN FILED IN PLAN BOOK | | PAGE | | COUNTY RECORD | |
|-------------------------|---------|------|------------|---------------|------|
| NO. | GRANTOR | NO. | INSTRUMENT | DATE | PAGE |
| | | | | | |

DALE F. DOUGHTY
 ACTING COMMISSIONER
 WILLIAM A. PULVER
 CHIEF ENGINEER
 DATE _____

STATE HIGHWAY "33"
 U.S. ROUTE 201 / MADISON AVENUE
 SKOWHEGAN SOMERSET COUNTY
 FEDERAL AID PROJECT NO. 2433900
 SEPTEMBER 2025 RIGHT-OF-WAY MAP
 SCALE 1" = 25' SHEET 2 OF 2
 D.O.T. FILE NO. 13-414

| TECH | CHECKED |
|------|---------|
| JDF | JDF |
| PNS | PNS |
| JDF | JDF |

| ITEM | EXISTING | CONDITION | PLAN | FINAL | RIGHT OF WAY | AREAS |
|------|----------|-----------|------|-------|--------------|-------|
| | | | | | | |

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
 SKOWHEGAN
 RIGHT OF WAY MAP

SHEET NUMBER
18
 OF 18

Filename: \$file\$ Division: \$wkgroup\$ Username: \$user\$ Date: \$date\$

WIN 024339.00