

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



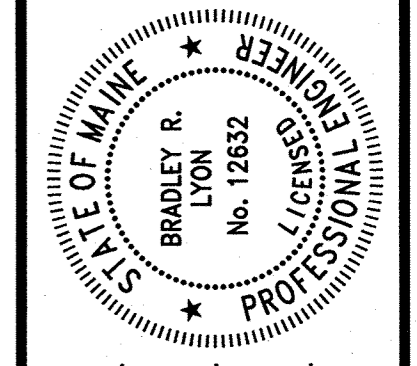
KITTERY YORK COUNTY ROUTE 1

FEDERAL PROJECT 2543300 & 2543500 STATE WIN(s) 025433.00 & 025435.00

PLAN LEGEND	
Town, County, State	-----
Property Lines	-----
R/W Lines-Existing	-----
R/W Lines-Proposed	-----
Culvert-Existing	-----
Culvert Proposed	-----
Curbing Existing	-----
Curbing Proposed	-----
Type 1	-----
Type 3	-----
Type 5	-----
Outline of Bodies of Water	-----
Exposed Bedrock	-----
Buildings	-----
Trees Conifer	-----
Trees Deciduous	-----
Tree Line	-----
Clearing Limit Line	-----
Railroad	-----
Catch Basins	Existing Proposed
Manholes	Existing Proposed
Proposed Underdrain	-----
Proposed Ditch	-----
Existing Ditch	-----
Utility Poles	Existing Proposed
Fire Hydrants	Existing Proposed
Existing Water Line	-----
Existing San. Sewer	-----
Existing San. Sewer Manhole	-----
Guardrail-Existing	-----
Guardrail-Proposed	-----
Guardrail-Cable, Other	-----
Centerline-Existing	-----
Centerline-Proposed	-----
Travelway-Existing	-----
Travelway-Proposed	-----
Fiber Optic Cable	Existing Proposed
Signal Conduit	-----
Pedestrian Signal Head w/ Pushbutton	-----
Pedestrian Signal Post w/ Equipment	-----
Steel Strain Pole	-----
Mast Arm Pole	-----
Luminaire	-----
Receiver	-----
Signal Head (no Backplate)	-----
Signal Head (w/ Backplate)	-----
Confirmation Strobe	-----
Mounted Sign	-----
Controller Cabinet	-----
Pullbox	-----
Video Detection Camera	-----
Video Detection Camera (360°)	-----
Advance Detection	-----
Roadside Unit	-----
Detection Zone (& ID)	-----

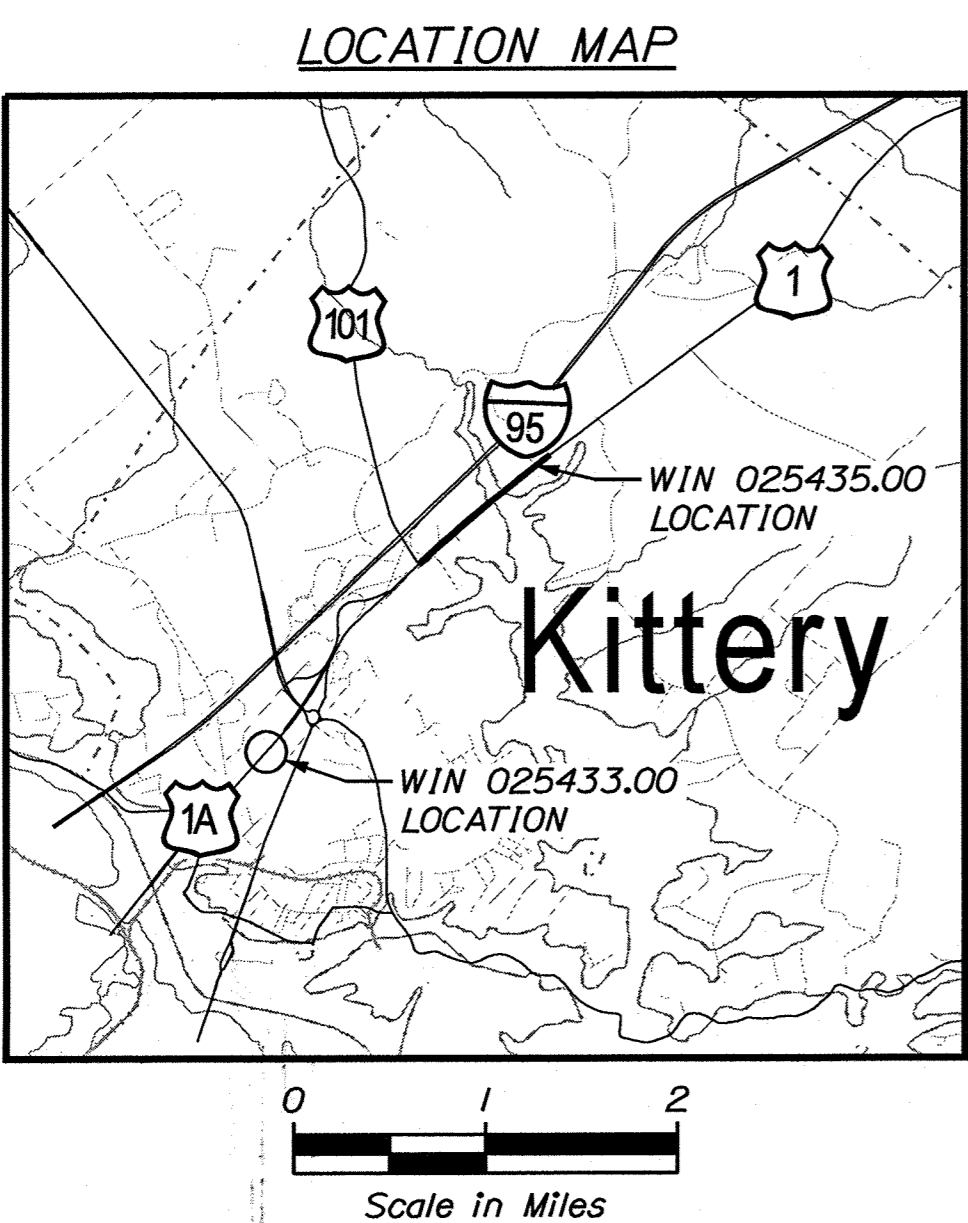
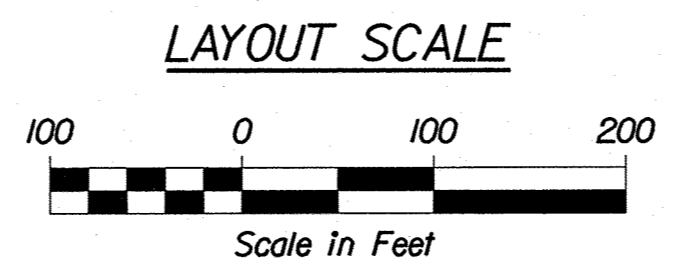
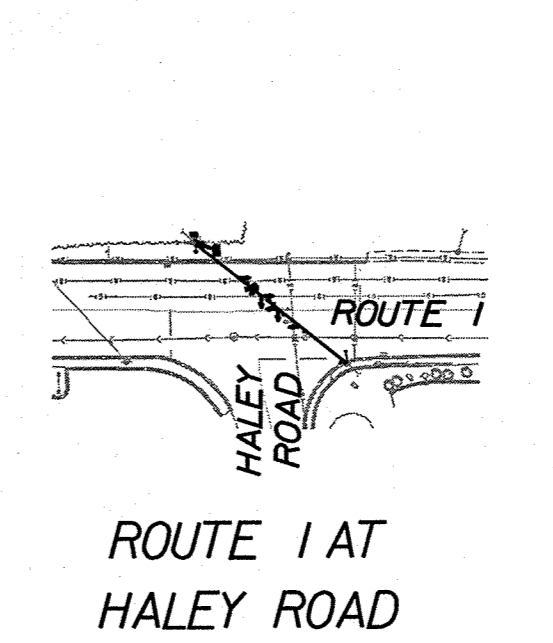
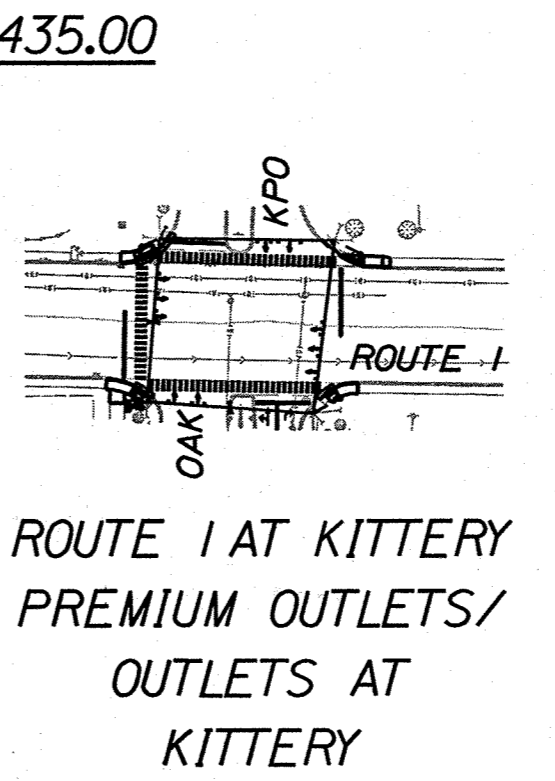
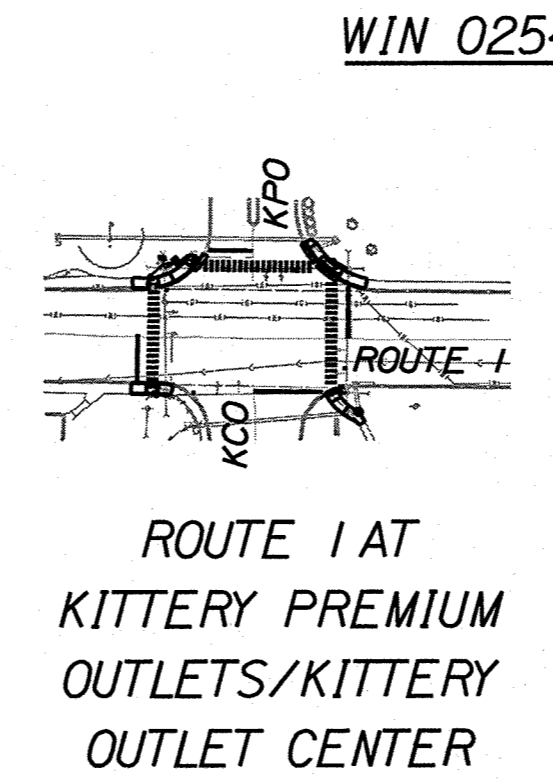
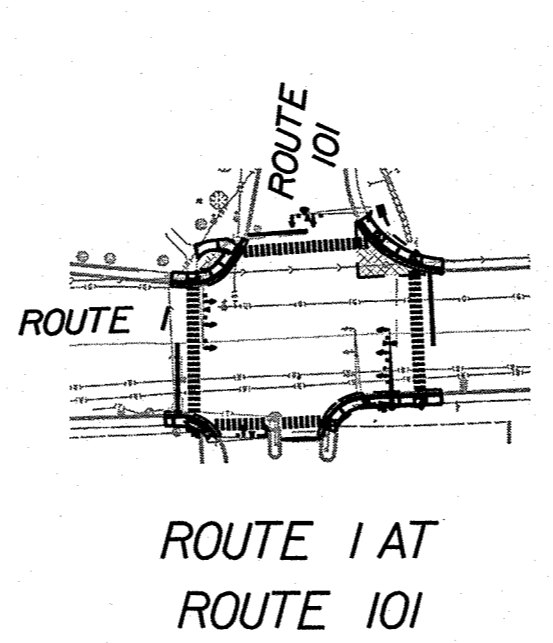
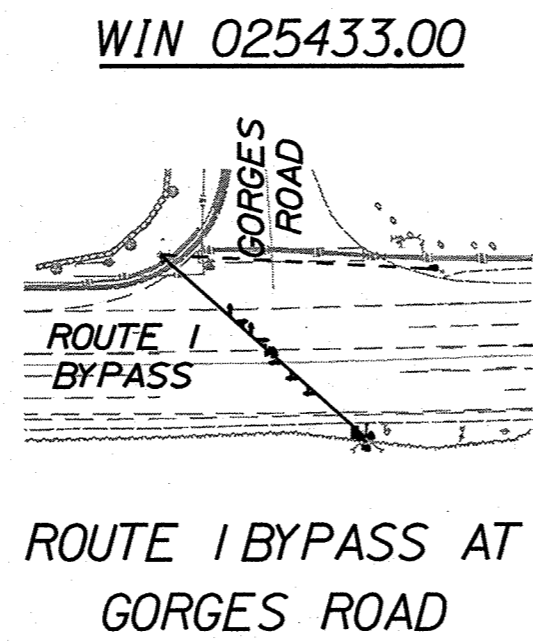
INDEX OF SHEETS	
Description	Sheet No.
Title Sheet	1
General Notes	2
General Plans	3-5
Curb Layout Plans	6
Traffic Signal Notes	7
Traffic Signal Plans	8-17
Foundation Plan	18
Right of Way Plans	19-21

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	DATE 11-21-25
APPROVED	ACTING COMMISSIONER
	CHIEF ENGINEER



SIGNATURE	P.E. NUMBER	DATE
	12632	11/20/25

PROGRAM	MULTIMODAL
PROJECT MANAGER	D. LYON
DESIGNER	B. LYON
CONSULTANT	SEBAGO TECHNICS
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	



TRAFFIC DATA	ROUTE 1	ROUTE 101	HALEY RD	ROUTE 1 BYPASS
	sw/o ROUTE 101	n/o ROUTE 1	s/o ROUTE 1	ne/o GORGES RD
Current (2026) AADT	15,740	5,770	2,970	10,910
Future (2046) AADT	17,310	6,350	3,270	12,000
DHV - % of AADT	11%	10%	12%	10%
Design Hour Volume	1,751	610	395	1,140
% Heavy Trucks (AADT)	3%	2%	2%	8%
Directional Distribution (DHV)	50%	52%	57%	56%
Design Speed (mph)	25	35	25	35
Functional Class	Minor Arterial	Major Collector	Minor Collector	Other Principal Arterial
Corridor Priority	2	4	4	1

PROJECT LOCATION:	INTERSECTION OF ROUTE 1 BYPASS AND GORGES ROAD, 4 SIGNALIZED INTERSECTIONS ALONG ROUTE 1 BETWEEN ROUTE 101 AND HALEY ROAD
PROGRAM AREA:	MULTIMODAL PROGRAM
SCOPE OF WORK:	TRAFFIC SIGNAL IMPROVEMENTS

WIN(S) 25433.00 & 25435.00 FEDERAL PROJECT 25433 & 25435

KITTERY
ROUTE 1
TITLE SHEET

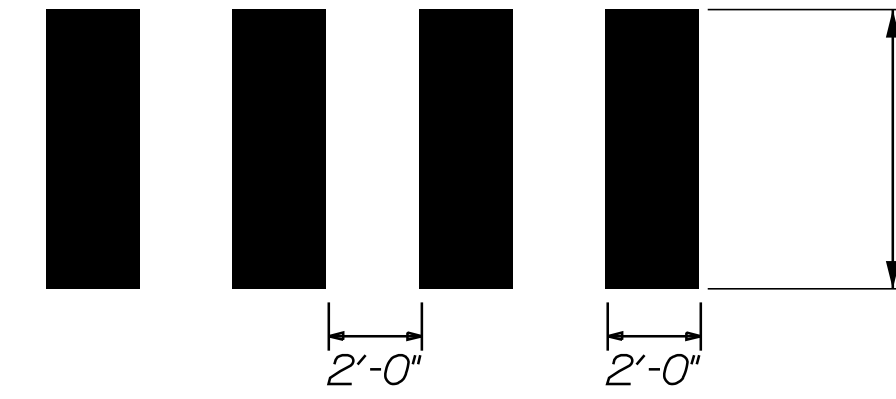
SHEET NUMBER
1
OF 21

Date: 11/10/2025
User: blyon
Division: HIGHWAY
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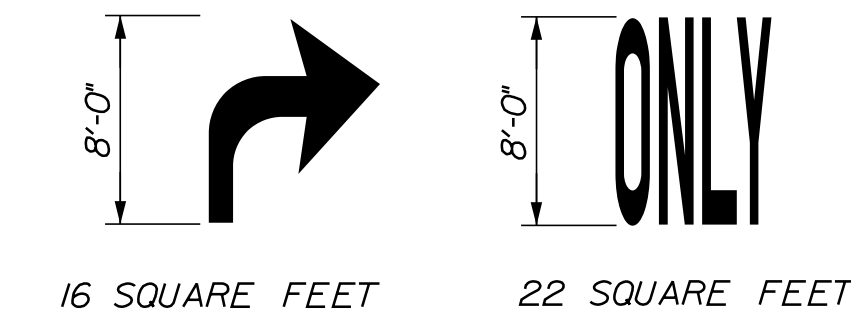
GENERAL NOTES:

1. ALL WORK UNDER THIS CONTRACT TO BE GOVERNED BY THE STATE OF MAINE, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS, REVISION 2020 AND "STANDARD DETAILS" REVISION OF 2020 WITH LATEST REVISIONS AND UPDATES.
2. MAINTENANCE OF TRAFFIC SHALL BE PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
3. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL AND SEDIMENT CONTROL, OCTOBER 2016.
4. 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.
5. 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.
6. ALL PAVED WALKS SHALL BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL AND 2 INCHES OF HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
7. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
8. IN AREAS WHERE CURB TYPE I WILL BE RESET, THE EXISTING CURB SUITABLE FOR USE AS TERMINAL ENDS SHALL BE CUT, IF NECESSARY, AND UTILIZED AS SUCH AND WILL BE PAID FOR UNDER STANDARD SPECIFICATIONS ITEM 609.38. RESET CURB TYPE I. REQUIRED CUTTING WILL BE PAID UNDER FORCE ACCOUNT PROCEDURES.
9. BACKING UP BITUMINOUS OR CONCRETE SLIPFORM CURB IS INCIDENTAL TO THE CURB ITEMS. IN AREAS WHERE NEW BITUMINOUS OR CONCRETE SLIPFORM CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD BITUMINOUS OR CONCRETE SLIPFORM CURB SHALL BE INCIDENTAL TO THE NEW CURB. IF CALLED FOR ON THE PLANS OR DIRECTED BY THE RESIDENT, LOAM OR DIRTY BORROW WILL BE PAID FOR SEPARATELY.
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. STATIONS REFERENCED ARE APPROXIMATE.
14. UTILITY CONTACT INFORMATION FOR THIS PROJECT CAN BE FOUND IN THE "UTILITY 104 SPECIAL PROVISIONS."
15. PRIOR TO ANY CONSTRUCTION, DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A SAFE TO DIG DATE OBTAINED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH, AND MATERIAL OF ALL SUBSURFACE UTILITY LINES LOCATED WITHIN THE CONSTRUCTION AREA.
16. THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT EXISTING UTILITY LOCATIONS AND/OR ELEVATIONS ARE APPROXIMATE. THE CONTRACTOR IS HEREBY CAUTIONED THAT ALL EXISTING SUBSURFACE LINES AND STRUCTURES MAY NOT BE SHOWN. THE INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR SHALL CONTACT DIG SAFE AT LEAST THREE (3) BUT NOT MORE THAN THIRTY (30) DAYS PRIOR TO COMMENCEMENT OF EXCAVATION OR DEMOLITION. THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLIANCE WITH THE REQUIREMENTS OF THE MAINE "DIG SAFE LAW" CHAPTER 718, ENACTED ON 8-11-00. CONTRACTOR SHALL TAKE NOTICE OF THE FOLLOWING RULES:
 - 16A. ENFORCEMENT - THE ADMINISTRATIVE PENALTY FOR VIOLATION OF MAINE DIG SAFE LAW IS AS FIRST OFFENSE = \$500.00 SUBSEQUENT OFFENCES (WITHIN 12 MONTHS) = \$5,000.00
 - THE PUC MAY ALSO REQUIRE A PERSON WHO VIOLATES THE MAINE DIG SAFE LAW TO PARTICIPATE, AT THE EXPENSE OF THE VIOLATOR, IN AN EDUCATIONAL PROGRAM DEVELOPED AND CONDUCTED BY DIG SAFE SYSTEM, INC.
 - 16B. EXCAVATION METHODS - IF EXCAVATING WITHIN 18 INCHES OF ANY MARKED UNDERGROUND FACILITY, AN EXCAVATOR MAY NOT USE MECHANICAL MEANS OF EXCAVATION (THE USE OF ANY DEVICE OR TOOL POWERED BY AN ENGINE) UNTIL THE UNDERGROUND FACILITY IS EXPOSED.
 - EXCEPTIONS: THIS RULE DOES NOT APPLY IF USING AIR VACUUM METHODS OF EXCAVATION. MECHANICAL MEANS MAY BE USED FOR INITIAL PENETRATION OR REMOVAL OF PAVEMENT, ROCK OR OTHER MATERIAL REQUIRING MACHINERY.
 - EMERGENCIES: PREVIOUSLY, AN EXCAVATOR WAS NOT REQUIRED TO NOTIFY DIG SAFE PRIOR TO ANY EMERGENCY EXCAVATION. NOW IN AN EMERGENCY SITUATION, AN EXCAVATOR MAY COMMENCE EXCAVATION AFTER HAVING TAKEN ALL REASONABLE STEPS CONSISTENT WITH THE EMERGENCY AND PREMARK THE AREA AS SOON AS POSSIBLE AFTER RECEIVING NOTIFICATION OF THE EMERGENCY.
17. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS

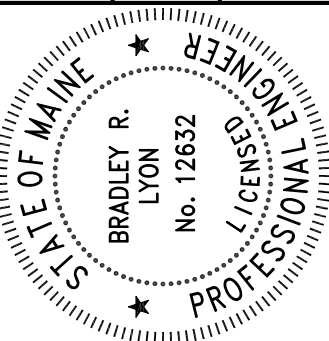
CROSSWALK MARKING DETAIL
NOT TO SCALE



LANE MARKING DETAILS
NOT TO SCALE



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN
25433.00 & 25435.00
MULTIMODAL



SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	D. LORING	DATE	11/10/25
DESIGN-DETAILED	D. CALDWELL	BY	G. STEINMAN
CHECKED-REVIEWED	B. LYON	BY	B. LYON
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			

KITTERY
ROUTE 1
GENERAL NOTES

SHEET NUMBER

2

OF 21

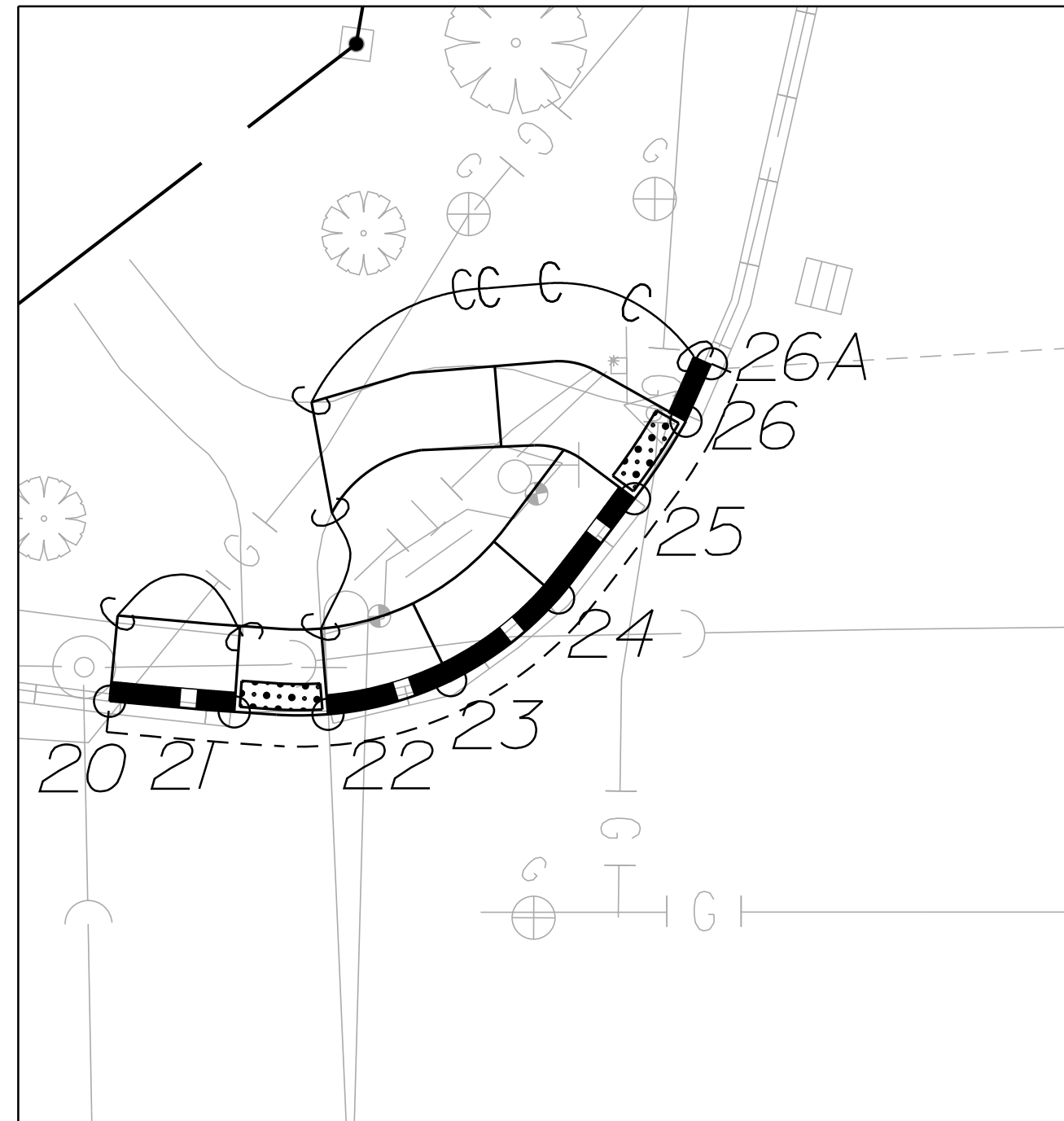
Date: 11/10/2025

Username: blyon

Division: HIGHWAY

Filename: ...003_Route 1 at Route 101.dgn

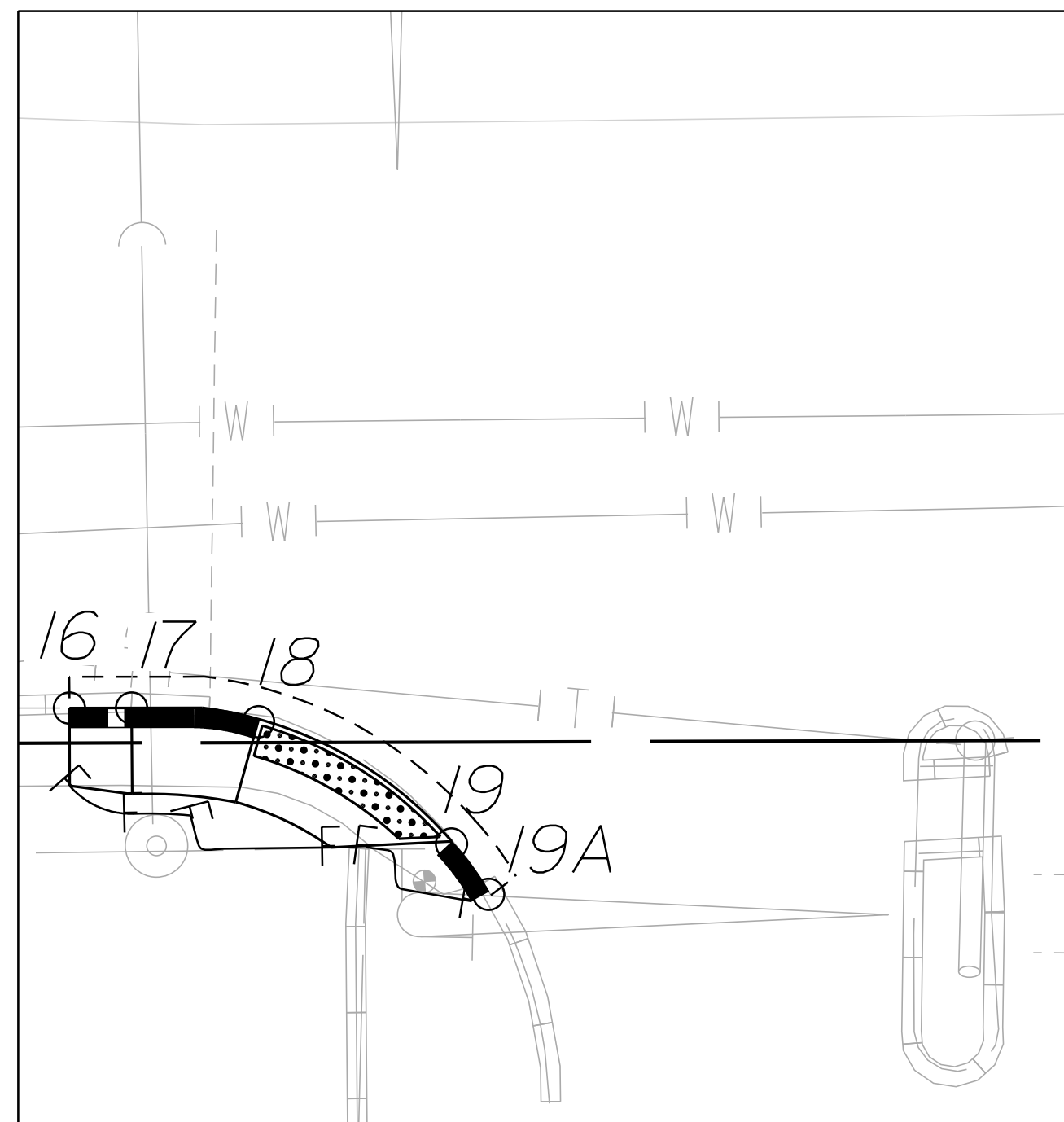
D CORNER - SW DETAIL



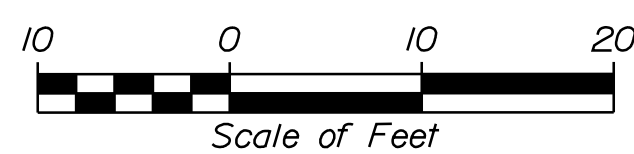
RECONSTRUCT CURB RAMPS AND LANDING IN ACCORDANCE WITH MAINEDOT STANDARD DETAIL 80I(18).



C CORNER - SE DETAIL

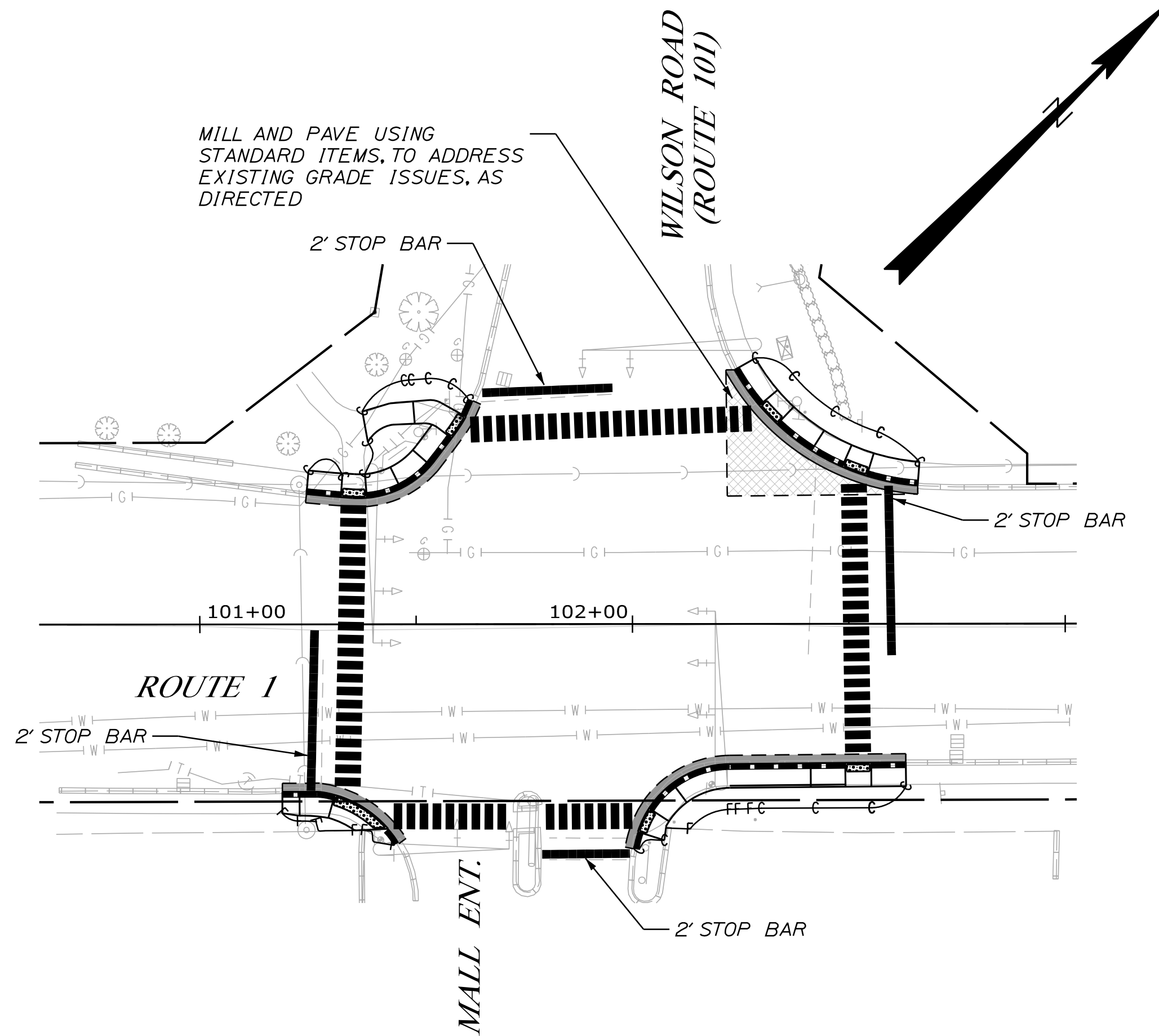


RECONSTRUCT CURB RAMPS AND LANDING IN ACCORDANCE WITH MAINEDOT STANDARD DETAIL 80I(20).



CONSTRUCTION LEGEND

- FULL DEPTH PAVEMENT
- STRUCTURE REPLACEMENT (REMOVE EXISTING PAVEMENT)
- REGRADE SUBBASE PLACE 4" 9.5MM HMA IN 2-2" LIFTS



MILL AND PAVE USING STANDARD ITEMS, TO ADDRESS EXISTING GRADE ISSUES, AS DIRECTED

ALL CURB RAMPS SHALL BE CONSTRUCTED IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND MAINEDOT STANDARD DETAILS 80I(11) TO 80I(26) AS NOTED.

LIST OF WORK ITEMS

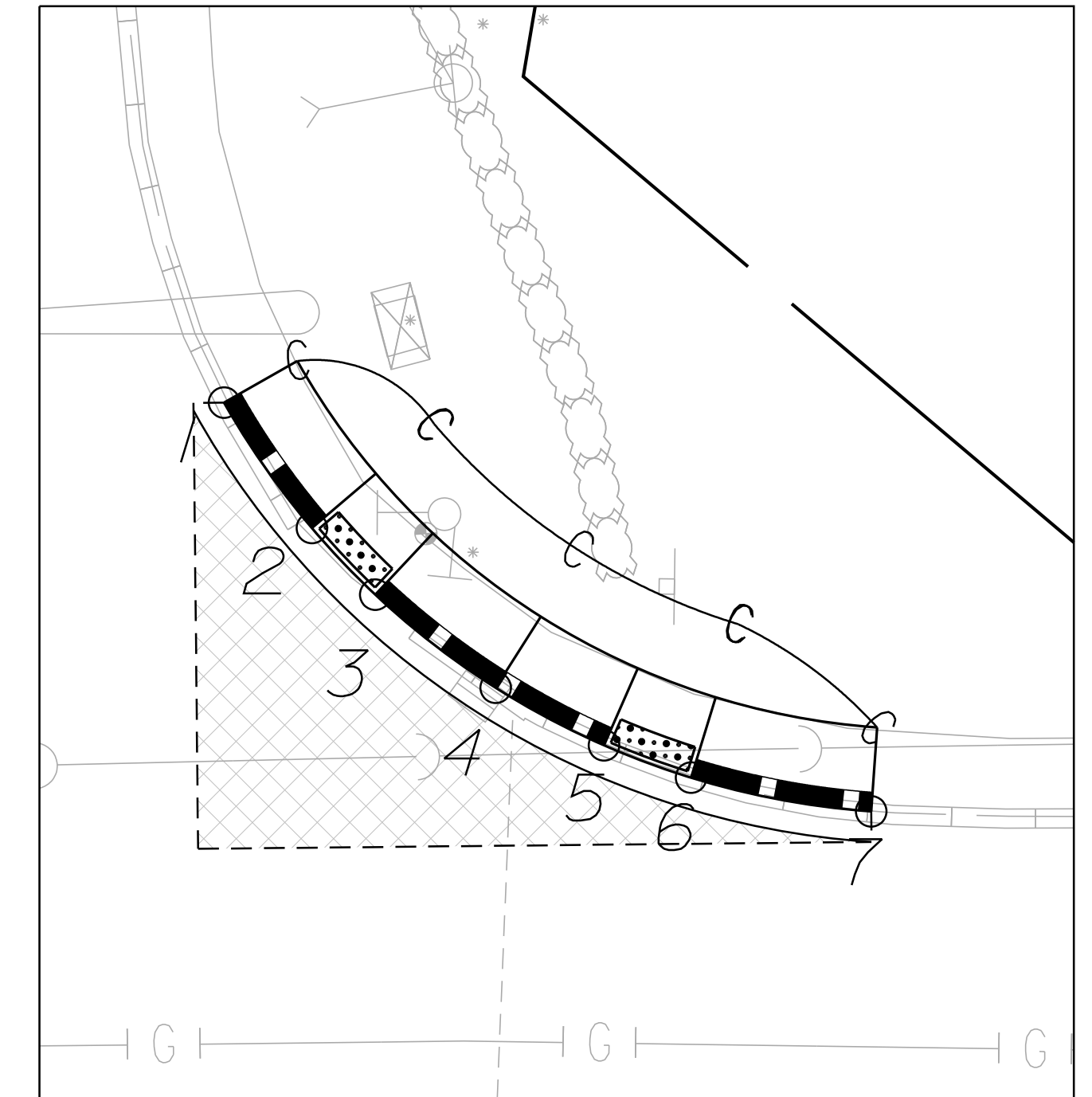
EQUIPMENT AND WORK ITEMS	QUANTITY	EQUIPMENT AND WORK ITEMS	QUANTITY
HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (ITEM 403.210)	15 TONS	RESET CURB TYPE 1 (ITEM 609.38)	23 LF
REGRADE SIDEWALK (ITEM 608.46)	120 SY	TERMINAL CURB TYPE 1 (ITEM 609.221)	36 LF
PLAIN CONCRETE SIDEWALK (ITEM 608.07)	120 SY	TERMINAL CURB TYPE 1 - CIRCULAR (ITEM 609.222)	72 LF
VERTICAL CURB TYPE 1 (ITEM 609.11)	23 LF	CURB RAMP DETECTABLE WARNING FIELD (ITEM 608.26)	76 SF

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

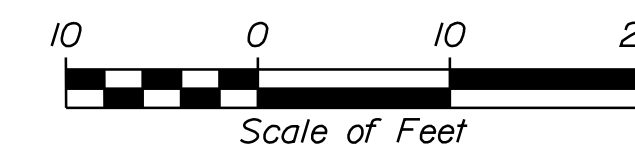
PLAN



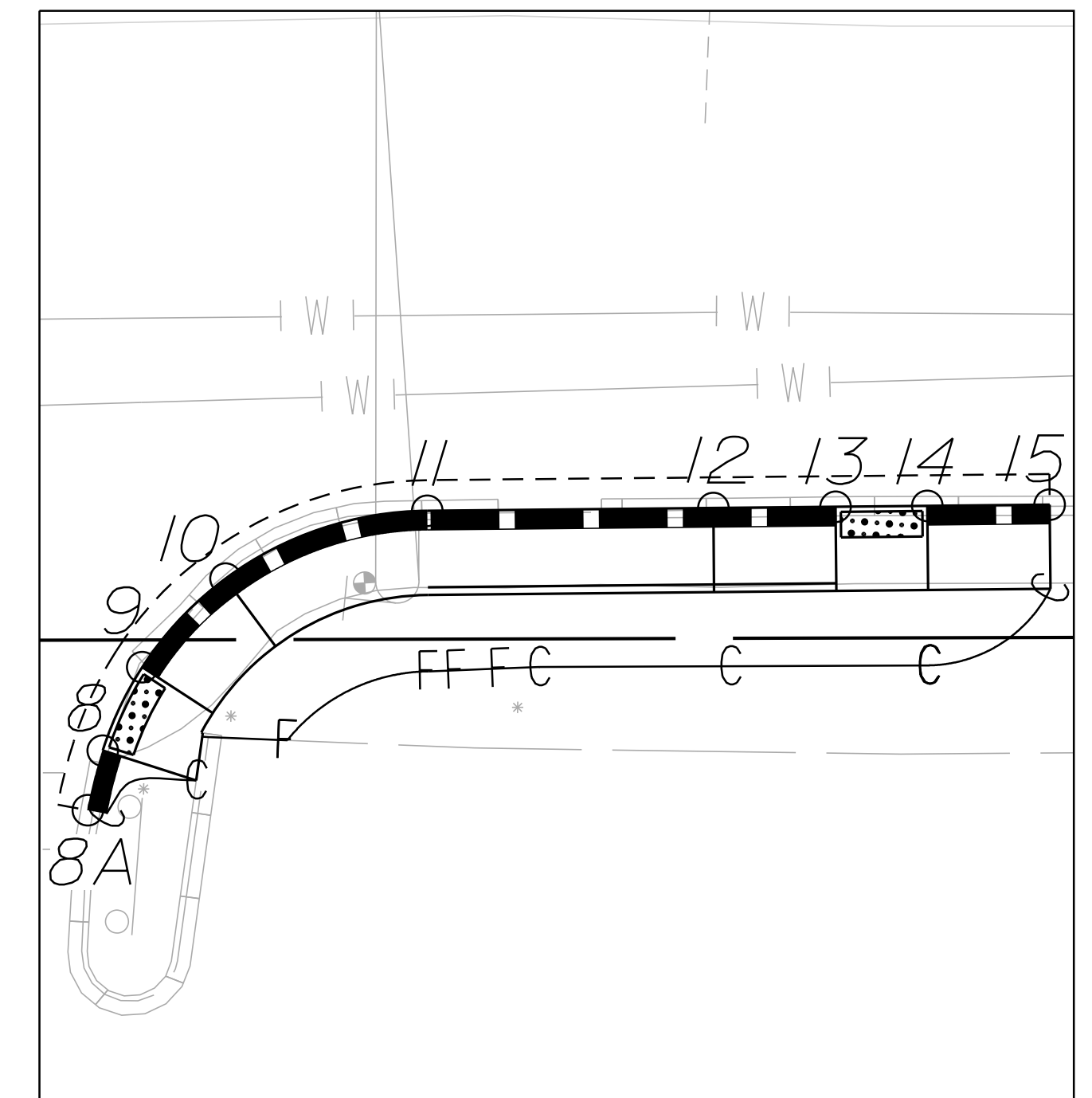
A CORNER - NW DETAIL



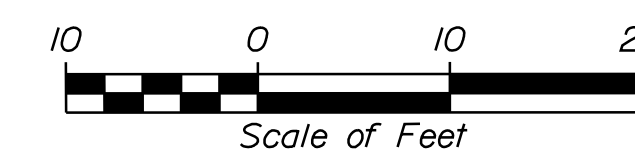
RECONSTRUCT CURB RAMPS AND LANDING IN ACCORDANCE WITH MAINEDOT STANDARD DETAIL 80I(18).



B CORNER - NE DETAIL



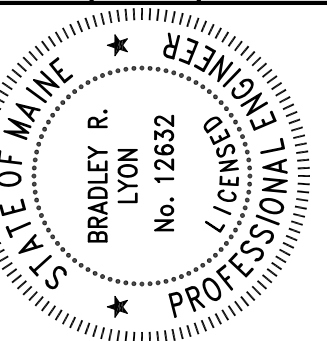
RECONSTRUCT CURB RAMPS AND LANDING IN ACCORDANCE WITH MAINEDOT STANDARD DETAIL 80I(14) OR 80I(18) AS APPLICABLE.



STATE OF MAINE DEPARTMENT OF TRANSPORTATION

2543300 & 2543500

WIN 25433.00 & 25435.00 HIGHWAY PLANS



PROJ. MANAGER: G. STENMAN, N. CONANT, B. LYON
 DESIGN-DETAILED: G. STENMAN, N. CONANT, B. LYON
 CHECKED-REVIEWED: B. LYON
 SIGNATURE: [Signature]
 P.E. NUMBER: 12632
 DATE: 11/10/25

DATE	BY	REVISIONS
11/10/25	B. LYON	1
		2
		3

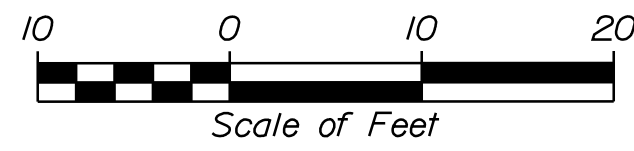
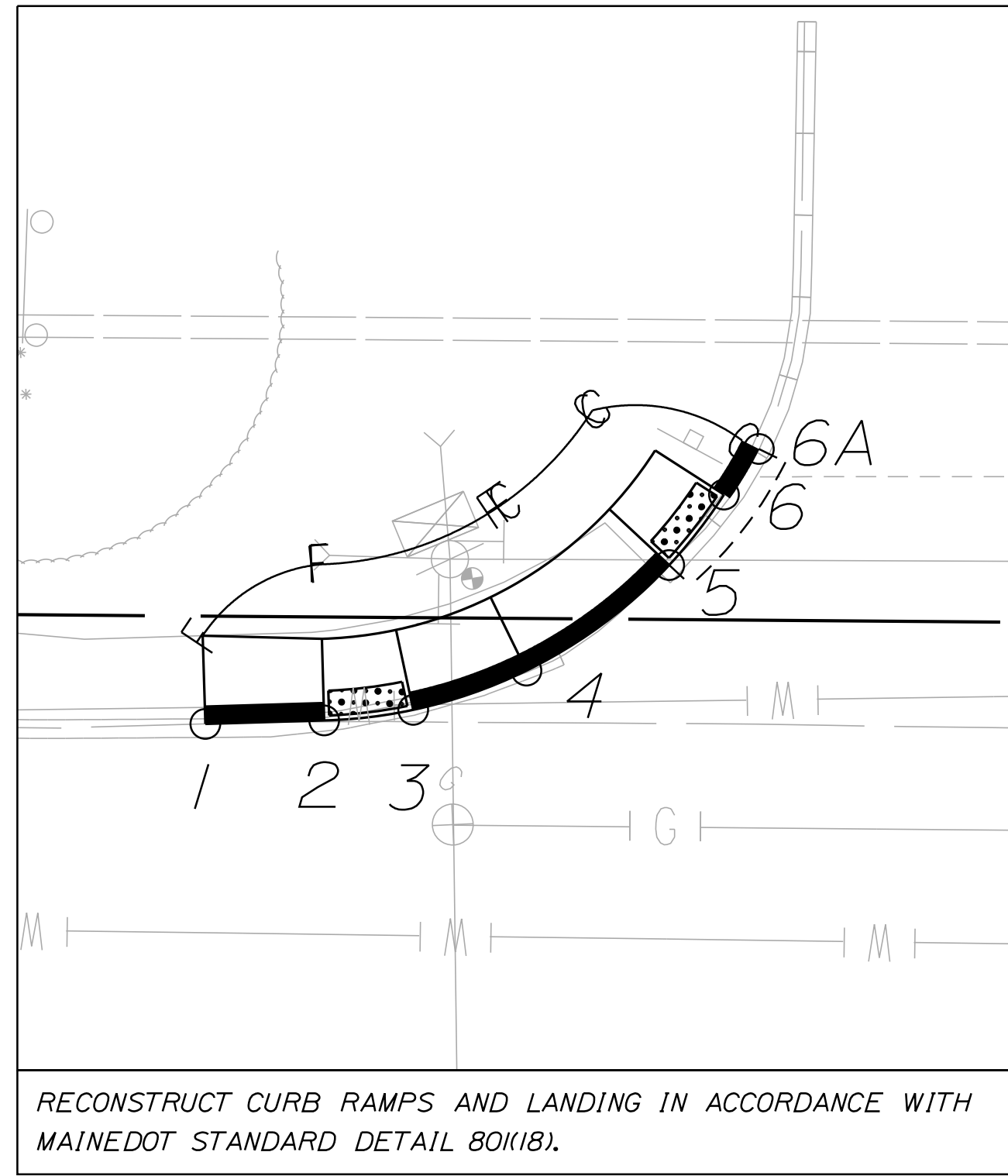
KITTERY ROUTE 1 AT ROUTE 101 GENERAL PLAN

SHEET NUMBER

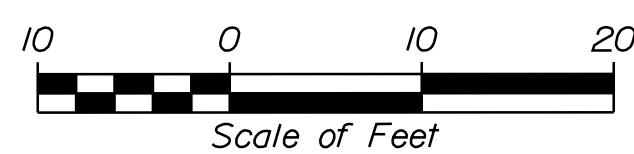
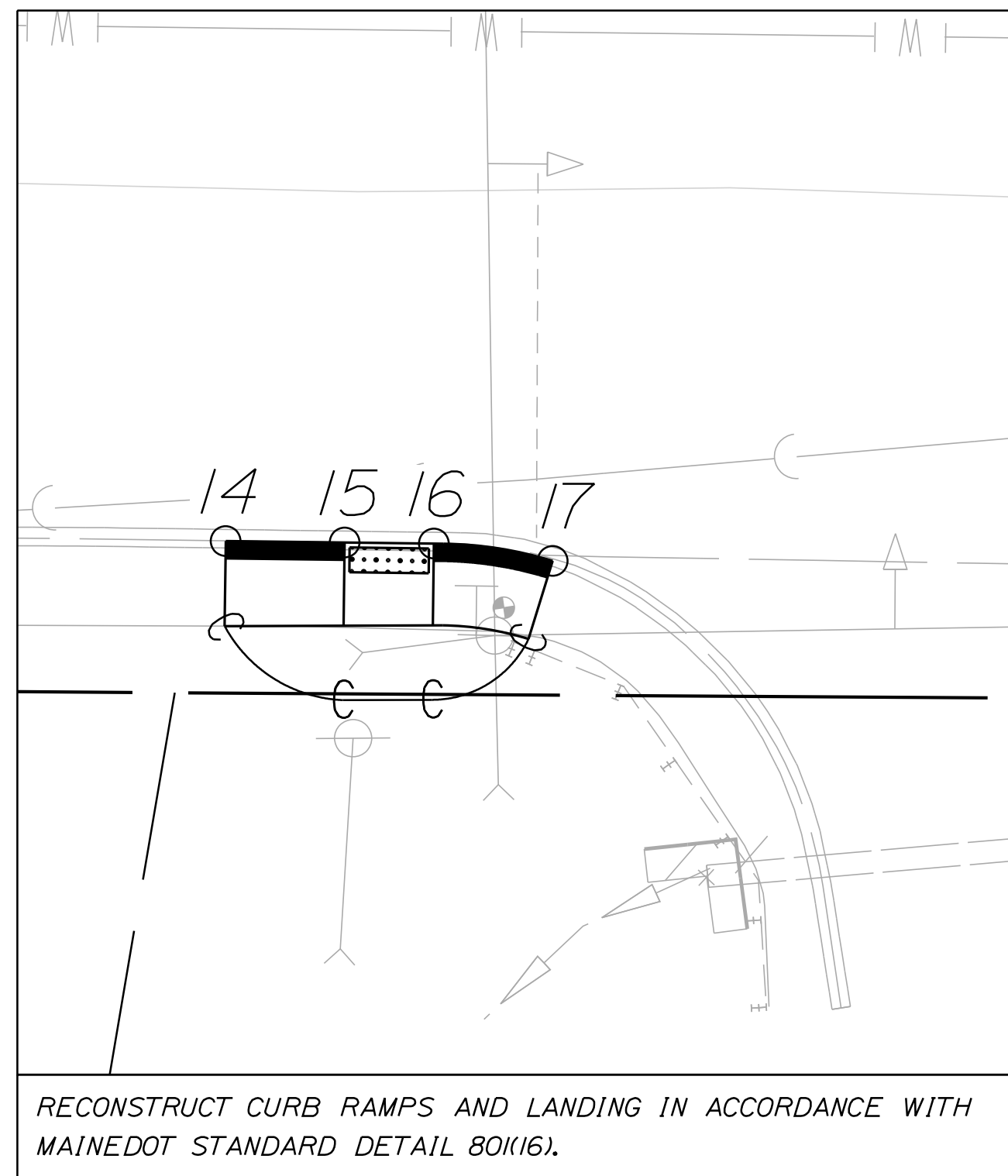
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OF 21

A CORNER - SW DETAIL

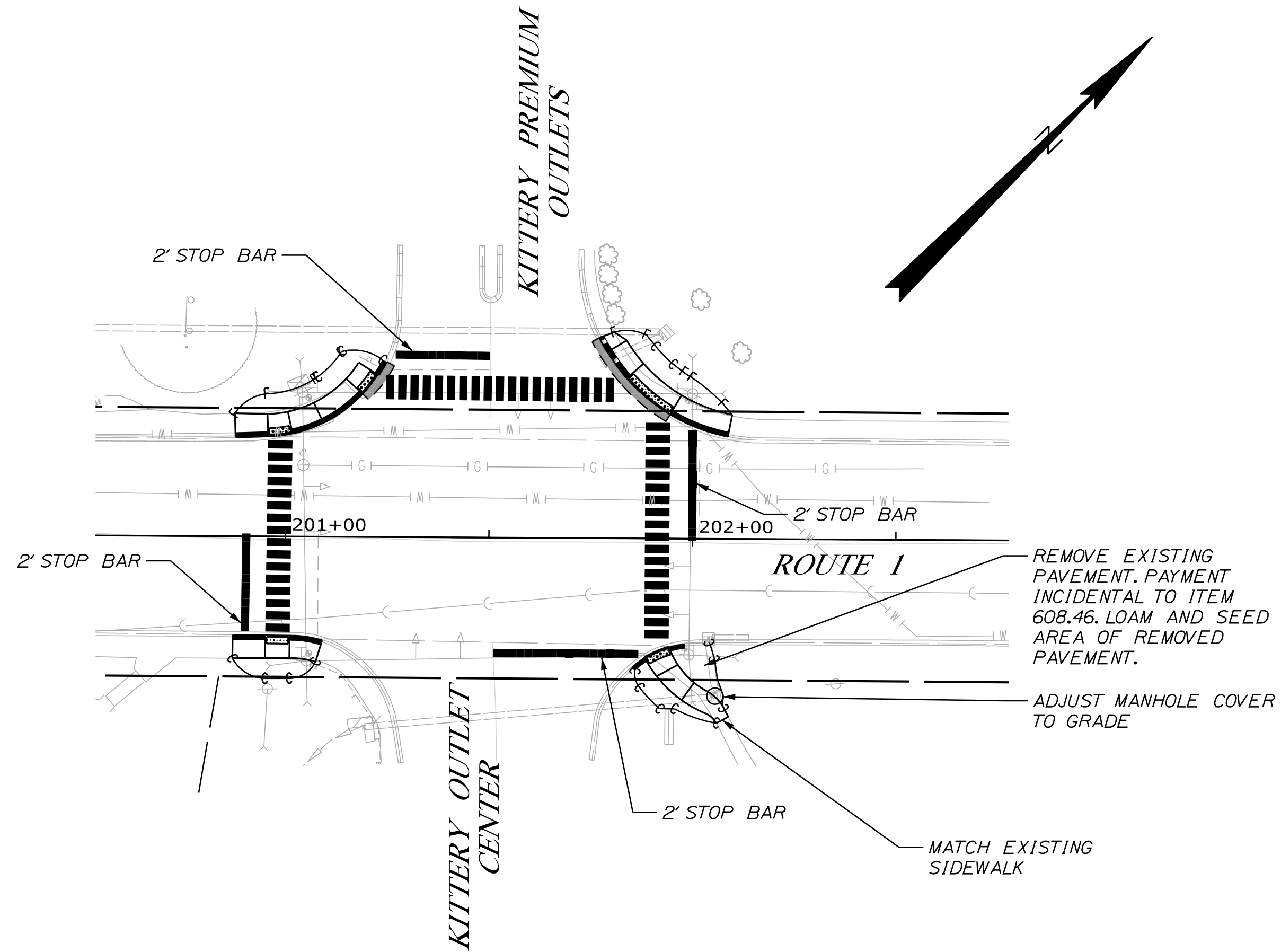


D CORNER - SE DETAIL



CONSTRUCTION LEGEND

- FULL DEPTH PAVEMENT STRUCTURE REPLACEMENT (REMOVE EXISTING PAVEMENT REGRADE SUBBASE PLACE 4" 9.5MM HMA IN 2-2" LIFTS)



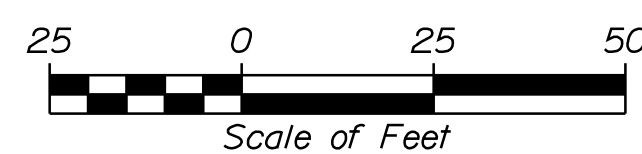
ALL CURB RAMP SHALL BE CONSTRUCTED IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND MAINEDOT STANDARD DETAILS 801(11) TO 801(26) AS NOTED.

LIST OF WORK ITEMS

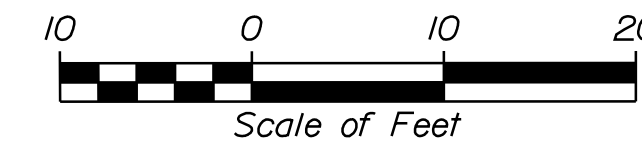
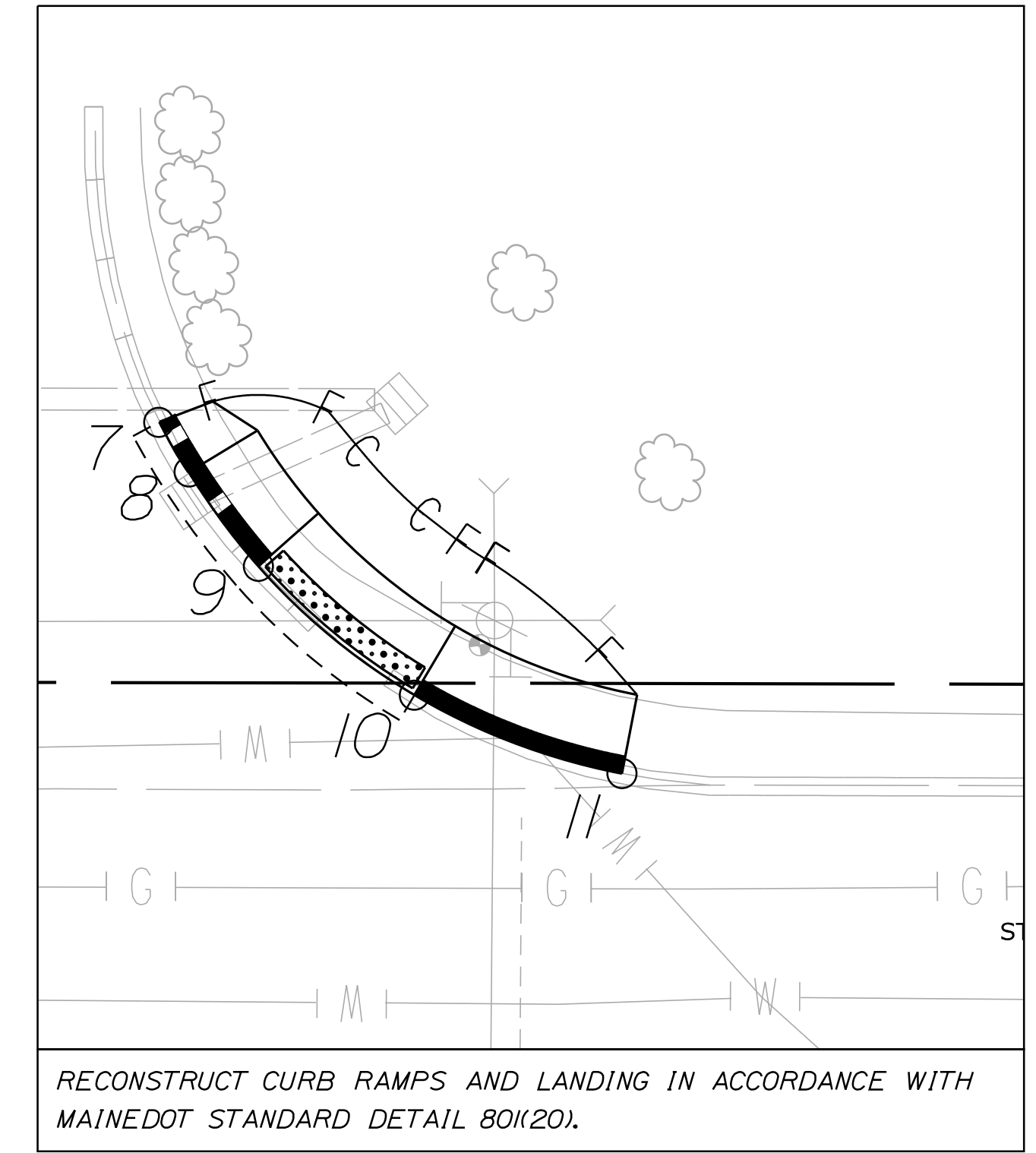
EQUIPMENT AND WORK ITEMS	QUANTITY	EQUIPMENT AND WORK ITEMS	QUANTITY
REGRADE SIDEWALK (ITEM 608.46)	84 SY	VERTICAL CURB TYPE 1 (ITEM 609.11)	4 LF
HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (ITEM 403.210)	15 TONS	TERMINAL CURB TYPE 1 (ITEM 609.221)	12 LF
		CURB TYPE 3 (ITEM 609.31)	67 LF
		CURB RAMP DETECTABLE WARNING FIELD (ITEM 608.26)	57 SF

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

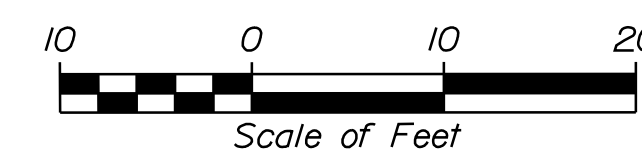
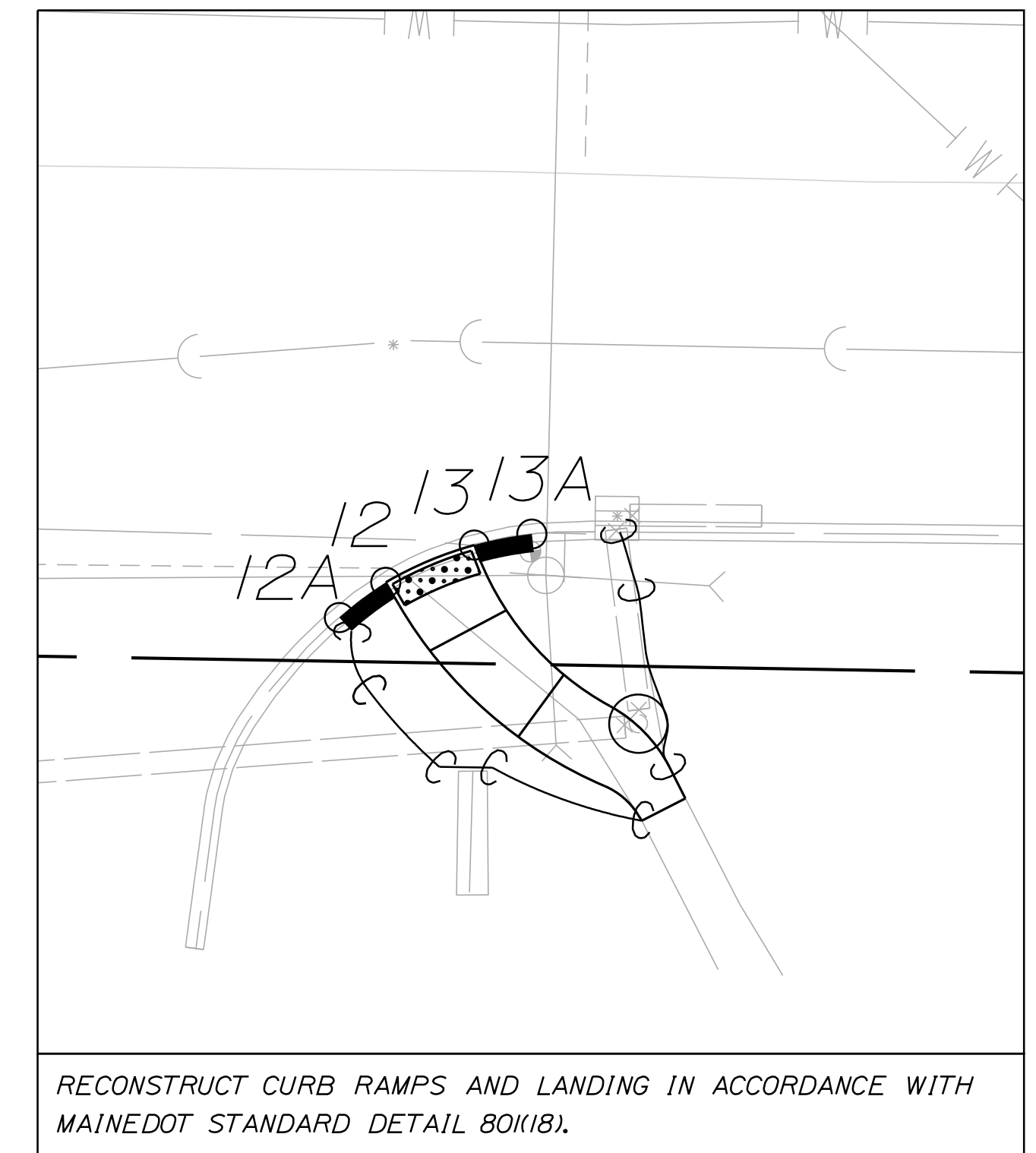
PLAN



B CORNER - NW DETAIL



C CORNER - NE DETAIL

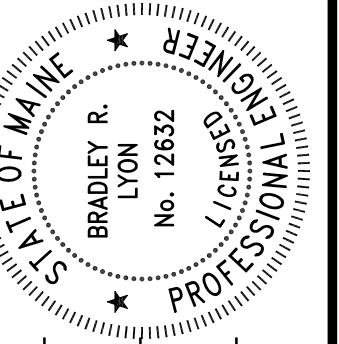


Date: 11/10/2025

Username: blyon

Filename: ... \004_Route 1 at KPO and KOC.dgn Division: HIGHWAY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN
25433.00 & 25435.00
HIGHWAY PLANS



PROJ. MANAGER: B. LYON
DESIGN-DETAILED: G. STENMAN, N. CONANT
CHECKED-REVIEWED: B. LYON, B. LYON
SIGNATURE: [Signature]
P.E. NUMBER: 12632
DATE: 11/10/25

DATE	BY	REVISIONS
11/10/25	B. LYON	1
11/10/25	B. LYON	2
11/10/25	B. LYON	3

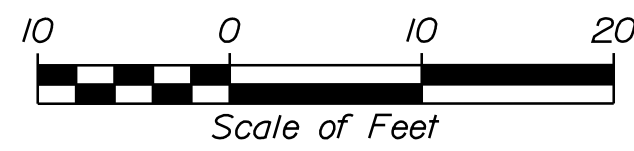
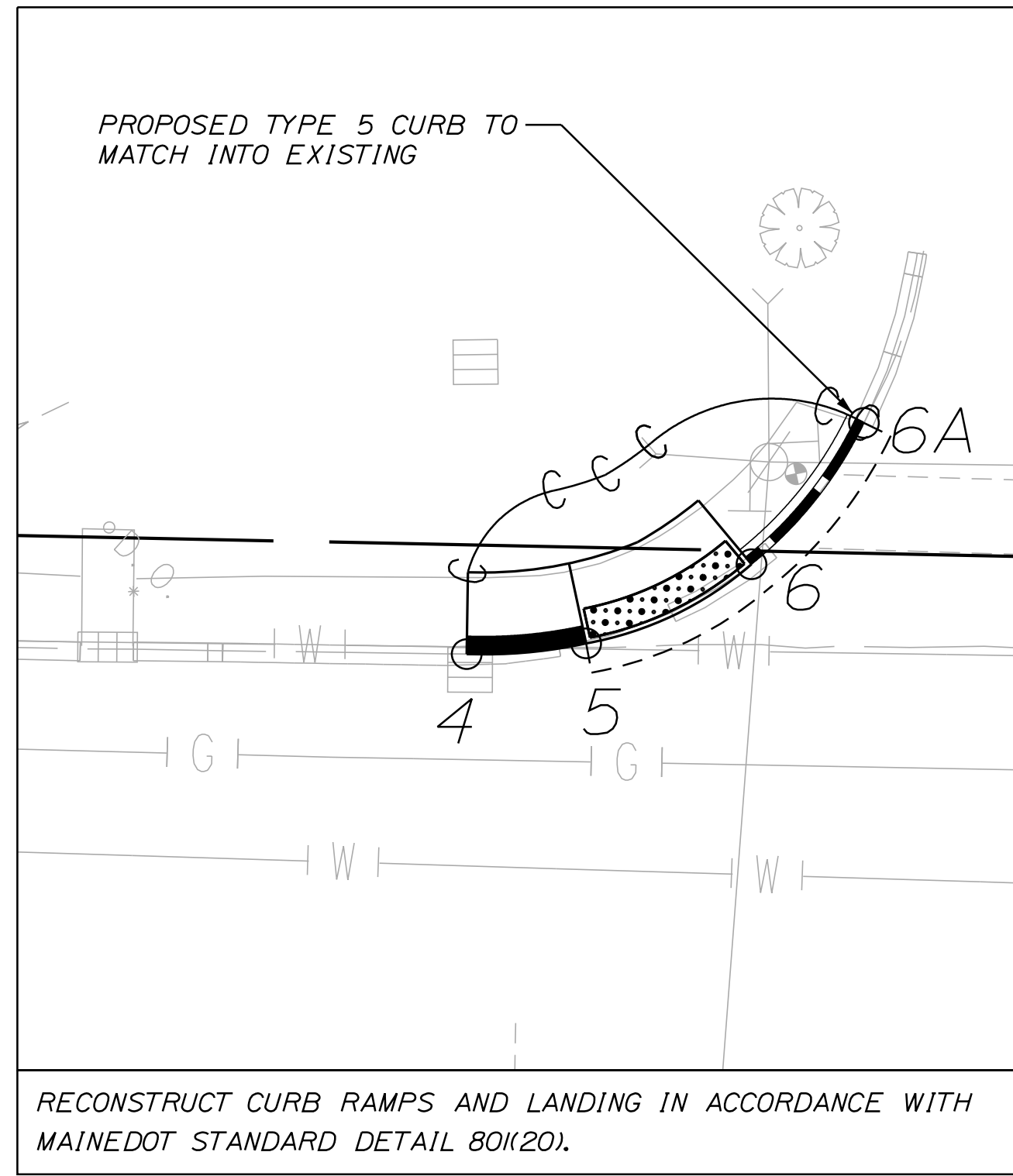
KITTERY
ROUTE 1 AT KPO AND KOC
GENERAL PLAN

SHEET NUMBER

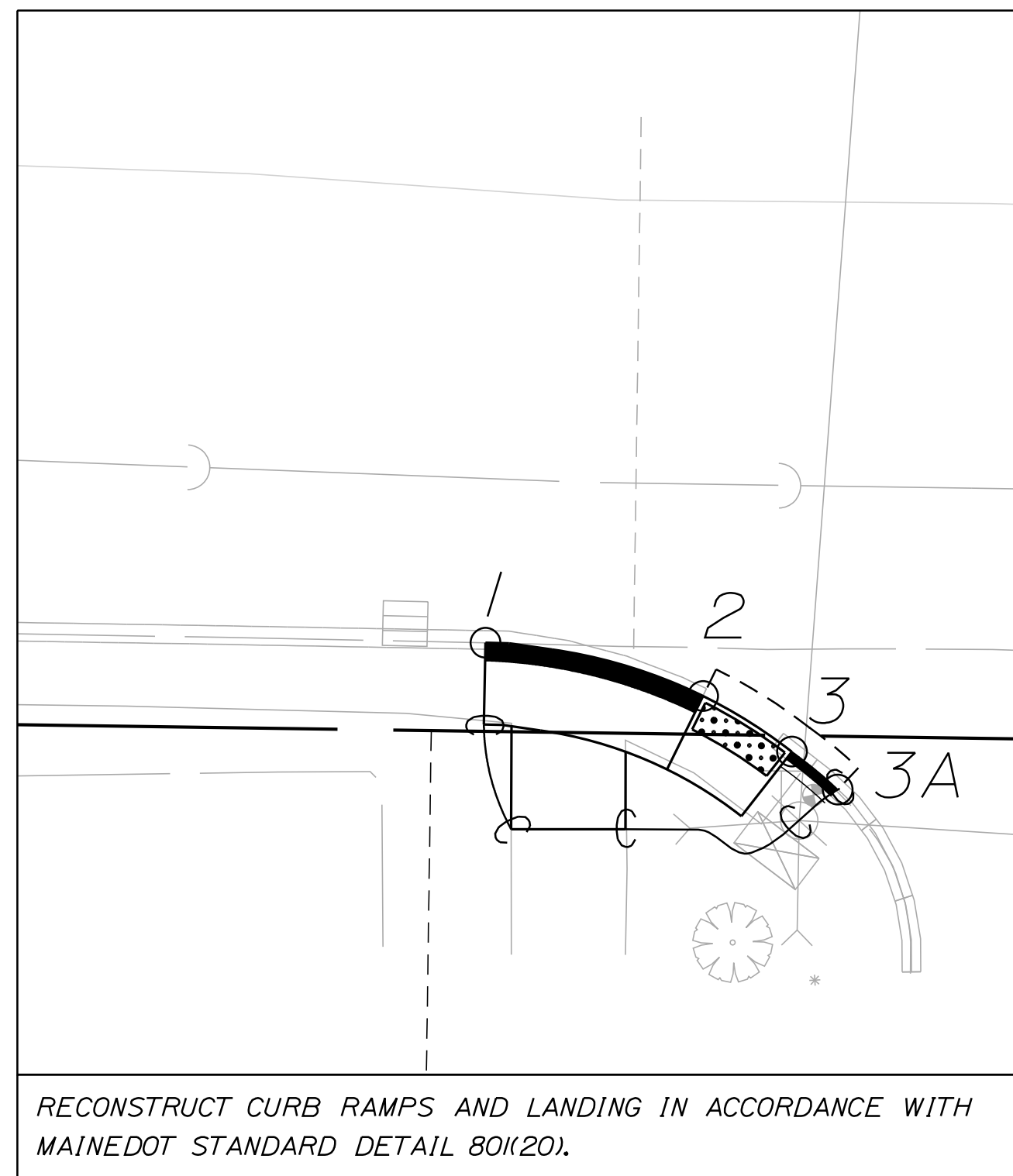
4

OF 21

B CORNER - SW DETAIL

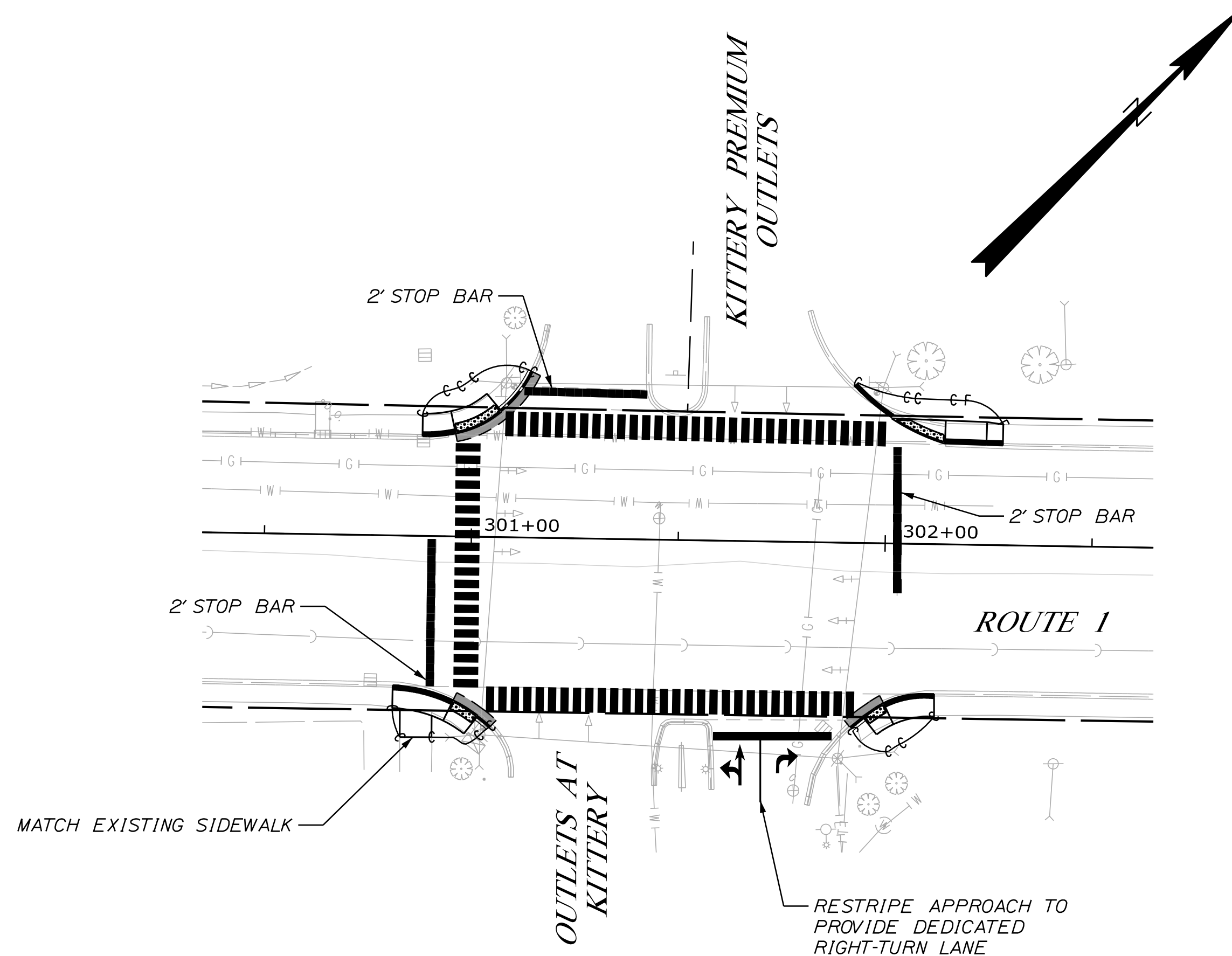


A CORNER - SE DETAIL



CONSTRUCTION LEGEND

- FULL DEPTH PAVEMENT STRUCTURE REPLACEMENT (REMOVE EXISTING PAVEMENT REGRADE SUBBASE PLACE 4" 9.5MM HMA IN 2-2" LIFTS)



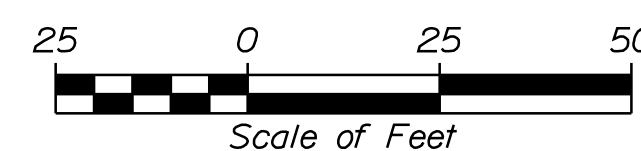
ALL CURB RAMP SHALL BE CONSTRUCTED IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT (ADA) AND MAINEDOT STANDARD DETAILS 80K(11) TO 80K(26) AS NOTED.

LIST OF WORK ITEMS

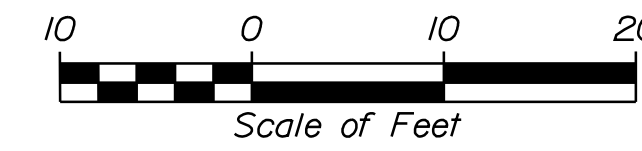
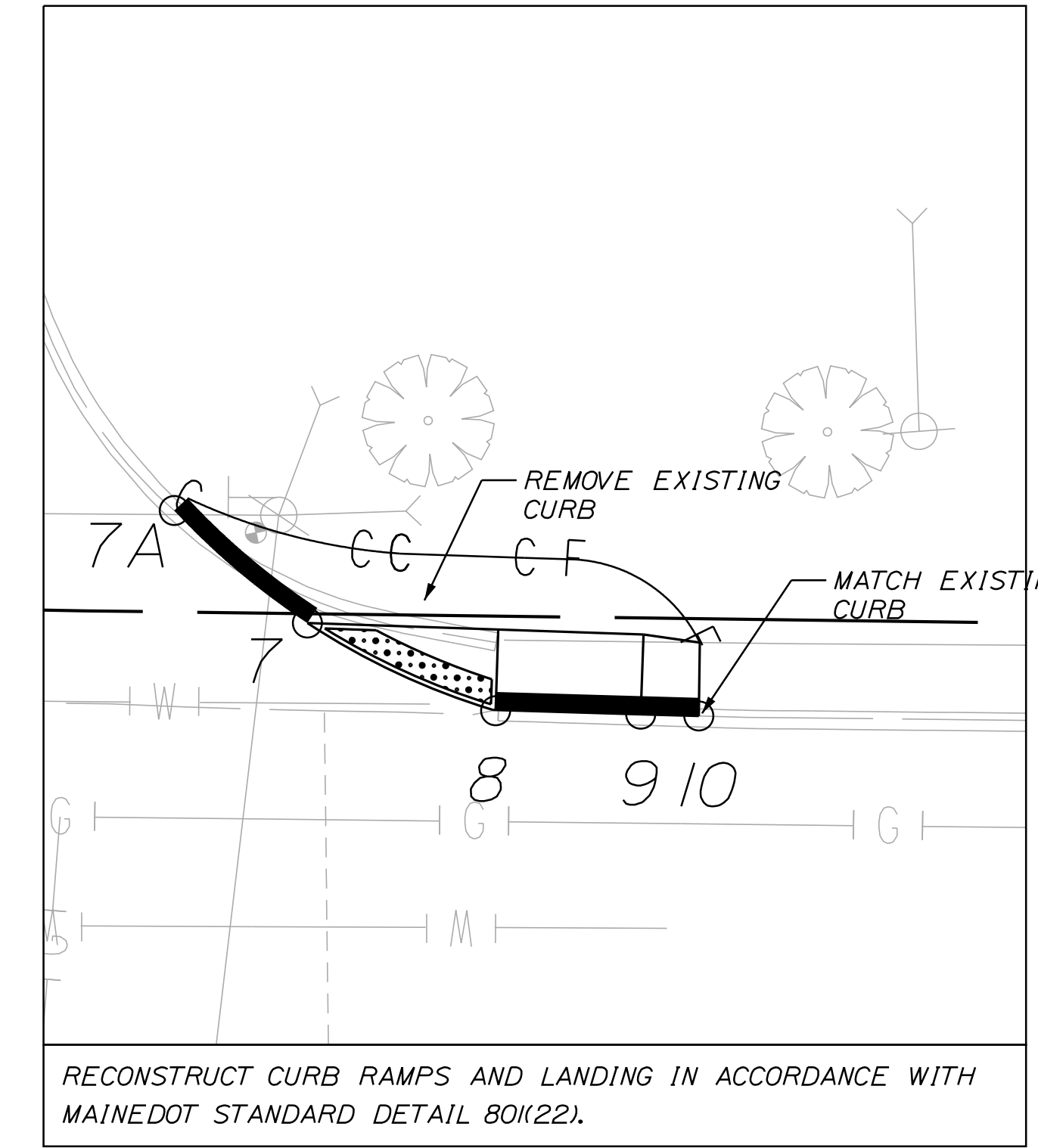
EQUIPMENT AND WORK ITEMS	QUANTITY	EQUIPMENT AND WORK ITEMS	QUANTITY
REGRADE SIDEWALK (ITEM 608.46)	53 SY	CURB TYPE 3 (ITEM 609.31)	61 LF
HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (ITEM 403.210)	10 TONS	CURB TYPE 5 (ITEM 609.34)	21 LF
		CURB RAMP DETECTABLE WARNING FIELD (ITEM 608.26)	62 SF

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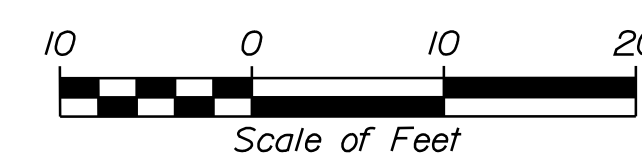
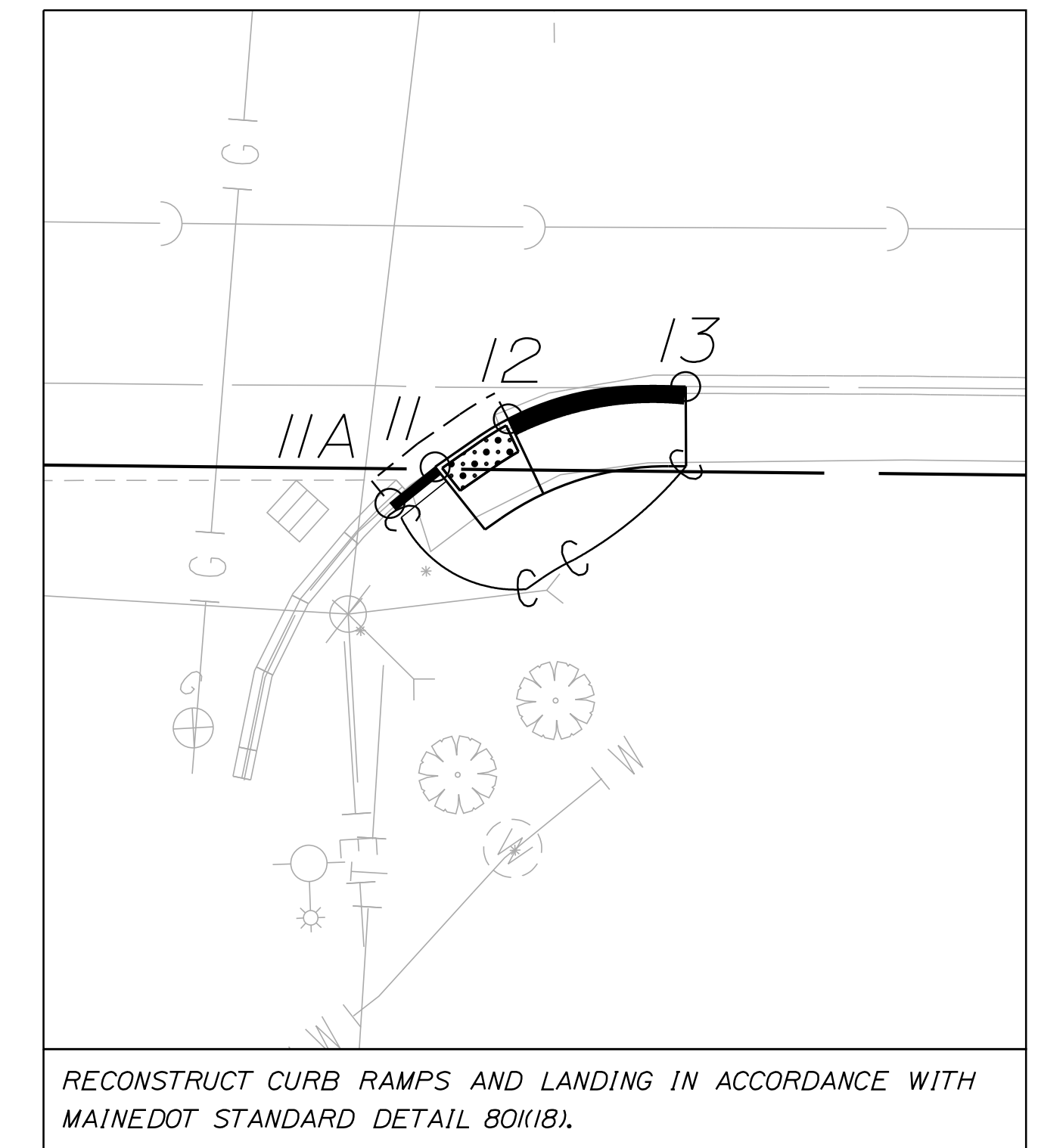
PLAN



C CORNER - NW DETAIL



D CORNER - NE DETAIL



Date: 11/10/2025

Username: blyon

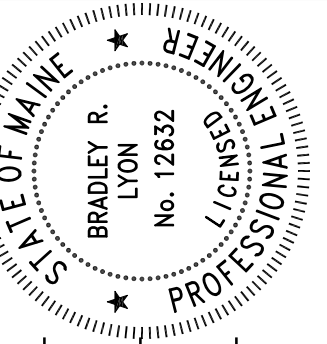
Division: HIGHWAY

Filename: ... \005_Route 1 at KPO and OAK.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2543300 & 2543500

WIN
25433.00 & 25435.00
HIGHWAY PLANS



PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DATE
BY
D. LORING
G. STERNMAN
B. LYON
N. CONANT
B. LYON
SIGNATURE
P.E. NUMBER
DATE

REVISIONS	DATE	DESCRIPTION
1		
2		
3		

KITTERY
ROUTE 1 AT KPO AND OAK
GENERAL PLAN

SHEET NUMBER

5

OF 21

CONTROL POINTS FOR ROUTE 1 AT ROUTE 101		
POINT	STATION	OFFSET
1	102+23.66	58.8' LT
2	102+29.40	50.5' LT
3	102+33.54	46.2' LT
4	102+41.41	40.1' LT
5	102+48.49	36.3' LT
6	102+54.17	34.2' LT
7	102+65.95	32.0' LT
8A	102+00.21	51.9' RT
8	102+01.20	48.0' RT
9	102+03.79	42.6' RT
10	102+09.24	36.8' RT
11	102+22.43	32.4' RT
12	102+41.14	32.2' RT
13	102+49.14	32.2' RT
14	102+55.14	32.1' RT
15	102+63.14	32.0' RT
16	101+19.03	38.7' RT
17	101+23.02	38.7' RT
18	101+31.15	39.4' RT
19	101+43.49	47.3' RT
19A	101+45.86	50.5' RT
20	101+24.65	30.1' LT
21	101+32.63	29.4' LT
22	101+38.62	29.3' LT
23	101+46.47	31.4' LT
24	101+53.38	36.7' LT
25	101+58.25	43.0' LT
26	101+61.55	48.0' LT
26A	101+63.19	51.7' LT

CONTROL POINTS FOR ROUTE 1 AT KPO AND KOC		
POINT	STATION	OFFSET
1	200+87.64	24.3' LT
2	200+95.64	24.6' LT
3	201+01.61	25.3' LT
4	201+09.22	28.0' LT
5	201+18.77	35.1' LT
6	201+22.43	39.9' LT
6A	201+24.76	43.0' LT
7	201+76.88	49.3' LT
8	201+78.85	45.8' LT
9	201+83.66	39.3' LT
10	201+94.35	30.5' LT
11	202+08.59	25.1' LT
12A	201+85.15	31.7' RT
12	201+88.31	29.2' RT
13	201+94.34	26.6' RT
13A	201+98.27	25.7' RT
14	200+87.16	24.2' RT
15	200+95.16	24.3' RT
16	201+01.16	24.3' RT
17	201+09.16	25.5' RT

NEW VERTICAL CURB TYPE 1		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
11 TO 12	-	19
16 TO 17	-	4
SHEET SUBTOTAL (LF)		23

NEW TERMINAL CURB TYPE 1		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
12 TO 13	-	8
14 TO 15	-	8
20 TO 21	-	8
24 TO 25	-	8
26 TO 26A	-	4
SHEET 3 SUBTOTAL (LF)		36

NEW TERMINAL CURB TYPE 1 - CIRCULAR		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
1 TO 2	53	10
3 TO 4	53	10
4 TO 5	53	8
6 TO 7	53	12
8A TO 8	32	4
9 TO 10	21	8
17 TO 18	25	8
19 TO 19A	14	4
22 TO 23	22	8
SHEET 3 SUBTOTAL (LF)		72

RESET VERTICAL CURB TYPE 1 - CIRCULAR		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
10 TO 11	-	14
23 TO 24	-	9
SHEET 3 SUBTOTAL (LF)		23

NEW CURB TYPE 3		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
1 TO 2		8
3 TO 4	33	8
4 TO 5	33	12
10 TO 11	44	15
12A TO 12	24	4
13 TO 13A	25	4
14 TO 15		8
16 TO 17	26	8
SHEET 4 SUBTOTAL (LF)		67

NEW TERMINAL CURB TYPE 1 - CIRCULAR		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
6 TO 6A	25	4
8 TO 9	55	8
SHEET 4 SUBTOTAL (LF)		12

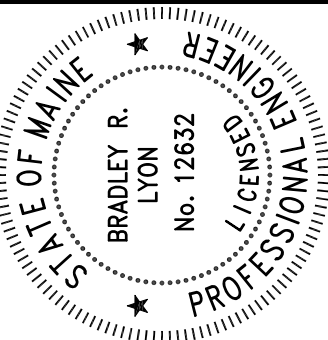
NEW VERTICAL CURB TYPE 1		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
7 TO 8	-	4
SHEET 4 SUBTOTAL (LF)		4

CONTROL POINTS FOR ROUTE 1 AT KPO AND OAK		
POINT	STATION	OFFSET
1	300+81.58	36.2' RT
2	300+96.25	39.6' RT
3	301+02.27	43.2' RT
3A	301+05.39	45.7' RT
4	300+87.82	24.1' LT
5	300+95.83	24.9' LT
6	301+06.85	30.4' LT
6A	301+14.26	40.0' LT
7A	301+91.80	37.9' LT
7	302+01.04	30.2' LT
8	302+14.07	24.4' LT
9	302+24.06	24.2' LT
10	302+28.06	24.1' LT
11A	301+92.11	44.5' RT
11	301+95.20	41.9' RT
12	302+00.21	38.6' RT
13	302+12.39	36.2' RT

NEW CURB TYPE 3		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
1 TO 2	36	15
4 TO 5	33	8
7A TO 7	50	12
8 TO 9		10
9 TO 10		4
12 TO 13	20	12
SHEET 5 SUBTOTAL (LF)		61

NEW CURB TYPE 5		
POINT TO POINT	RADIUS (FT)	LENGTH (LF)
3 TO 3A	28	4
6 TO 6A	27	13
11A TO 11		4
SHEET 5 SUBTOTAL (LF)		21

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 2543300 & 2543500
 WIN
 25433.00 & 25435.00 HIGHWAY PLANS



KITTERY
 ROUTE 1
 CURB LAYOUT PLAN

SHEET NUMBER
6
 OF 21

TRAFFIC SIGNAL GENERAL NOTES

1. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN SUCH A MANNER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
2. THE CONTRACTOR SHALL MEET ALL UTILITY REQUIREMENTS FOR NEW SERVICE CONNECTIONS.
3. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE THEIR OWN MATERIAL SCHEDULES BASED ON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
4. THE LOCATIONS OF ALL EQUIPMENT ARE APPROXIMATE. FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT.
5. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING AND INSTALLING ALL OTHER EQUIPMENT NECESSARY FOR A COMPLETE AND OPERATIONAL SIGNAL SYSTEM.
6. MAINEDOT SHALL HAVE FIRST RIGHTS TO ALL EQUIPMENT REMOVED OR REPLACED BY THE PROJECT. MAINEDOT WILL SUBMIT A LIST OF SALVAGED MATERIAL TO BE DELIVERED TO THE ELECTRICAL SHOP. THE CONTRACTOR SHALL CAREFULLY REMOVE AND STORED ALL EQUIPMENT CLAIMED BY MAINEDOT AT A CENTRAL LOCATION ON SITE PRIOR TO DELIVERY. 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 MAINEDOT SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF IN A MANNER ACCEPTABLE TO THE RESIDENT.

7. REMOVAL OF EXISTING SIGNAL EQUIPMENT INCLUDING SPAN WIRE, SIGNAL CABLE, SERVICE METER AND POST, CABINET ENCLOSURE, CONTROLLER EQUIPMENT, VIDEO DETECTION, AND ANY OTHER RELATED EQUIPMENT SHALL BE INCIDENTAL TO ITEM 643.80.

VEHICLE DETECTION

1. THE CONTRACTOR SHALL FURNISH AND INSTALL NON-INVASIVE STOP LINE AND ADVANCE VEHICLE DETECTION AS SHOWN IN THE PLANS. THE VEHICLE DETECTORS ARE TO BE CONNECTED TO THE INTERSECTION TRAFFIC CONTROLLER FOR LOCAL VEHICLE DETECTION AND REMOTELY CONNECTED TO THE MAINEDOT CENTRAL TRAFFIC MANAGEMENT SYSTEM TO ALLOW VISUAL CONFIRMATION AND ADJUSTMENT OF THE DETECTION ZONES. WORK SHALL BE CONSTRUCTED AND PAID FOR AS OUTLINED IN SPECIAL PROVISION 643.
2. THE LOCATION OF THE NON-INVASIVE VEHICLE DETECTION DEVICES AND DETECTION ZONES SHOWN IN THE PLANS ARE CONCEPTUAL FOR OPTIMAL APPROACH COVERAGE. FINAL DETECTION DEVICE AND ZONE LOCATIONS SHALL BE LOCATED IN THE FIELD PER MANUFACTURER RECOMMENDATIONS AND APPROVED BY THE ENGINEER.
3. THERE SHALL BE AT LEAST TWO STOP-LINE DETECTION DEVICES PROVIDED AT EACH INTERSECTION. ADDITIONAL DETECTION DEVICES SHALL BE INSTALLED IF NECESSARY PER MANUFACTURER RECOMMENDATION.
4. THE ENGINEER 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.

SIGNAL HEADS / MOUNTING

1. SHALL BE ONE-WAY, 12" DIAMETER, WITH LED LENSES.
2. SHALL HAVE 5" BLACK LOUVERED BACKPLATES AND 3" RETRO-REFLECTIVE BORDERS.
3. SHALL BE EQUIPPED WITH TUNNEL VISORS.
4. SHALL BE BLACK POLYCARBONATE WITH BLACK FACES.
5. THE BOTTOM OF ALL SIGNAL HEAD HOUSINGS SHALL BE A MINIMUM OF 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE ROADWAY.
6. TETHER WIRE SHALL BE INSTALLED AND ATTACHED TO THE BOTTOM OF SIGNAL HEADS AND SIGNS WHERE APPLICABLE.

TRAFFIC SIGNAL CONTROLLER / CABINET

1. THE TRAFFIC SIGNAL CONTROLLER AND VARIOUS OTHER EQUIPMENT ITEMS SHOWN ON THE PLANS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR.
2. THE TRAFFIC SIGNAL CONTROLLER SUPPLIED UNDER THIS CONTRACT SHALL BE AN ADVANCED TRANSPORTATION CONTROLLER (ATC) MEETING THE REQUIREMENTS OF SECTION 718.07 OF THE MAINEDOT STANDARD SPECIFICATIONS.
3. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THE PROJECT WITH A FULLY CONFIGURED CONTROLLER AND CABINET.
4. THE TRAFFIC SIGNAL CABINET SUPPLIED UNDER THIS CONTRACT SHALL BE AN ADVANCED TRANSPORTATION CONTROLLER CABINET (ATCC) THAT COMPLIES WITH THE MAINEDOT 32/48 ATC CABINET SPECIFICATIONS.

START UP AND ACCEPTANCE TESTING

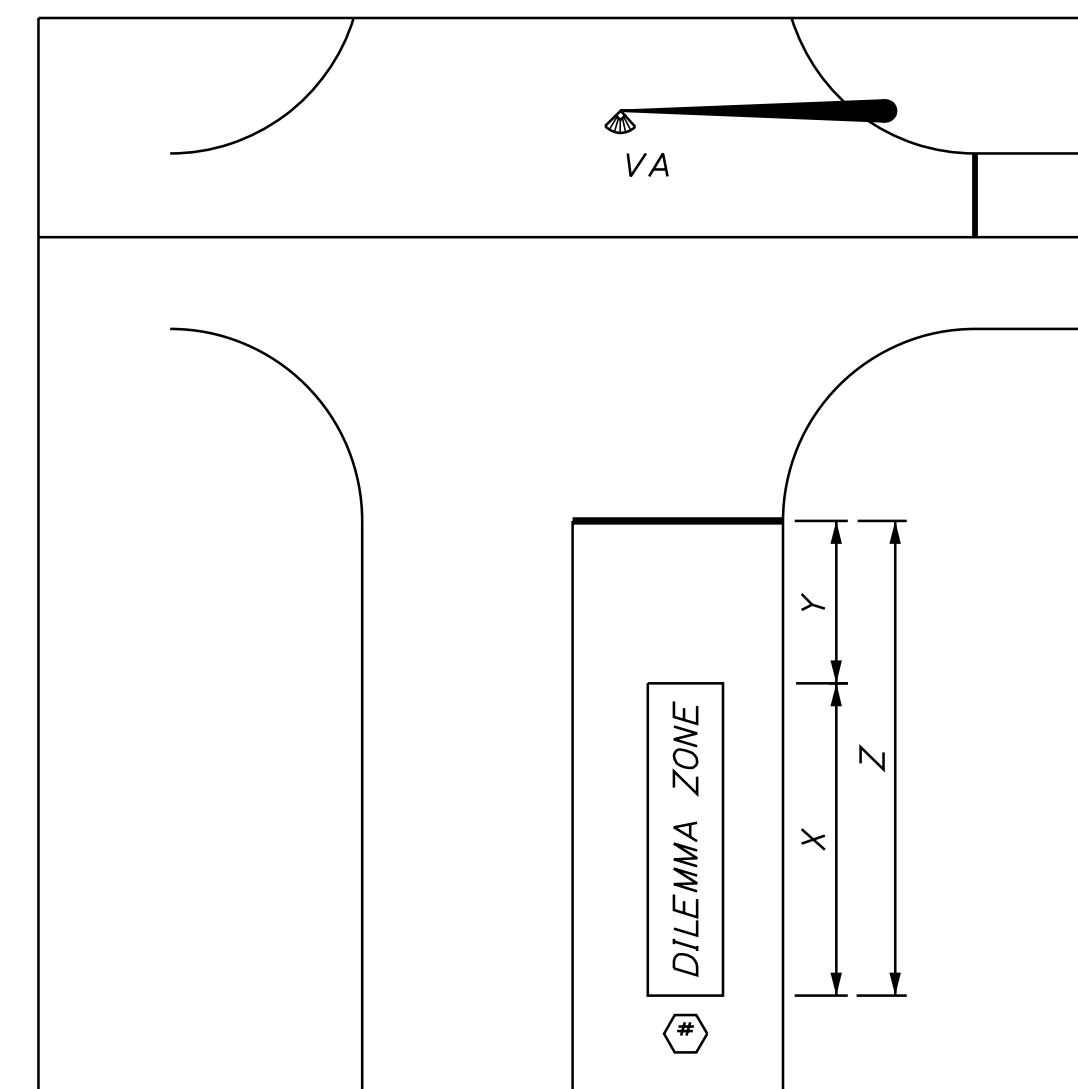
1. THE SYSTEM SUPPLIER SHALL INITIATE COMPLETE SYSTEM OPERATION INCLUDING ATC, ATCC, STOP LINE VEHICLE DETECTION SYSTEM, THE COMMUNICATIONS SYSTEM, AND REMOTE MONITORING AS SHOWN ON THE PLANS AND/OR DIRECTED BY MAINEDOT AND THE RESIDENT. AFTER THE SUPPLIER HAS INITIATED SYSTEM OPERATION, THE SYSTEM SHALL RUN FOR A CONTINUOUS 7-DAY INITIAL OPERATIONAL TESTING PERIOD. IF ANY MAJOR FUNCTIONS OF THE SYSTEM FAIL TO OPERATE DURING THIS TEST PERIOD, AS DETERMINED BY MAINEDOT AND/OR THE RESIDENT, THE SUPPLIER SHALL CORRECT OR REPAIR THE SYSTEM AND THE CONTINUOUS 7-DAY PERIOD SHALL BE RESTARTED. AT THE COMPLETION OF A SUCCESSFUL 7-DAY TESTING PERIOD, THE SUPPLIER SHALL ADVISE MAINEDOT AND THE RESIDENT THAT THE SYSTEM IS READY FOR THE START-UP PHASE. ANY MAJOR SYSTEM MALFUNCTIONS ENCOUNTERED DURING THIS TESTING PERIOD 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. AT THE COMPLETION OF THE TESTING PERIOD, THE SYSTEM WILL BE DEEMED READY FOR FINAL ACCEPTANCE TESTING.
2. UPON COMPLETION OF THE 7-DAY TESTING PERIOD, MAINEDOT AND/OR THE RESIDENT SHALL EVALUATE SYSTEM OPERATIONS. IT IS EXPECTED THAT THE COMPLETE SYSTEM SHALL OPERATE FULLY FUNCTIONAL FOR A PERIOD OF 30 CONSECUTIVE DAYS WITHOUT MALFUNCTION. MINOR MALFUNCTIONS, OR INOPERABILITY NO 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 ITS COST AND NEW 30-DAY TESTING PERIOD SHALL BEGIN. THIS PROCESS SHALL CONTINUE UNTIL A COMPLETELY OPERABLE SYSTEM IS DEMONSTRATED FOR A CONSECUTIVE 30-DAY PERIOD.
3. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A PERIOD OF ONE YEAR AFTER FINAL ACCEPTANCE.

CONDUIT

1. ALL CONDUIT SHALL BE INSTALLED IN ACCORDANCE WITH MAINEDOT STANDARD DETAIL 626(05).
2. ALL CONDUIT, WITH THE EXCEPTION OF CONDUIT FOR POWER SERVICE, SHALL BE 3" SCH. 80 PVC.
3. CONDUIT FOR POWER SERVICE SHALL BE 3" METALLIC.
4. CONDUIT RISERS SHALL BE METALLIC FOR A MIN. 10' ABOVE GRADE.

PEDESTRIAN SIGNALS AND PUSH BUTTONS

1. PEDESTRIAN SIGNAL HEADS SHALL BE ONE-WAY ONE-SECTION, 16" x 18" LED HAND/MAN WITH COUNTDOWN MODULE. HAND/MAN SYMBOL SHALL BE FILLED AND NOT OUTLINED.
2. PEDESTRIAN SIGNAL HEADS SHALL BE EQUIPPED WITH TUNNEL VISORS.
3. PEDESTRIAN SIGNAL HEADS SHALL BE CONSTRUCTED OF POLYCARBONATE MATERIAL WITH BLACK FACES.
4. PEDESTRIAN SIGNALS SHALL BE BLANK DURING FLASHING OPERATION.
5. LOCATOR TONES FOR ALL PUSH BUTTONS ARE REQUIRED. THEIR VOLUME IS TO BE AUTOMATICALLY ADJUSTED TO AMBIENT NOISE LEVELS.
6. PEDESTRIAN PUSH BUTTONS SHALL HAVE A MAXIMUM ALLOWABLE REACH DISTANCE OF 10 INCHES FROM THE ADJACENT WALK SURFACE. EXTENSION BRACKETS TO BE INSTALLED AND/OR RAMP LEVEL AREA EXTENDED IF DEEMED NECESSARY.
7. PEDESTRIAN PUSH BUTTONS SHALL BE INSTALLED AT A HEIGHT OF APPROXIMATELY 42 INCHES, BUT NO GREATER THAN 48 INCHES, ABOVE THE WALK SURFACE.
8. THE AUDIBLE WALK INDICATION SHALL MEET MUTCD REQUIREMENTS AND SHALL BE A PERCUSSIVE TONE, EXCEPT AT LOCATIONS WHERE TWO PUSHBUTTONS ARE MOUNTED/LOCATED LESS THAN 10' APART A SPEECH MESSAGE SHALL BE USED. THE SPEECH MESSAGE SHALL BE: "CROSSING STREET) WALK SIGN IS ON TO CROSS (CROSSING STREET)."
9. ALL PUSHBUTTONS SHALL BE ACCESSIBLE PEDESTRIAN SIGNALS (APS) WITH R10-3e PUSH BUTTON EDUCATIONAL SIGNS POSTED AT EACH BUTTON LOCATION.



ADVANCE DILEMMA ZONE SETUP
SOURCE: TRAFFIC DETECTOR HANDBOOK; THIRD EDITION - VOLUME 1

SPEED MILES PER HOUR	X (DISTANCE)	Y (DISTANCE)	Z (DISTANCE)
35	152'	102'	254'
40	162'	122'	284'
45	175'	152'	327'
50	181'	172'	353'
55	192'	234'	386'

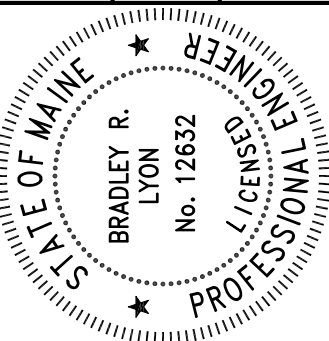
Date: 11/10/2025

Username: blyon

Division: HIGHWAY

Filename: ... \007_Traffic SignalNotes.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN
25433.00 & 25435.00
MULTIMODAL



BRADLEY R. LYON
No. 12632
SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	BY	DATE
D. LORING	G. STEINMAN	11/10/25
DESIGN-DETAILED	B. LYON	11/10/25
CHECKED-REVIEWED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		

KITTERY
ROUTE 1
TRAFFIC SIGNAL NOTES

SHEET NUMBER

7

OF 21

LIST OF MAJOR ITEMS

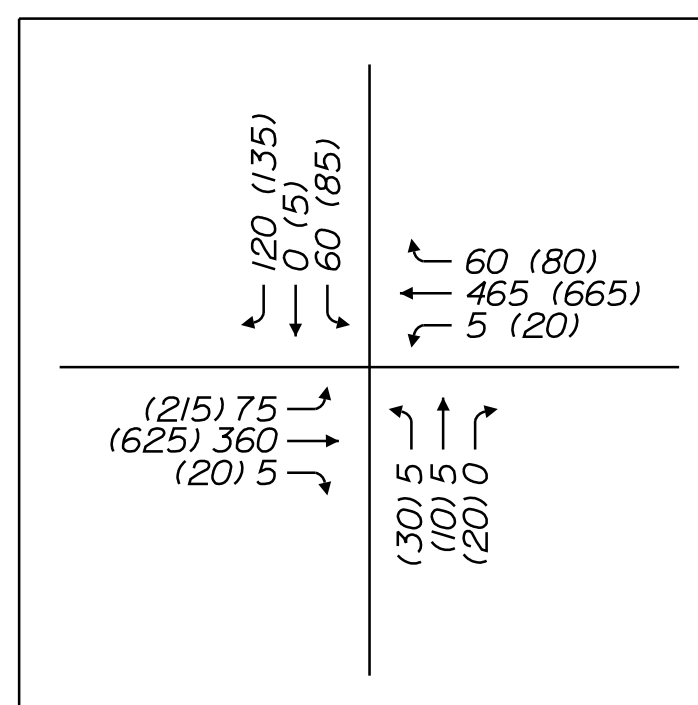
EQUIPMENT AND WORK ITEMS (ITEM 643.71)	QTY.
FURNISH AND INSTALL NATURAL FINISH ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER WITH LATEST FIRMWARE INSTALLED, COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO MAINEDOT'S EXISTING CLOUD BASED CENTRAL MANAGEMENT SYSTEM	1 EA
FURNISH AND INSTALL BLACK POLYCARBONATE ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3 INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM	10 EA
FURNISH AND INSTALL BLACK POLYCARBONATE ONE-WAY 5-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATES WITH 3 INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM	1 EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED SIDE OF POLE MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD	2 EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POST MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD	6 EA
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON WITH 9"X15" RIO-3e INFORMATIONAL SIGN	8 EA
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1 EA
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	4 EA
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1 EA
FURNISH AND INSTALL MAST ARM MOUNTED SIGNS	11 EA
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	1 LS
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	1 LS
FURNISH AND INSTALL NON-INVASIVE STOP LINE DETECTION, 4 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM, 1 APPROACH, COMPLETE (ITEM 643.22)	1 LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

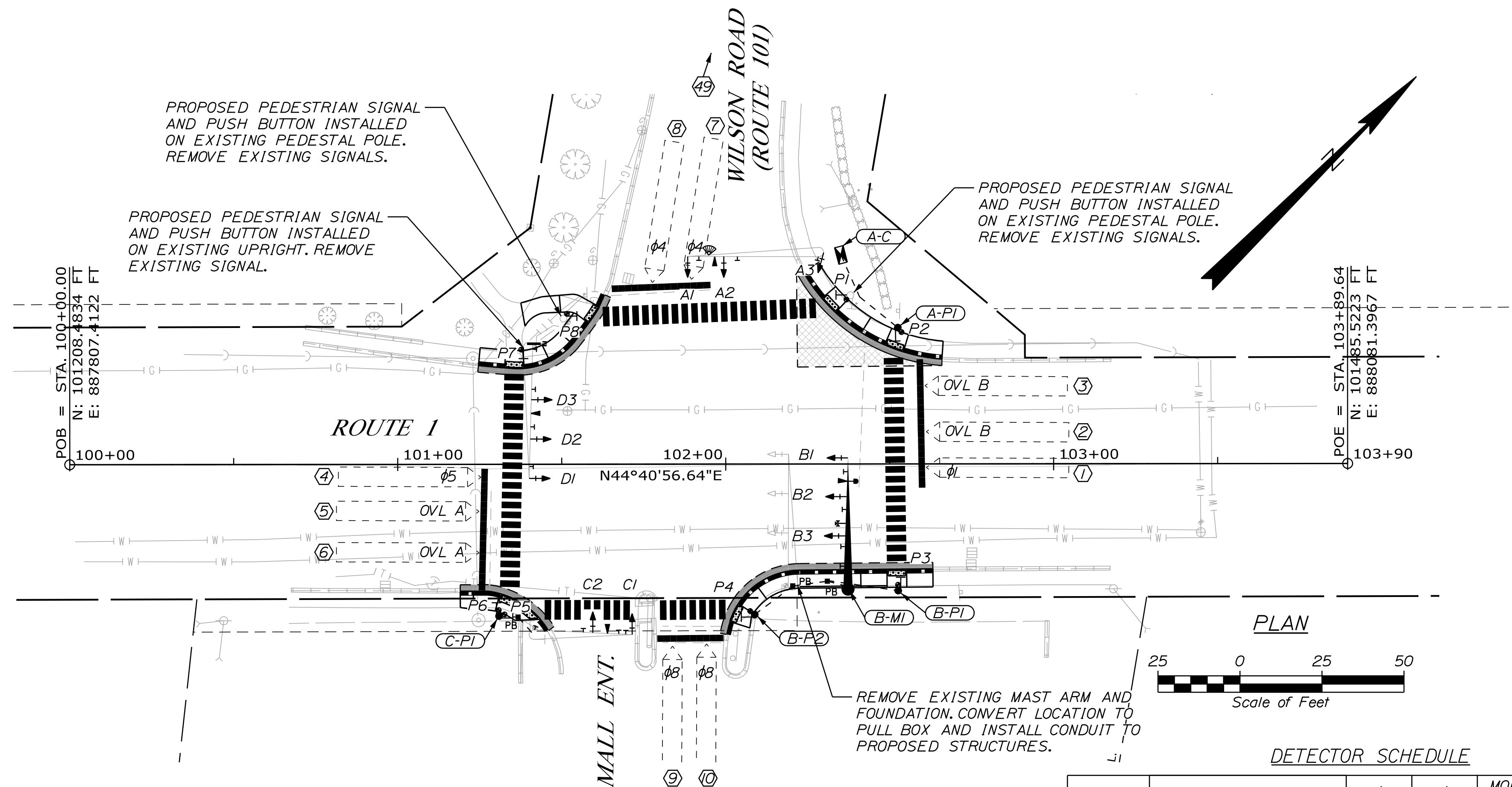
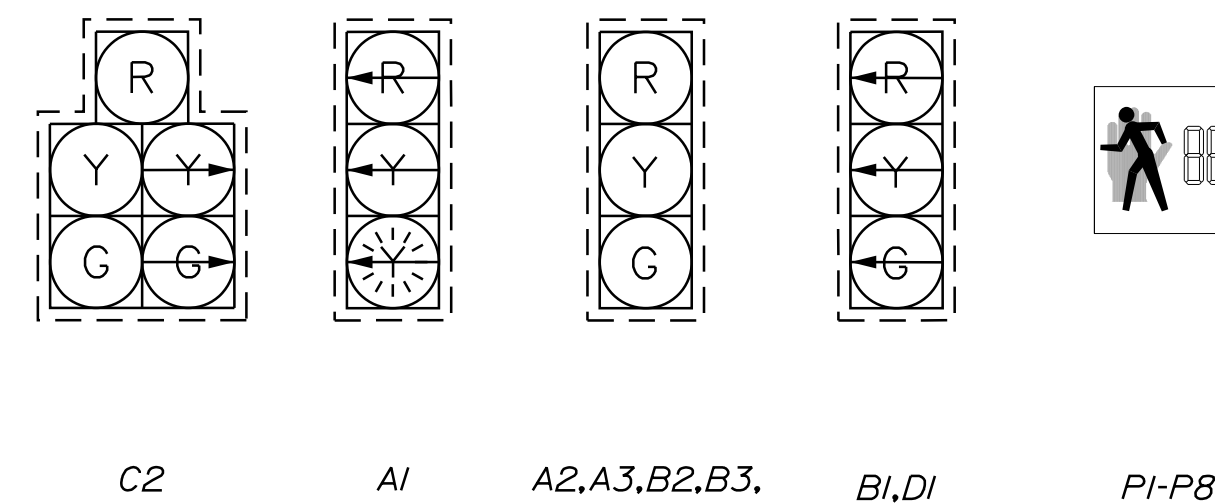
STRUCTURE LIST

STRUCTURE	DESCRIPTION	STA/OFFSET	FOUNDATION
(A-C)	CONTROLLER CABINET	102+35/64' LT	L48"xW36"xH48"
(A-PI)	8' PEDESTAL POLE	102+52/42' LT	24" DIAMETER
(B-M)	40' MAST ARM	102+37'/37' RT	48" DIAMETER
(B-PI)	8' PEDESTAL POLE	102+53/39' RT	24" DIAMETER
(B-P2)	8' PEDESTAL POLE	102+09/46' RT	24" DIAMETER
(C-PI)	8' PEDESTAL POLE	101+31/46' RT	24" DIAMETER

SYSTEM DESIGN VOLUMES AM (PM)

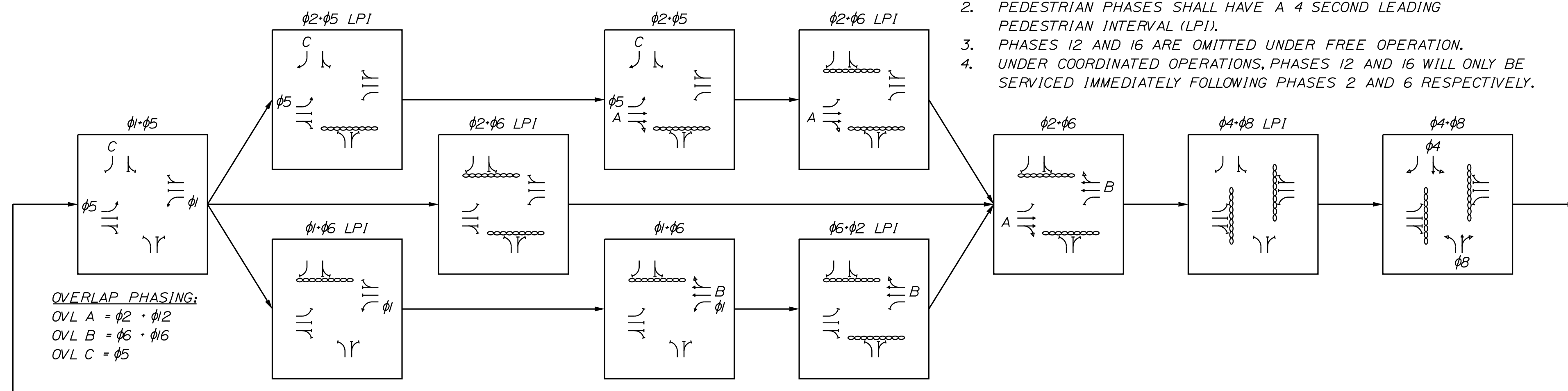
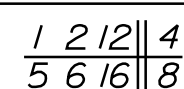


PROPOSED INDICATIONS



PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



PHASING NOTES:

- PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
- PEDESTRIAN PHASES SHALL HAVE A 4 SECOND LEADING PEDESTRIAN INTERVAL (LPI).
- PHASES 12 AND 16 ARE OMITTED UNDER FREE OPERATION.
- UNDER COORDINATED OPERATIONS, PHASES 12 AND 16 WILL ONLY BE SERVICED IMMEDIATELY FOLLOWING PHASES 2 AND 6 RESPECTIVELY.

DETECTOR SCHEDULE

DETECTOR PLAN ID	LOCATION	φ CALLED	φ EXT.	MODE A=ADV. B=S.BAR	DELAY TIME	EXT. TIME
①	ROUTE 1 SB LEFT	1	1	B	-	-
②	ROUTE 1 SB THRU	6	6	B	-	-
③	ROUTE 1 SB THRU/RIGHT	6	6	B	-	-
④	ROUTE 1 NB LEFT	5	5	B	-	-
⑤	ROUTE 1 NB THRU	2	2	B	-	-
⑥	ROUTE 1 NB THRU/RIGHT	2	2	B	-	-
⑦	ROUTE 101 LEFT/THRU	4	4	B	-	-
⑧	ROUTE 101 RIGHT	5	5	B	-	-
⑨	MALL ENTRANCE LEFT	8	8	B	-	-
⑩	MALL ENTRANCE THRU/RIGHT	8	8	B	-	-
⑪	ROUTE 101 ADVANCE	5	5	A	-	-

* SEE ADVANCED DILEMMA ZONE DETAIL (35 MPH)

LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS (XXX.YYZ)	QTY.
FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	3 EA
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	91 LF
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.42)	28 LF
FURNISH AND INSTALL 48-INCH DIAMETER FOUNDATION (ITEM 626.46)	15.5 LF
WHITE PAVEMENT AND CURB MARKING (ITEM 627.75)	1225 SF
REMOVE EXISTING PAVEMENT MARKING (ITEM 627.77)	345 SF
FURNISH AND INSTALL MAST ARM POLE WITH 40-FOOT ARM (ITEM 643.91)	1 EA
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	4 EA
FURNISH AND INSTALL LED BLANK-OUT SIGN (ITEM 645.512)	4 EA
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X ROADSIDE UNIT (ITEM 654.351)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	RESERVED	RESERVED
	2	RESERVED	RESERVED
R1	3	1	φ1&φ6
R2	4	2	φ2&φ5
R3	5	3	φ4
R4	6	4	φ8

PRE-EMPTION NOTES:

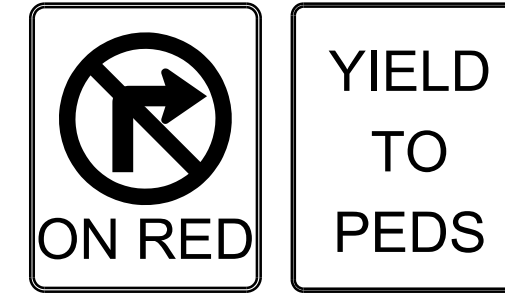
- EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS AND/OR BY A DUAL MODE DSRC/C-V2 ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
- PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 6 = LOWEST)
- IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

BI-MODAL SIGN DISPLAY

INDICATION	YIELD TO PEDESTRIAN	NO RIGHT ON RED
L1	φ4-φ8	φ4-φ8 LPI, OVL A
L2	OVL A	OVL A LPI, φ4-φ8
L3	φ4-φ8	φ4-φ8 LPI, OVL B
L4	OVL B	OVL B LPI, φ4-φ8

NOTE: APPLICABLE ONLY WHEN PEDESTRIAN PHASE IS BEING SERVICED

PROPOSED INDICATIONS

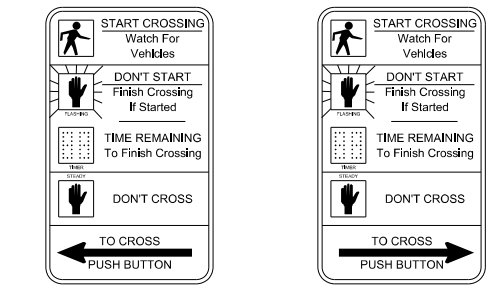


LED BI-MODAL BLANK-OUT
24"X30"
4-PROPOSED

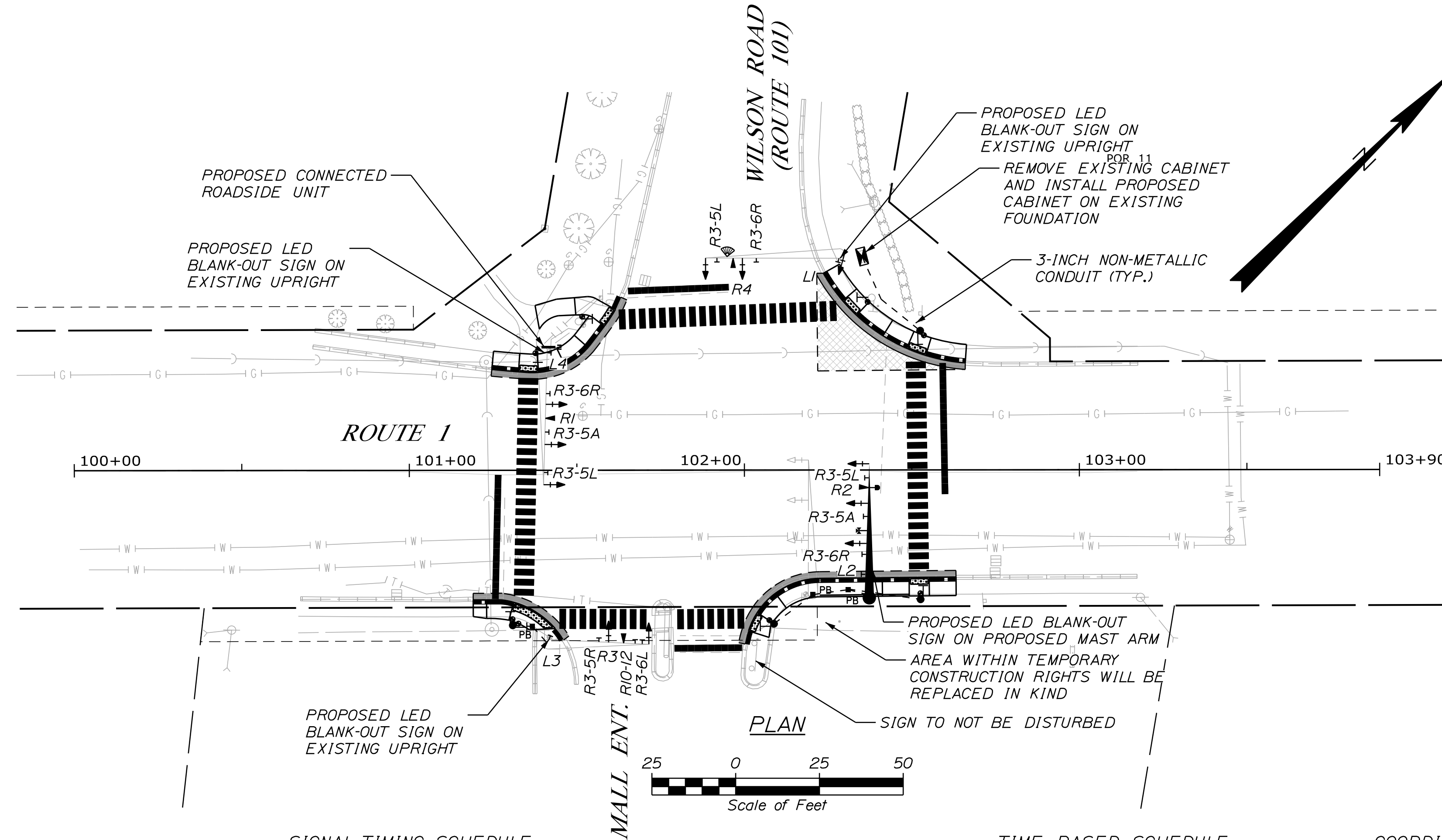
PROPOSED SIGNS



R10-12 30"x36" 1-PROPOSED
R3-5L 30"x36" 3-PROPOSED
R3-5R 30"x36" 1-PROPOSED
R3-5a 30"x36" 2-PROPOSED
R3-6L 30"x36" 1-PROPOSED
R3-6R 30"x36" 3-PROPOSED



R10-3eL 9"x15" P2,P3,P4, P5,P8
R10-3eR 9"x15" P1,P6,P7



SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ12	φ16
	SB L	NB	-	EB	NB L	SB	-	WB	NB	SB
MINIMUM INITIAL	5.0	10.0	-	5.0	5.0	5.0	-	5.0	1.0	1.0
PASSAGE TIME	1.0	1.0	-	1.0	1.0	1.0	-	1.0	1.0	1.0
MAXIMUM 1	15.0	25.0	-	15.0	15.0	25.0	-	15.0	25.0	25.0
MAXIMUM 2	15.0	25.0	-	15.0	15.0	25.0	-	15.0	25.0	25.0
YELLOW	3.0	3.0	-	4.0	3.0	3.0	-	4.0	3.0	3.0
ALL RED	2.5	2.5	-	2.5	2.5	2.5	-	2.5	2.5	2.5
PED WALK	-	7.0	-	7.0	-	7.0	-	7.0	-	-
PED CLEAR	-	18.0	-	20.0	-	18.0	-	20.0	-	-
RECALL	OFF	SOFT	-	OFF	OFF	SOFT	-	OFF	OFF	OFF
FLASH	RED	YEL	-	RED	RED	YEL	-	RED	YEL	YEL
DUAL ENTRY	OFF	ON	-	ON	OFF	ON	-	ON	OFF	OFF

TIME BASED SCHEDULE

WEEK PROGRAMMING	DAY OF WEEK						
DAY PLAN	SUN	MON	TUE	WED	THU	FRI	SAT
	2	1	1	1	1	1	2

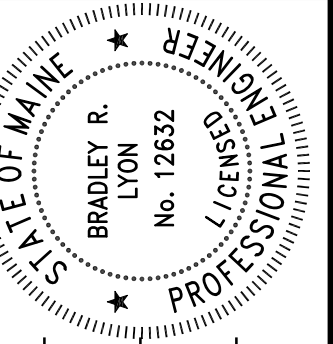
EVENT	TIME	ACTION
DAY PLAN 1		
1	0:00	54
2	07:00	1
3	11:00	2
4	15:00	3
5	18:00	54
DAY PLAN 2		
1	0:00	54
2	0:00	2
3	18:00	54

COORDINATION PROGRAM SCHEDULE

EVENT	PAT 1	PAT 2	PAT 3
CYCLE LENGTH	60	60	60
OFFSET	23	23	23
SPLIT TIME φ1	15	15	15
SPLIT TIME φ2	13	13	13
SPLIT TIME φ3	-	-	-
SPLIT TIME φ4	17	17	17
SPLIT TIME φ5	16	16	16
SPLIT TIME φ6	13	13	13
SPLIT TIME φ7	-	-	-
SPLIT TIME φ8	17	17	17
SPLIT TIME φ12	15	15	15
SPLIT TIME φ16	14	14	14

- COORDINATION REFERENCED TO PHASE 6 BEG. OF GREEN.
- COORDINATION TO OPERATE IN FIXED FORCE OFF MODE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN
25433.00 & 25435.00
TRAFFIC PLANS



BRADLEY R. LYON
No. 12632
SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	DATE
D. LORING	11/10/25
DESIGN-DETAILED G. STENMAN	11/10/25
CHECKED-REVIEWED B. LYON	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	

KITTERY
ROUTE 1 AT ROUTE 101
TRAFFIC SIGNAL PLAN

SHEET NUMBER

9

OF 21

LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS (ITEM 643.71)	QTY.
FURNISH AND INSTALL NATURAL FINISH ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER WITH LATEST FIRMWARE INSTALLED, COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO MAINEDOT'S EXISTING CLOUD BASED CENTRAL MANAGEMENT SYSTEM	1 EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POST MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD	6 EA
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON WITH 9"X15" RIO-3e INFORMATIONAL SIGN	6 EA
REMOVE AND SALVAGE/DISPOSE EXISTING SIGNAL EQUIPMENT	1 LS
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	1 LS
FURNISH AND INSTALL NON-INVASIVE STOP LINE DETECTION, 4 APPROACHES, COMPLETE (ITEM 643.21)	1 LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

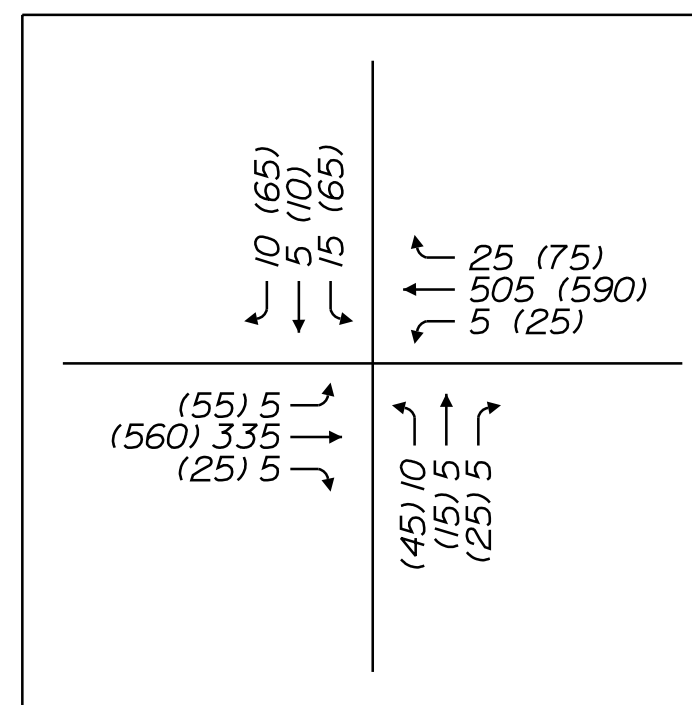
NOTE:

VEHICULAR SIGNAL HEADS, LANE USE SIGNS, SPAN WIRE, PREEMPTION EQUIPMENT, ROAD SIDE UNIT, AND FIELD MONITORING UNIT INSTALLED UNDER MAINEDOT PROJECT 025321.00 SHALL REMAIN. ANY EQUIPMENT IMPACTED BY PROPOSED WORK WILL BE REPLACED/RELOCATED AS APPROPRIATE. ALL EQUIPMENT IN THE EXISTING CABINET WHICH IS TO REMAIN SHALL BE REINSTALLED IN THE PROPOSED CABINET.

STRUCTURE LIST

STRUCTURE	DESCRIPTION	STA/OFFSET	FOUNDATION
(A-C)	CONTROLLER CABINET	201+10/39' LT	L48"XW36"XH48"
(A-PI)	8' PEDESTAL POLE	200+97/31' LT	24" DIAMETER
(A-P2)	8' PEDESTAL POLE	201+15/40' LT	24" DIAMETER
(B-PI)	8' PEDESTAL POLE	201+92/40' LT	24" DIAMETER
(C-PI)	8' PEDESTAL POLE	201+96/29' RT	24" DIAMETER
(D-PI)	8' PEDESTAL POLE	201+00/31' RT	24" DIAMETER

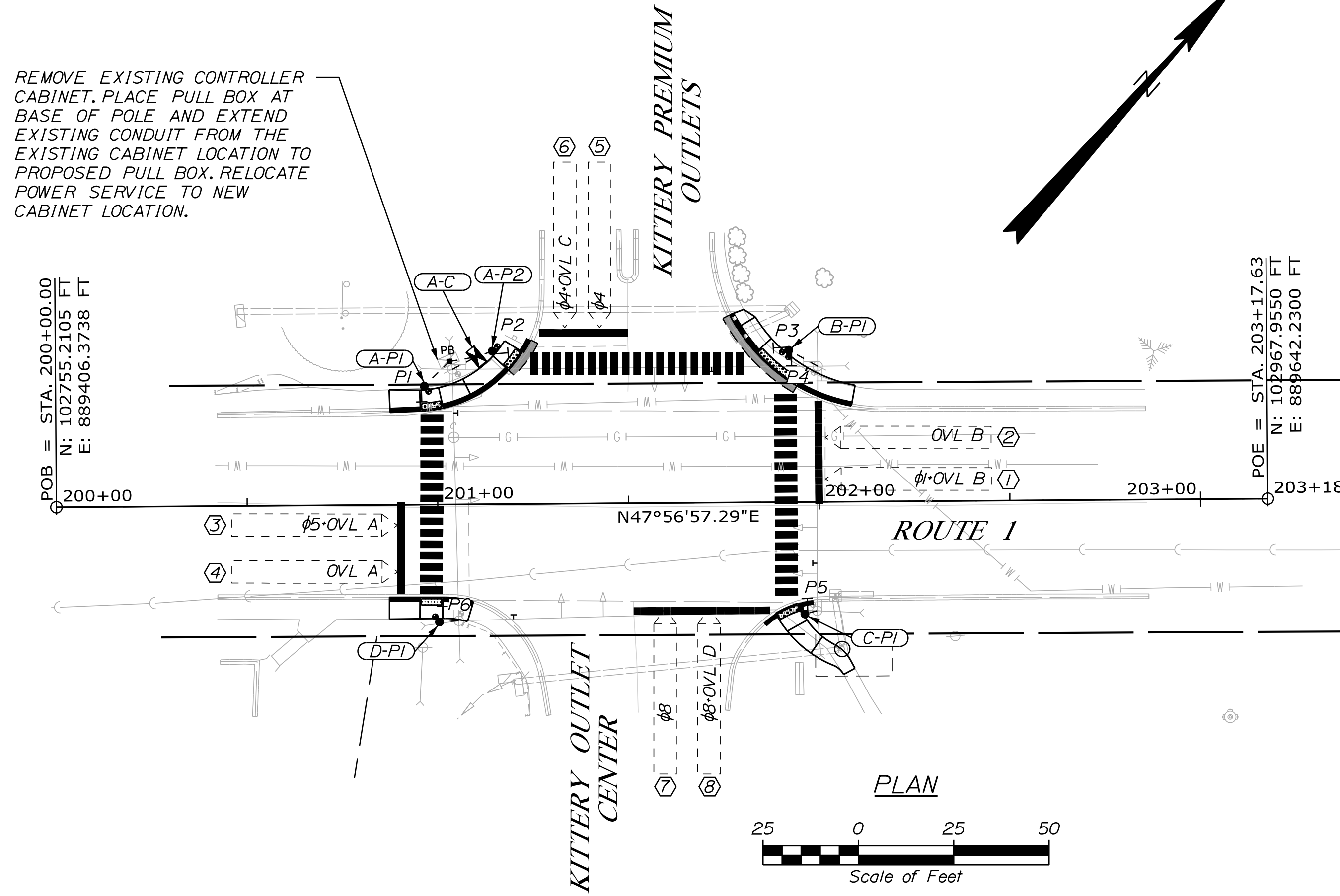
SYSTEM DESIGN VOLUMES AM (PM)



PROPOSED INDICATIONS



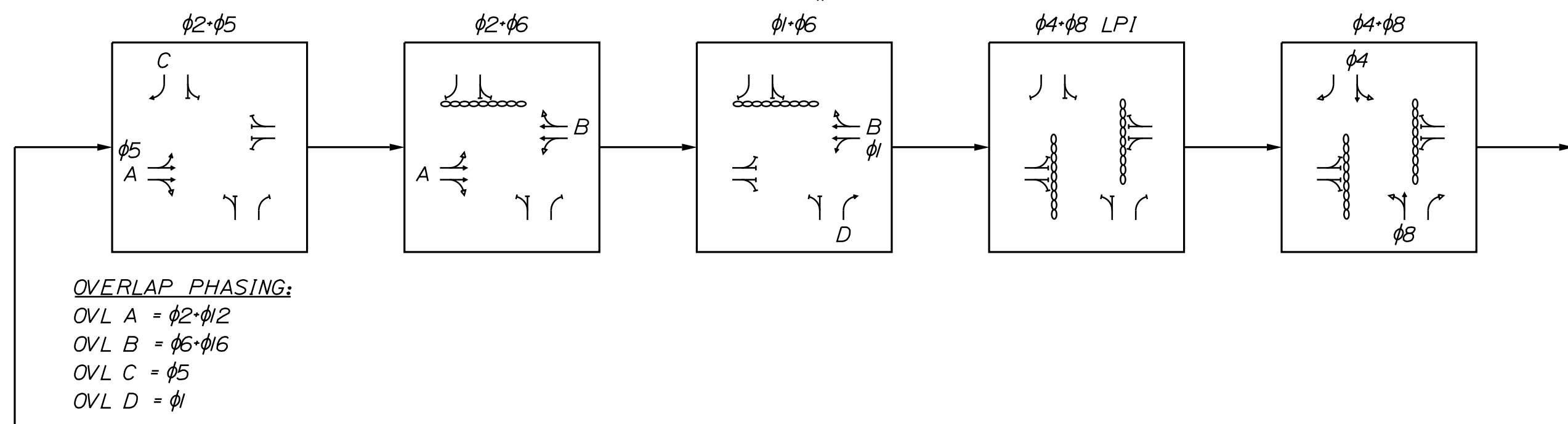
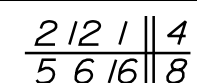
PI-P8



REMOVE EXISTING CONTROLLER CABINET. PLACE PULL BOX AT BASE OF POLE AND EXTEND EXISTING CONDUIT FROM THE EXISTING CABINET LOCATION TO PROPOSED PULL BOX. RELOCATE POWER SERVICE TO NEW CABINET LOCATION.

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



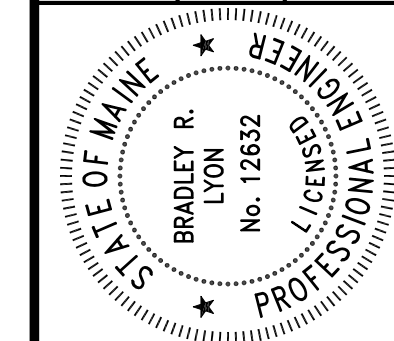
OVERLAP PHASING:
 OVL A = phi 2-phi 12
 OVL B = phi 5-phi 16
 OVL C = phi 5
 OVL D = phi 1

PHASING NOTES:

- PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
- PEDESTRIAN PHASES 4 AND 8 SHALL HAVE A 4 SECOND LEADING PEDESTRIAN INTERVAL (LPI).
- PHASES 12 AND 16 ARE OMITTED UNDER FREE OPERATION.
- UNDER COORDINATED OPERATIONS, PHASES 12 AND 16 WILL ONLY BE SERVICED IMMEDIATELY FOLLOWING PHASES 2 AND 6 RESPECTIVELY.

DETECTOR SCHEDULE

DETECTOR PLAN ID	LOCATION	φ CALLED	φ EXT.	MODE A=ADV. B=S.BAR	DELAY TIME	EXT. TIME
①	ROUTE 1 SB LEFT/THRU	1	1	B	-	-
②	ROUTE 1 SB THRU/RIGHT	6	6	B	-	-
③	ROUTE 1 NB THRU/LEFT	5	5	B	-	-
④	ROUTE 1 NB THRU/RIGHT	2	2	B	-	-
⑤	KPO EB LEFT/THRU	4	4	B	-	-
⑥	KPO EB RIGHT	4	4	B	10 SEC	-
⑦	KOC WB LEFT/THRU	8	8	B	-	-
⑧	KOC WB RIGHT	8	8	B	10 SEC	-



PROJ. MANAGER: [Signature]
 DATE: 11/10/25
 BY: D. LORING
 CHECKED: G. STENMAN, B. LYON
 DESIGN: G. STENMAN, D. CALDWELL
 SIGNATURE: [Signature]
 P.E. NUMBER: 12632
 DATE: 11/10/25

REVISIONS	DATE	DESCRIPTION
1		
2		
3		

**KITTERY AND KOC
 ROUTE 1 AT KPO AND KOC
 TRAFFIC SIGNAL PLAN**

SHEET NUMBER

10

LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS (XXX.YYZ)	QTY.
FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	1 EA
FURNISH AND INSTALL (3-INCH) METALLIC CONDUIT (ITEM 626.21)	10 LF
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	43 LF
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	35 LF
FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.38)	1 EA
WHITE PAVEMENT AND CURB MARKING (ITEM 627.75)	860 SF
REMOVE EXISTING PAVEMENT MARKING (ITEM 627.77)	530 SF
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	5 EA
FURNISH AND INSTALL LED BLANK-OUT SIGN (ITEM 645.512)	4 EA

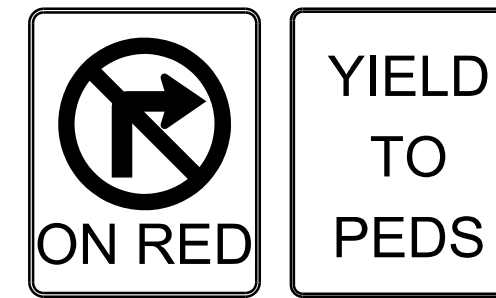
THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

BI-MODAL SIGN DISPLAY

INDICATION	YIELD TO PEDESTRIAN	NO RIGHT ON RED
L1	OVL B	φ4-φ8
L2	φ4-φ8	φ4-φ8 LPI
L3	-	φ4-φ8 LPI
L4	φ4-φ8	OVL B, φ4-φ8 LPI

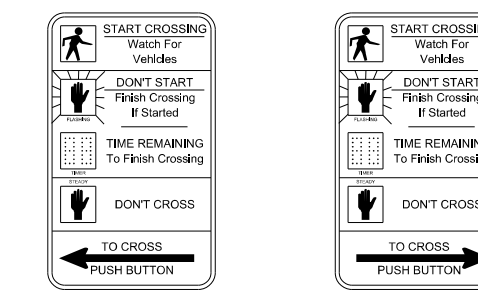
NOTE: APPLICABLE ONLY WHEN PEDESTRIAN PHASE IS BEING SERVICED

PROPOSED INDICATIONS



LED BI-MODAL BLANK-OUT
24"x30"
4-PROPOSED

PROPOSED SIGNS



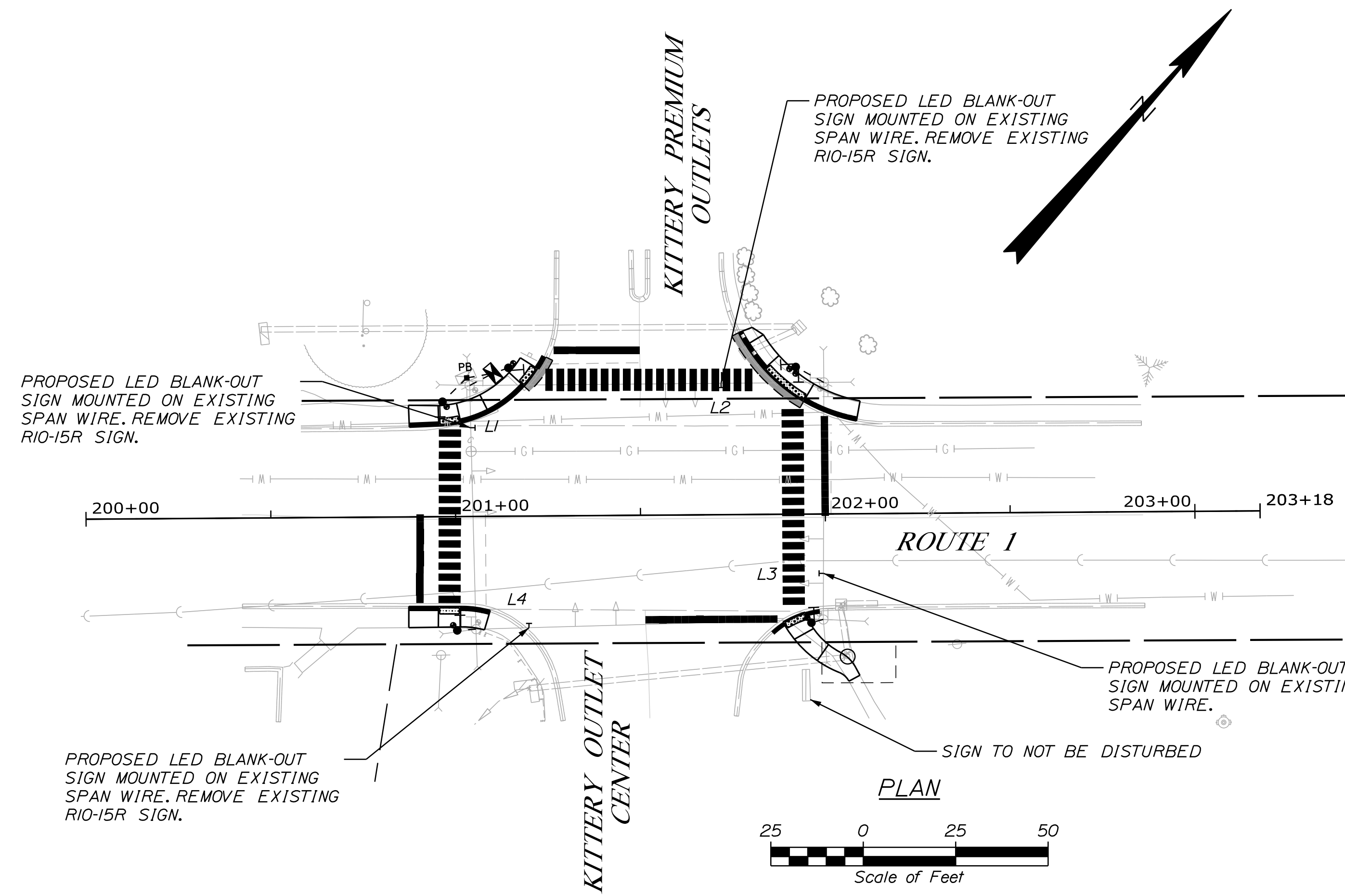
RIO-3eL 9'x15"
P1,P2,P3, P4,P5,P6
RIO-3eR 9'x15"
P4

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	RESERVED	RESERVED
	2	RESERVED	RESERVED
EXISTING	3	1	φ1&φ6
	4	2	φ2&φ5
	5	3	φ4
	6	4	φ8

PRE-EMPTION NOTES:

- EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS AND/OR BY A DUAL MODE DSRC/C-V2 ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
- PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 6 = LOWEST)
- IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.



SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ12	φ16
	SB L	NB	-	EB	NB L	SB	-	WB	NB	SB
MINIMUM INITIAL	5.0	10.0	-	5.0	5.0	5.0	-	5.0	1.0	1.0
PASSAGE TIME	1.0	1.0	-	1.0	1.0	1.0	-	1.0	1.0	1.0
MAXIMUM 1	15.0	25.0	-	15.0	15.0	25.0	-	15.0	25.0	25.0
MAXIMUM 2	15.0	25.0	-	15.0	15.0	25.0	-	15.0	25.0	25.0
YELLOW	3.0	3.0	-	3.0	3.0	3.0	-	3.0	3.0	3.0
ALL RED	2.0	2.0	-	2.0	2.0	2.0	-	2.0	2.5	2.5
PED WALK	-	7.0	-	7.0	-	7.0	-	7.0	-	-
PED CLEAR	-	18.0	-	15.0	-	19.0	-	15.0	-	-
RECALL	OFF	SOFT	-	OFF	OFF	SOFT	-	OFF	OFF	OFF
FLASH	YEL	YEL	-	RED	YEL	YEL	-	RED	YEL	YEL
DUAL ENTRY	OFF	ON	-	ON	OFF	ON	-	ON	OFF	OFF

TIME BASED SCHEDULE

WEEK PROGRAMMING DAY PLAN	DAY OF WEEK						
	SUN	MON	TUE	WED	THU	FRI	SAT
	2	1	1	1	1	1	2

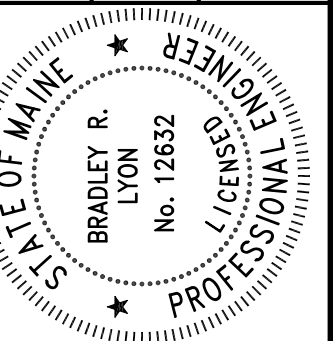
EVENT	TIME	ACTION
DAY PLAN 1		
1	0:00	54
2	07:00	1
3	11:00	2
4	15:00	3
5	18:00	54
DAY PLAN 2		
1	0:00	54
2	0:00	2
3	18:00	54

COORDINATION PROGRAM SCHEDULE

EVENT	PAT 1	PAT 2	PAT 3
CYCLE LENGTH	60	60	60
OFFSET	12	12	12
SPLIT TIME φ1	13	13	13
SPLIT TIME φ2	10	10	10
SPLIT TIME φ3	-	-	-
SPLIT TIME φ4	14	14	14
SPLIT TIME φ5	13	13	13
SPLIT TIME φ6	10	10	10
SPLIT TIME φ7	-	-	-
SPLIT TIME φ8	14	14	14
SPLIT TIME φ2	23	23	23
SPLIT TIME φ6	23	23	23

- COORDINATION REFERENCED TO PHASE 2 BEG. OF GREEN.
- COORDINATION TO OPERATE IN FIXED FORCE OFF MODE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN
25433.00 & 25435.00
TRAFFIC PLANS



BRADLEY R. LYON
No. 12632
SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	DATE
D. LORING	11/10/25
DESIGN-DETAILED	11/10/25
CHECKED-REVIEWED	11/10/25
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	

KITTERY
ROUTE 1 AT KPO AND KOC
TRAFFIC SIGNAL PLAN

SHEET NUMBER

11

OF 21

LIST OF MAJOR ITEMS

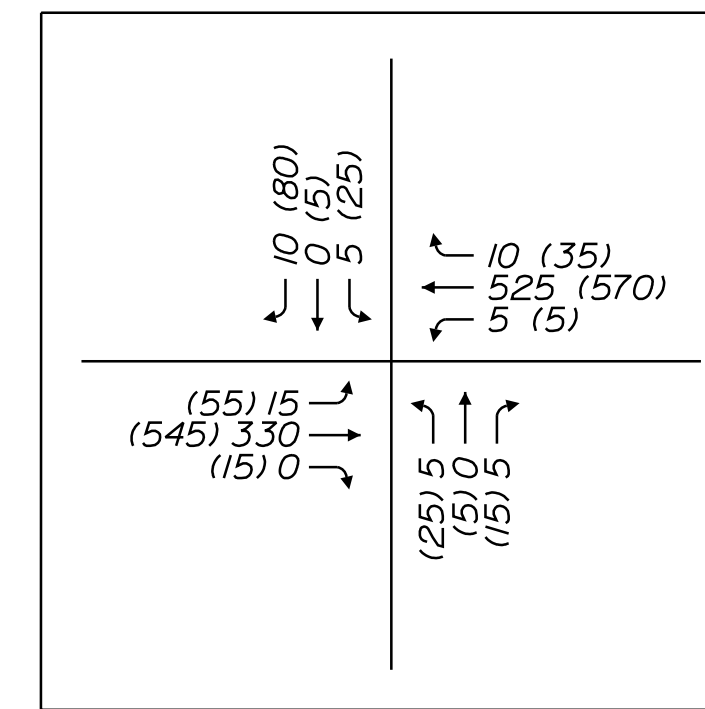
EQUIPMENT AND WORK ITEMS (ITEM 643.71)	QTY.
FURNISH AND INSTALL NATURAL FINISH ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER WITH LATEST FIRMWARE INSTALLED, COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO MAINEDOT'S EXISTING CLOUD BASED CENTRAL MANAGEMENT SYSTEM	1 EA
FURNISH AND INSTALL BLACK POLYCARBONATE ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3 INCH RETROREFLECTIVE BORDERS MOUNTED ON SPAN WIRE	8 EA
FURNISH AND INSTALL BLACK POLYCARBONATE ONE-WAY 5-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3 INCH RETROREFLECTIVE BORDERS MOUNTED ON SPAN WIRE	2 EA
FURNISH AND INSTALL ONE-WAY, 16 X 18-INCH LED TOP OF POST MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD	6 EA
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON WITH 9"X15" RIO-3e INFORMATIONAL SIGN	6 EA
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1 EA
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	4 EA
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1 EA
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS	14 EA
FURNISH AND INSTALL SPAN WIRE AND TETHER	355 LF
REMOVE AND SALVAGE EXISTING SIGNAL EQUIPMENT	1 LS
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	1 LS
FURNISH AND INSTALL NON-INVASIVE STOP LINE DETECTION, 4 APPROACHES, COMPLETE (ITEM 643.21)	1 LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

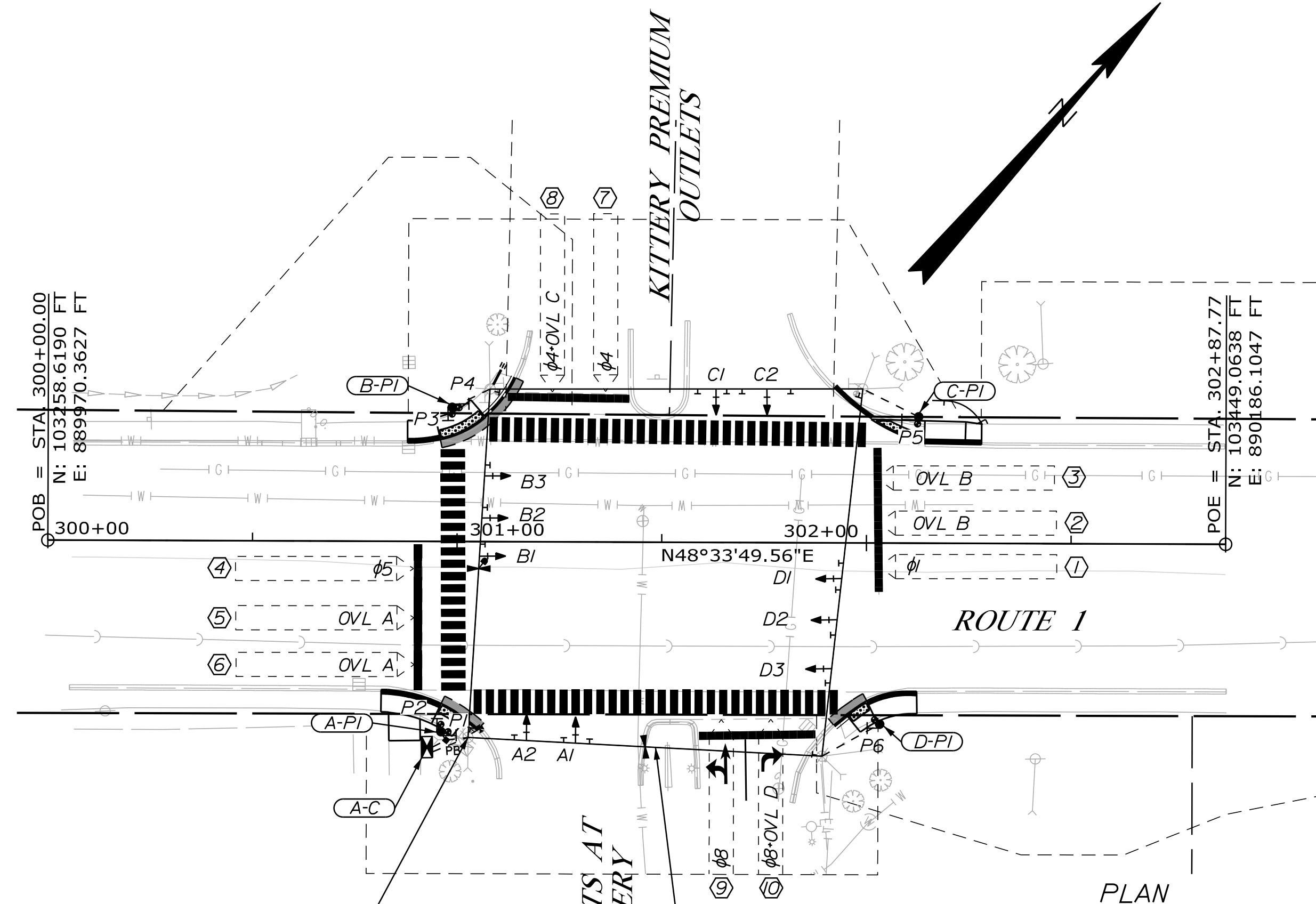
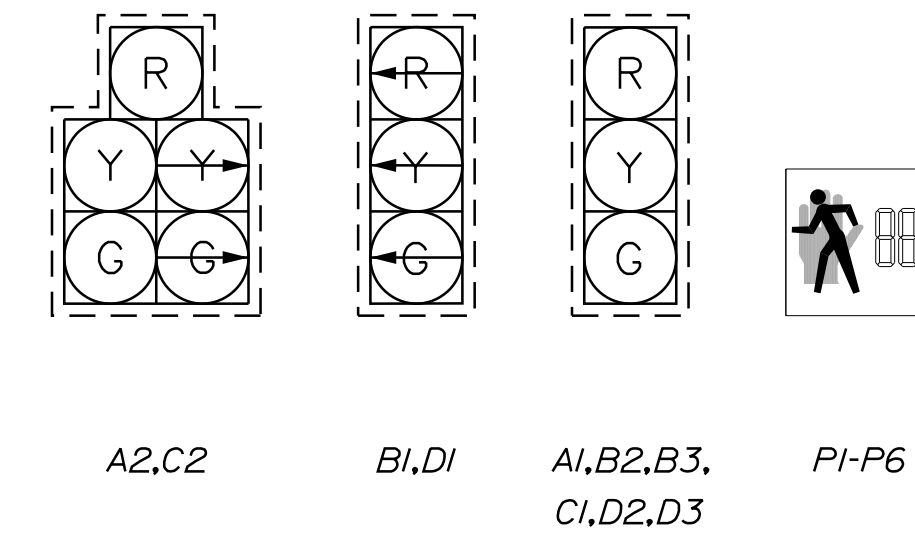
STRUCTURE LIST

STRUCTURE	DESCRIPTION	STA/OFFSET	FOUNDATION
(A-C)	CONTROLLER CABINET	300+93/50' RT	L48"xW36"xH48"
(A-PI)	8' PEDESTAL POLE	300+97/46' RT	24" DIAMETER
(B-PI)	8' PEDESTAL POLE	300+99/33' LT	24" DIAMETER
(C-PI)	8' PEDESTAL POLE	302+13/31' LT	24" DIAMETER
(D-PI)	8' PEDESTAL POLE	302+03/44' RT	24" DIAMETER

SYSTEM DESIGN VOLUMES AM (PM)

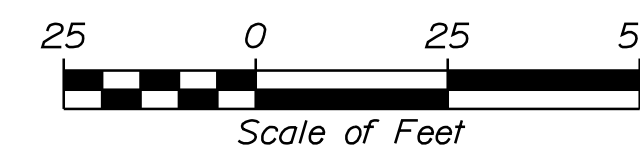


PROPOSED INDICATIONS



REMOVE EXISTING CONTROLLER CABINET. PLACE PULL BOX AT BASE OF POLE AND EXTEND EXISTING CONDUIT FROM THE EXISTING CABINET LOCATION TO PROPOSED PULL BOX. EXTEND POWER SERVICE TO NEW CABINET

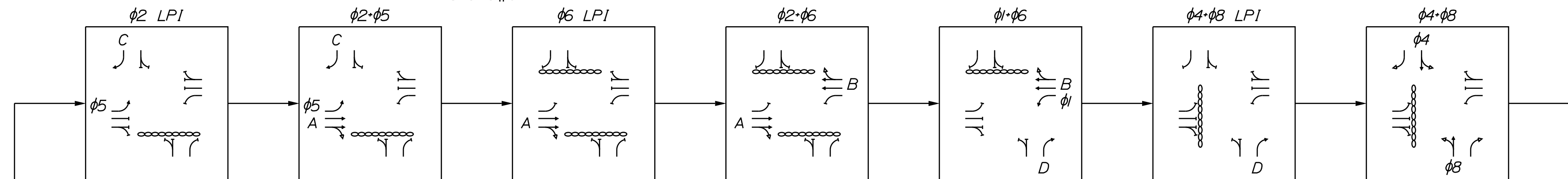
REMOVE AND REPLACE ALL SPAN WIRE, TETHER WIRE, AND SIGNAL WIRE



PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM

2/12/14
5/6/16/8



PHASING NOTES:

- PEDESTRIAN PHASE UPON PUSH BUTTON ACTIVATION ONLY.
- PEDESTRIAN PHASES SHALL HAVE A 4 SECOND LEADING PEDESTRIAN INTERVAL (LPI).
- PHASES 12 AND 16 ARE OMITTED UNDER FREE OPERATION.
- UNDER COORDINATED OPERATIONS, PHASES 12 AND 16 WILL ONLY BE SERVICED IMMEDIATELY FOLLOWING PHASES 2 AND 6 RESPECTIVELY.

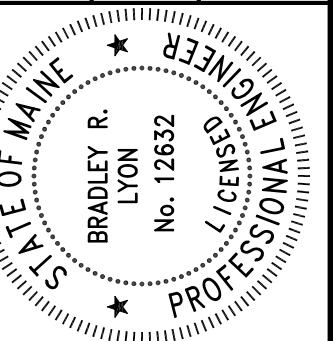
OVERLAP PHASING:

- OVL A = φ2 · φ12
- OVL B = φ6 · φ16
- OVL C = φ5
- OVL D = φ1

DETECTOR SCHEDULE

DETECTOR PLAN ID	LOCATION	φ CALLED	φ EXT.	MODE A=ADV. B=S.BAR	DELAY TIME	EXT. TIME
①	ROUTE 1 SB LEFT	1	1	B	-	-
②	ROUTE 1 SB THRU	6	6	B	-	-
③	ROUTE 1 SB THRU/RIGHT	6	6	B	-	-
④	ROUTE 1 NB LEFT	5	5	B	-	-
⑤	ROUTE 1 NB THRU	2	2	B	-	-
⑥	ROUTE 1 NB THRU/RIGHT	2	2	B	-	-
⑦	KPO EB LEFT/THRU	4	4	B	-	-
⑧	KPO EB RIGHT	4	4	B	10 SEC	-
⑨	OAK WB LEFT/THRU	8	8	B	-	-
⑩	OAK WB RIGHT	8	8	B	10 SEC	-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN 25433.00 & 25435.00
TRAFFIC PLANS



PROJ. MANAGER: [Signature]
DATE: 11/10/25
BY: D. LORING
DESIGN-DETAILED: G. STENMAN, D. CALDWELL
CHECKED-REVIEWED: B. LYON, B. LYON
SIGNATURE: [Signature]
P.E. NUMBER: 12632
DATE: 11/10/25

REVISIONS	NO.	DATE	DESCRIPTION
1			
2			
3			

KITTERY
ROUTE 1 AT KPO AND OAK
TRAFFIC SIGNAL PLAN

SHEET NUMBER

12

LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS (XXX.YYZ)	QTY.
FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	1 EA
FURNISH AND INSTALL (2-INCH) METALLIC CONDUIT (ITEM 626.21)	12 LF
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	60 LF
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	28 LF
FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.38)	1 EA
WHITE PAVEMENT AND CURB MARKING (ITEM 627.75)	1275 SF
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE (ITEM 643.92)	4 EA
FURNISH AND INSTALL LED BLANK-OUT SIGN (ITEM 645.512)	4 EA
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X ROADSIDE UNIT (ITEM 654.351)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	RESERVED	RESERVED
	2	RESERVED	RESERVED
R1	3	1	φ8φ6
R2	4	2	φ2&φ5
R3	5	3	φ4
R4	6	4	φ8

PRE-EMPTION NOTES:

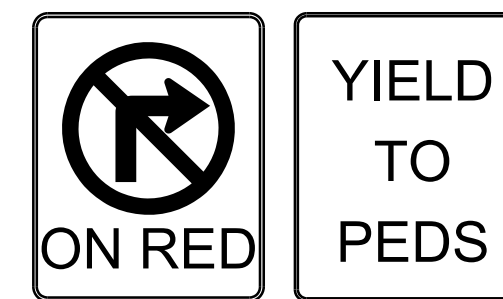
- EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS AND/OR BY A DUAL MODE DSRC/C-V2 ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
- PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 6 = LOWEST)
- IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

BI-MODAL SIGN DISPLAY

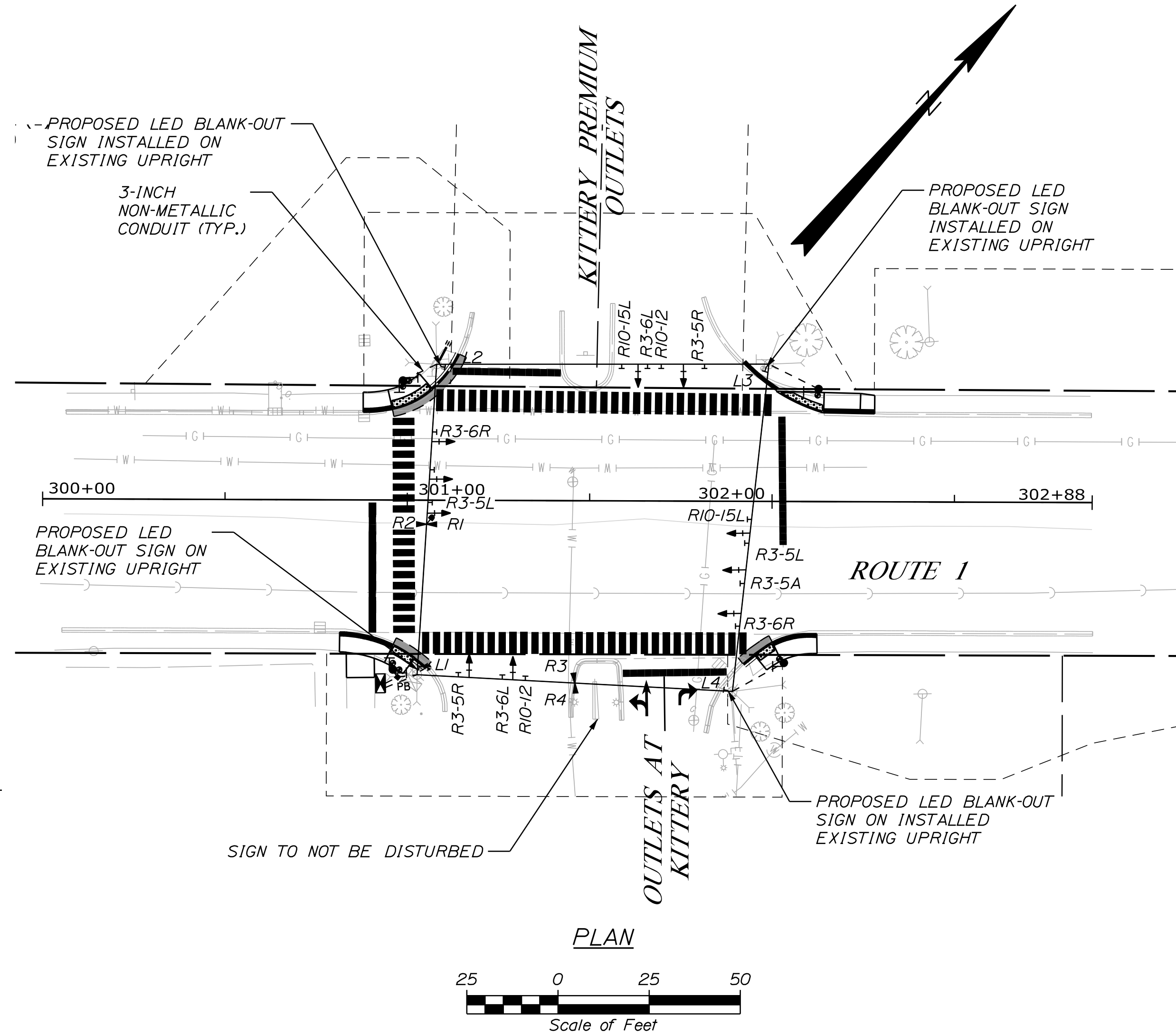
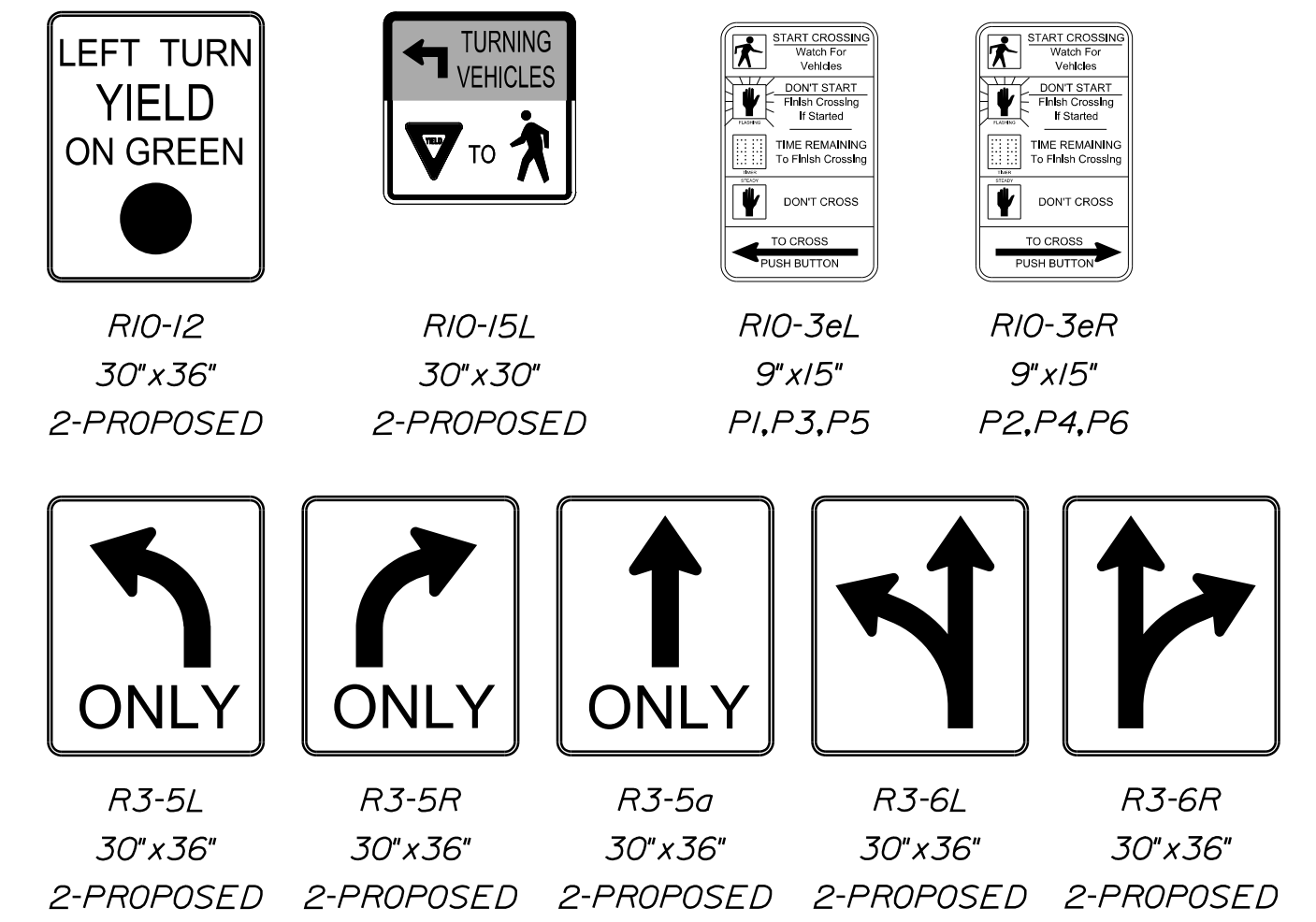
INDICATION	YIELD TO PEDESTRIAN	NO RIGHT ON RED
L1	φ4-φ8	φ4-φ8 LPI, OVL B
L2	OVL B	OVL B LPI
L3	φ4-φ8	OVL A
L4	OVL A	OVL A LPI, φ4-φ8

NOTE: APPLICABLE ONLY WHEN PEDESTRIAN PHASE IS BEING SERVICED

PROPOSED INDICATIONS



PROPOSED SIGNS



TIME BASED SCHEDULE

WEEK PROGRAMMING DAY PLAN	DAY OF WEEK						
	SUN	MON	TUE	WED	THU	FRI	SAT
	2	1	1	1	1	1	2

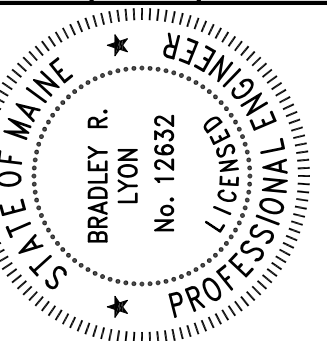
EVENT	TIME	ACTION
DAY PLAN 1		
1	0:00	54
2	07:00	1
3	11:00	2
4	15:00	3
5	18:00	54
DAY PLAN 2		
1	0:00	54
2	0:00	2
3	18:00	54

COORDINATION PROGRAM SCHEDULE

EVENT	PAT 1	PAT 2	PAT 3
CYCLE LENGTH	60	60	60
OFFSET	50	50	50
SPLIT TIME φ1	14	14	14
SPLIT TIME φ2	10	10	10
SPLIT TIME φ3	-	-	-
SPLIT TIME φ4	14	14	14
SPLIT TIME φ5	14	14	14
SPLIT TIME φ6	10	10	10
SPLIT TIME φ7	-	-	-
SPLIT TIME φ8	14	14	14
SPLIT TIME φ12	22	22	22
SPLIT TIME φ16	22	22	22

- COORDINATION REFERENCED TO PHASE 2 BEG. OF GREEN.
- COORDINATION TO OPERATE IN FIXED FORCE OFF MODE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN 25433.00 & 25435.00
TRAFFIC PLANS



PROJ. MANAGER: D. LORING
DESIGN-DETAILED: G. STERNMAN, D. CALDWELL
CHECKED-REVIEWED: B. LYON, B. LYON
SIGNATURE: [Signature]
DATE: 11/10/25
P.E. NUMBER: 12632

REVISIONS 1
REVISIONS 2
REVISIONS 3

KITTERY
ROUTE 1 AT KPO AND OAK
TRAFFIC SIGNAL PLAN

SHEET NUMBER
13
OF 21

LIST OF MAJOR ITEMS

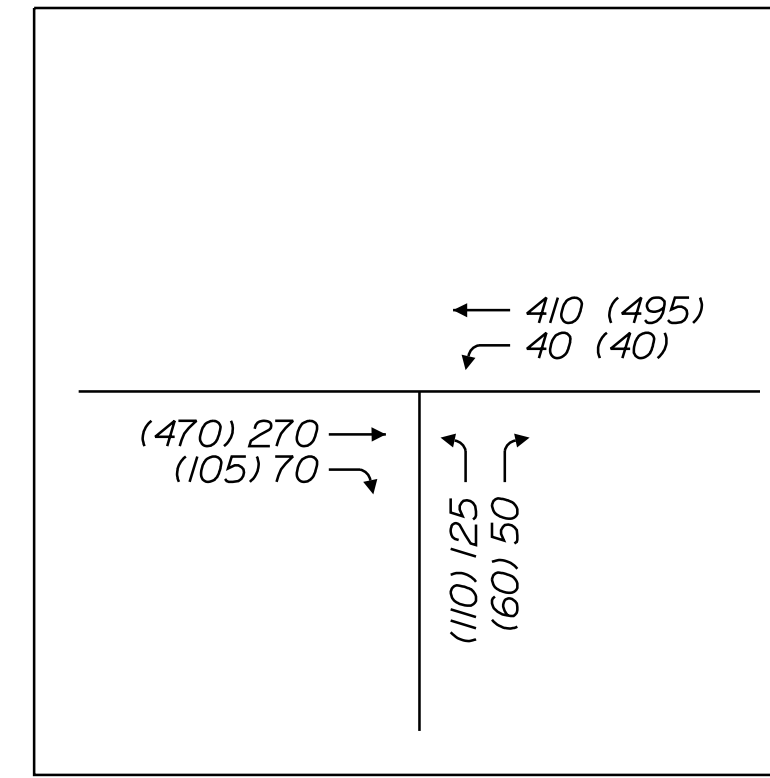
EQUIPMENT AND WORK ITEMS (ITEM 643.71)	QTY.
FURNISH AND INSTALL NATURAL FINISH ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER WITH LATEST FIRMWARE INSTALLED, COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO MAINEDOT'S EXISTING CLOUD BASED CENTRAL MANAGEMENT SYSTEM	1 EA
FURNISH AND INSTALL BLACK POLYCARBONATE ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3 INCH RETROREFLECTIVE BORDERS MOUNTED ON SPAN WIRE	5 EA
FURNISH AND INSTALL BLACK POLYCARBONATE ONE-WAY 5-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATES WITH 3 INCH RETROREFLECTIVE BORDERS MOUNTED ON SPAN WIRE	1 EA
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1 EA
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	3 EA
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1 EA
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS	5 EA
FURNISH AND INSTALL SPAN WIRE AND TETHER	100 LF
REMOVE AND SALVAGE/DISPOSE ALL EXISTING SIGNAL EQUIPMENT	1 LS
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	1 LS
FURNISH AND INSTALL NON-INVASIVE STOP LINE DETECTION, 3 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM, 1 APPROACH, COMPLETE (ITEM 643.22)	1 LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

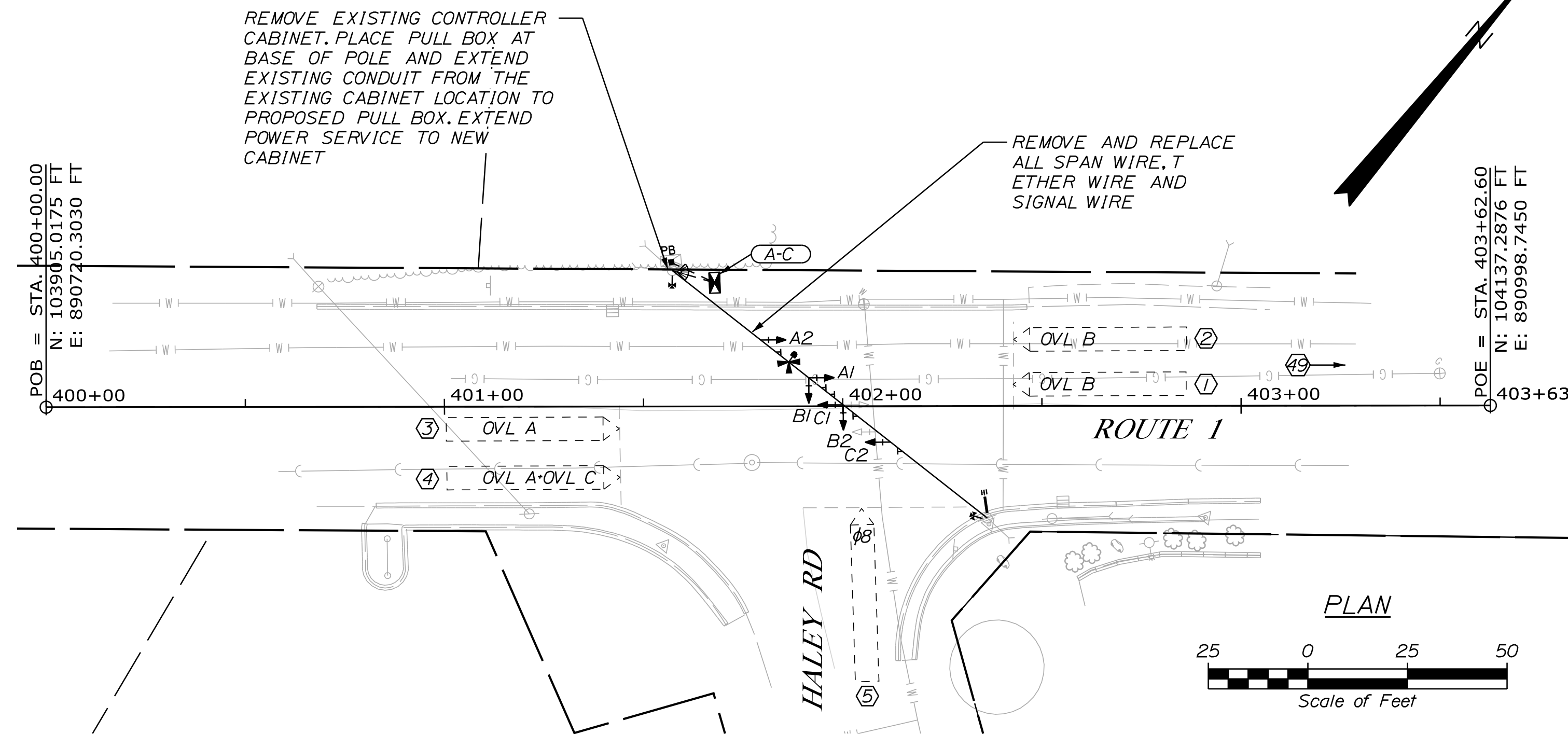
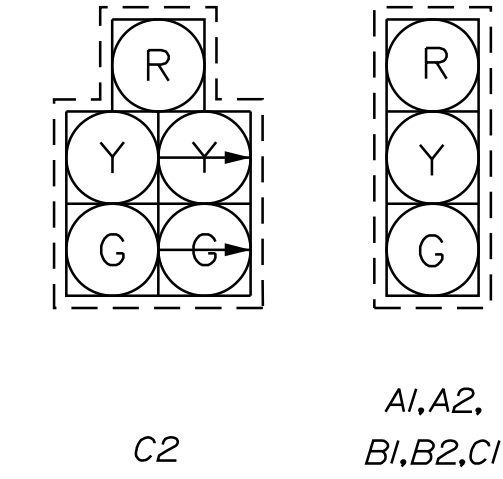
STRUCTURE LIST

STRUCTURE	DESCRIPTION	STA/OFFSET	FOUNDATION
(A-C)	CONTROLLER CABINET	401+68/31' LT	L48"xW36"xH48"

SYSTEM DESIGN
VOLUMES AM (PM)

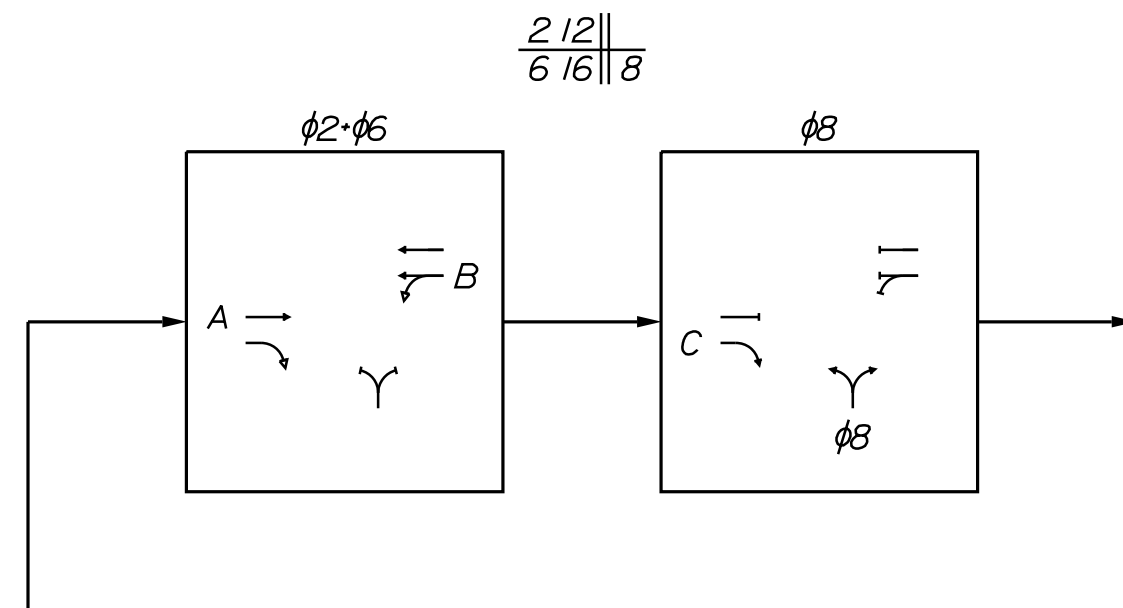


PROPOSED INDICATIONS



PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



PHASING NOTES:

- PHASES 12 AND 16 ARE OMITTED UNDER FREE OPERATION.
- UNDER COORDINATED OPERATIONS, PHASES 12 AND 16 WILL ONLY BE SERVICED IMMEDIATELY FOLLOWING PHASES 2 AND 6 RESPECTIVELY.

OVERLAP PHASING:

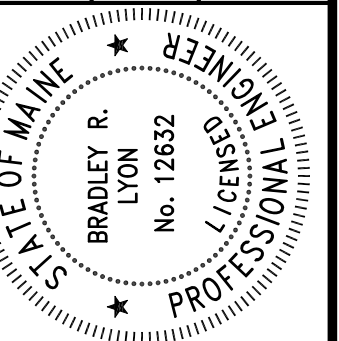
- OVL A = $\phi 2 \cdot \phi 12$
- OVL B = $\phi 6 \cdot \phi 16$
- OVL C = $\phi 8$

DETECTOR SCHEDULE

DETECTOR PLAN ID	LOCATION	ϕ CALLED	ϕ EXT.	MODE A=ADV. B=S.BAR	DELAY TIME	EXT. TIME
1	ROUTE 1 SB LEFT/THRU	6/16	6/16	B	-	-
2	ROUTE 1 SB THRU	6/16	6/16	B	-	-
3	ROUTE 1 NB THRU	2/12	2/12	B	-	-
4	ROUTE 1 NB RIGHT	2/12	2/12	B	10	-
5	HALEY ROAD LEFT/RIGHT	8	8	B	-	-
49	ROUTE 1 SB ADVANCE	6	6	A	-	-

* SEE ADVANCED DILEMMA ZONE DETAIL (35 MPH)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN
25433.00 & 25435.00
TRAFFIC PLANS



PROJ. MANAGER	D. LORING	BY	G. STERNMAN	DATE	11/10/25
DESIGN-DETAILED	G. STERNMAN	BY	D. CALDWELL	DATE	11/10/25
CHECKED-REVIEWED	B. LYON	BY	B. LYON	DATE	11/10/25
REVISIONS 1		SIGNATURE		P.E. NUMBER	12632
REVISIONS 2		DATE			11/10/25
REVISIONS 3					

KITTERY
ROUTE 1 AT HALEY RD
TRAFFIC SIGNAL PLAN

SHEET NUMBER

14

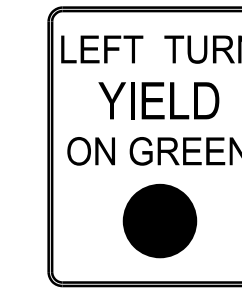
OF 21

LIST OF MAJOR ITEMS

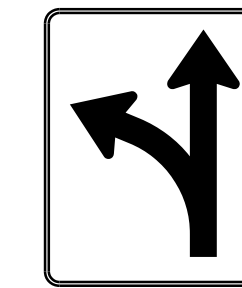
EQUIPMENT AND WORK ITEMS (ITEM XXX.YYZ)	QTY.
FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	1 EA
FURNISH AND INSTALL (2-INCH) METALLIC CONDUIT (ITEM 626.21)	12 LF
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	15 LF
FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.38)	1 EA
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X ROADSIDE UNIT (ITEM 654.351)	1 EA

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

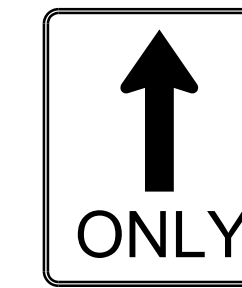
PROPOSED SIGNS



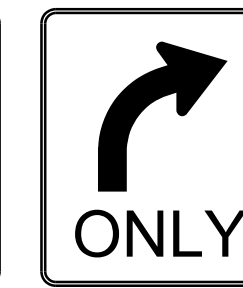
R10-12
30"x36"
1-PROPOSED



R3-6L
30"x36"
1-PROPOSED



R3-5a
30"x36"
2-PROPOSED



R3-5R
30"x36"
1-PROPOSED

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	RESERVED	RESERVED
	2	RESERVED	RESERVED
R1	3	1	φ6
R2	4	2	φ2
R3	5	3	φ8

PRE-EMPTION NOTES:

- EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS AND/OR BY A DUAL MODE DSRC/C-V2 ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
- PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1= HIGHEST, 6 = LOWEST)
- IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.

SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ12	φ16
MINIMUM INITIAL	-	NB	-	-	-	SB	-	WB	NB	SB
PASSAGE TIME	-	10.0	-	-	-	5.0	-	5.0	1.0	1.0
MAXIMUM 1	-	25.0	-	-	-	25.0	-	15.0	25.0	25.0
MAXIMUM 2	-	25.0	-	-	-	25.0	-	15.0	25.0	25.0
YELLOW	-	4.0	-	-	-	4.0	-	3.0	4.0	4.0
ALL RED	-	2.0	-	-	-	2.0	-	2.0	2.0	2.0
PED WALK	-	-	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-	-	-
RECALL	-	SOFT	-	-	-	SOFT	-	OFF	OFF	OFF
FLASH	-	YEL	-	-	-	YEL	-	RED	YEL	YEL
DUAL ENTRY	-	ON	-	-	-	ON	-	ON	OFF	OFF

TIME BASED SCHEDULE

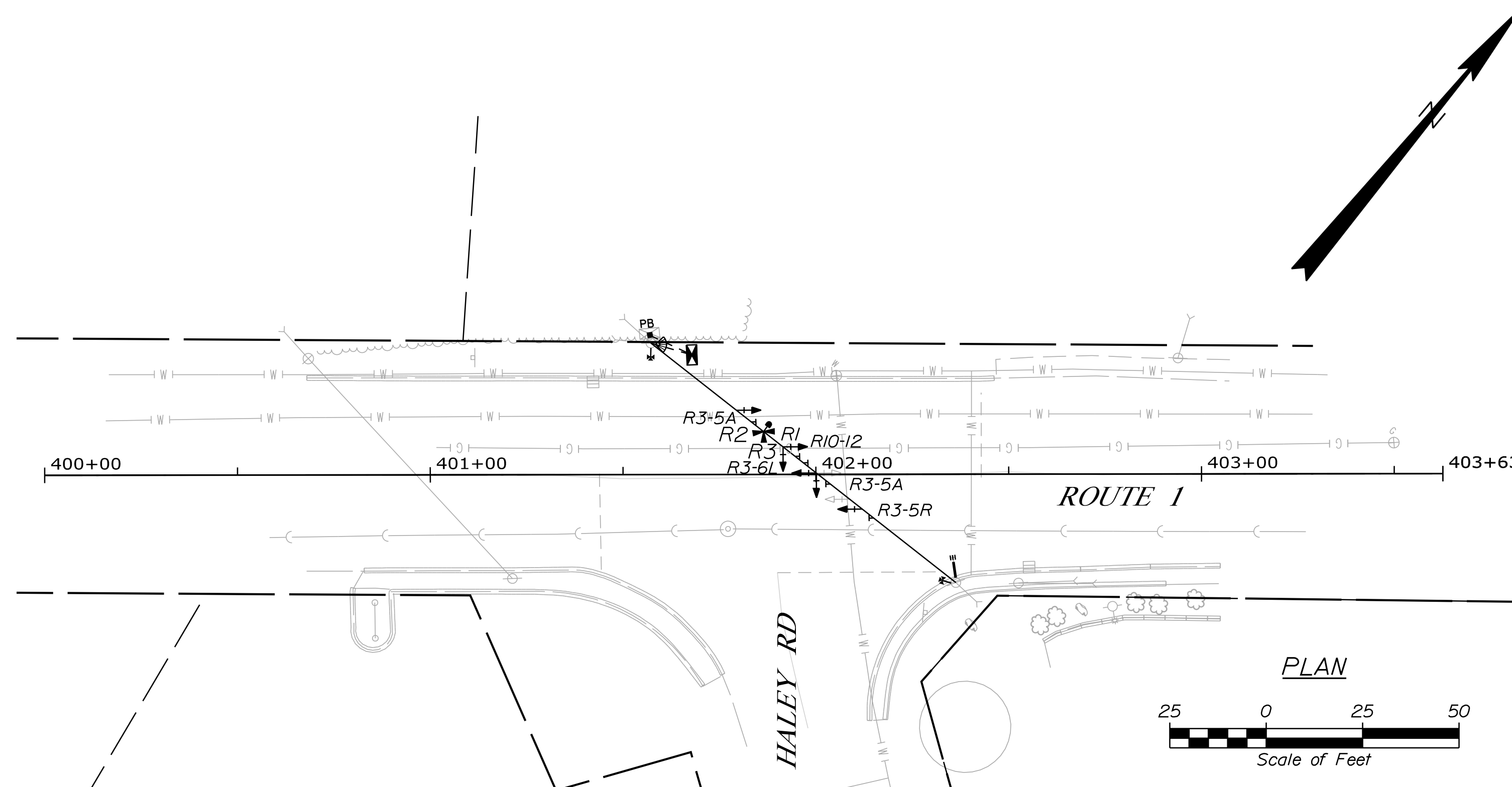
WEEK PROGRAMMING	DAY OF WEEK						
	SUN	MON	TUE	WED	THU	FRI	SAT
DAY PLAN	2	1	1	1	1	1	2

EVENT	TIME	ACTION
DAY PLAN 1		
1	0:00	54
2	07:00	1
3	11:00	2
4	15:00	3
5	18:00	54
DAY PLAN 2		
1	0:00	54
2	0:00	2
3	18:00	54

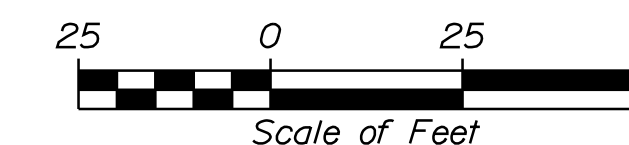
COORDINATION PROGRAM SCHEDULE

EVENT	PAT 1	PAT 2	PAT 3
CYCLE LENGTH	60	60	60
OFFSET	34	34	34
SPLIT TIME φ1	-	-	-
SPLIT TIME φ2	17	17	17
SPLIT TIME φ3	-	-	-
SPLIT TIME φ4	-	-	-
SPLIT TIME φ5	-	-	-
SPLIT TIME φ6	17	17	17
SPLIT TIME φ7	-	-	-
SPLIT TIME φ8	20	20	20
SPLIT TIME φ12	23	23	23
SPLIT TIME φ16	23	23	23

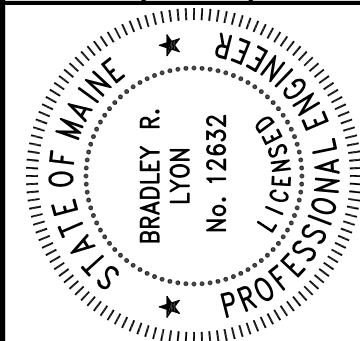
- COORDINATION REFERENCED TO PHASE 2 BEG. OF GREEN.
- COORDINATION TO OPERATE IN FIXED FORCE OFF MODE



PLAN



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN
25433.00 & 25435.00
TRAFFIC PLANS



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

DATE
BY
D. LORING
G. STERNMAN
B. LYON
11/07/25
11/07/25
11/07/25
11/07/25
11/07/25
11/07/25

KITTERY
ROUTE 1 AT HALEY RD
TRAFFIC SIGNAL PLAN

SHEET NUMBER

15

OF 21

LIST OF MAJOR ITEMS

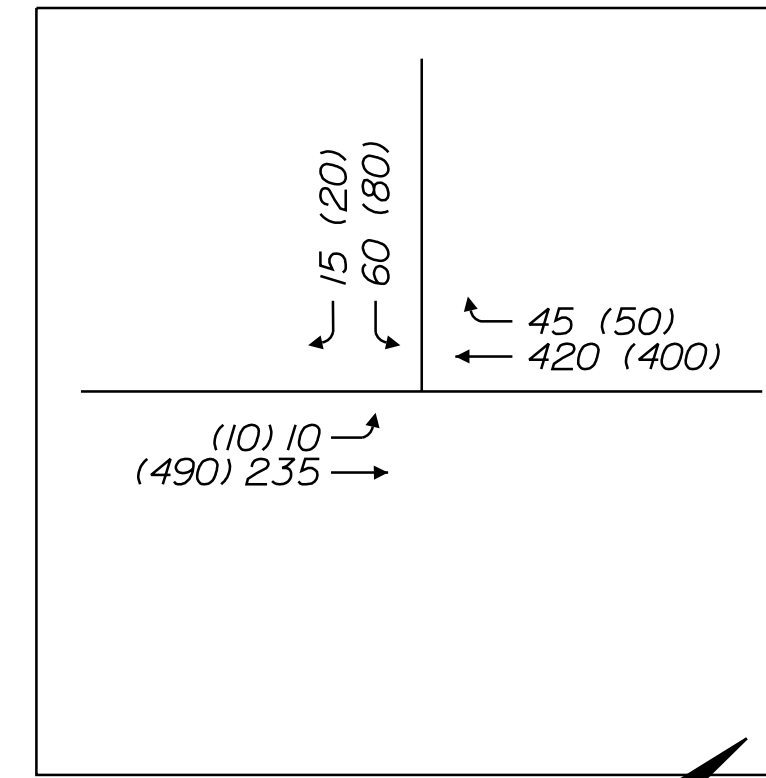
EQUIPMENT AND WORK ITEMS (ITEM 643.71)	QTY.
FURNISH AND INSTALL NATURAL FINISH ATCC MAINE DOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER WITH LATEST FIRMWARE INSTALLED, COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT WITH INTEGRATION INTO MAINE DOT'S EXISTING CLOUD BASED CENTRAL MANAGEMENT SYSTEM	1 EA
FURNISH AND INSTALL BLACK POLYCARBONATE ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3 INCH RETROREFLECTIVE BORDERS MOUNTED ON SPAN WIRE	7 EA
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR	1 EA
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	3 EA
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1 EA
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS	5 EA
FURNISH AND INSTALL SPAN WIRE AND TETHER	150 LF
REMOVE AND SALVAGE ALL EXISTING SIGNAL EQUIPMENT	1 LS
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	1 LS
FURNISH AND INSTALL NON-INVASIVE STOP LINE DETECTION, 3 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE ADVANCE VEHICLE DETECTION SYSTEM, 2 APPROACHES, COMPLETE (ITEM 643.22)	1 LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

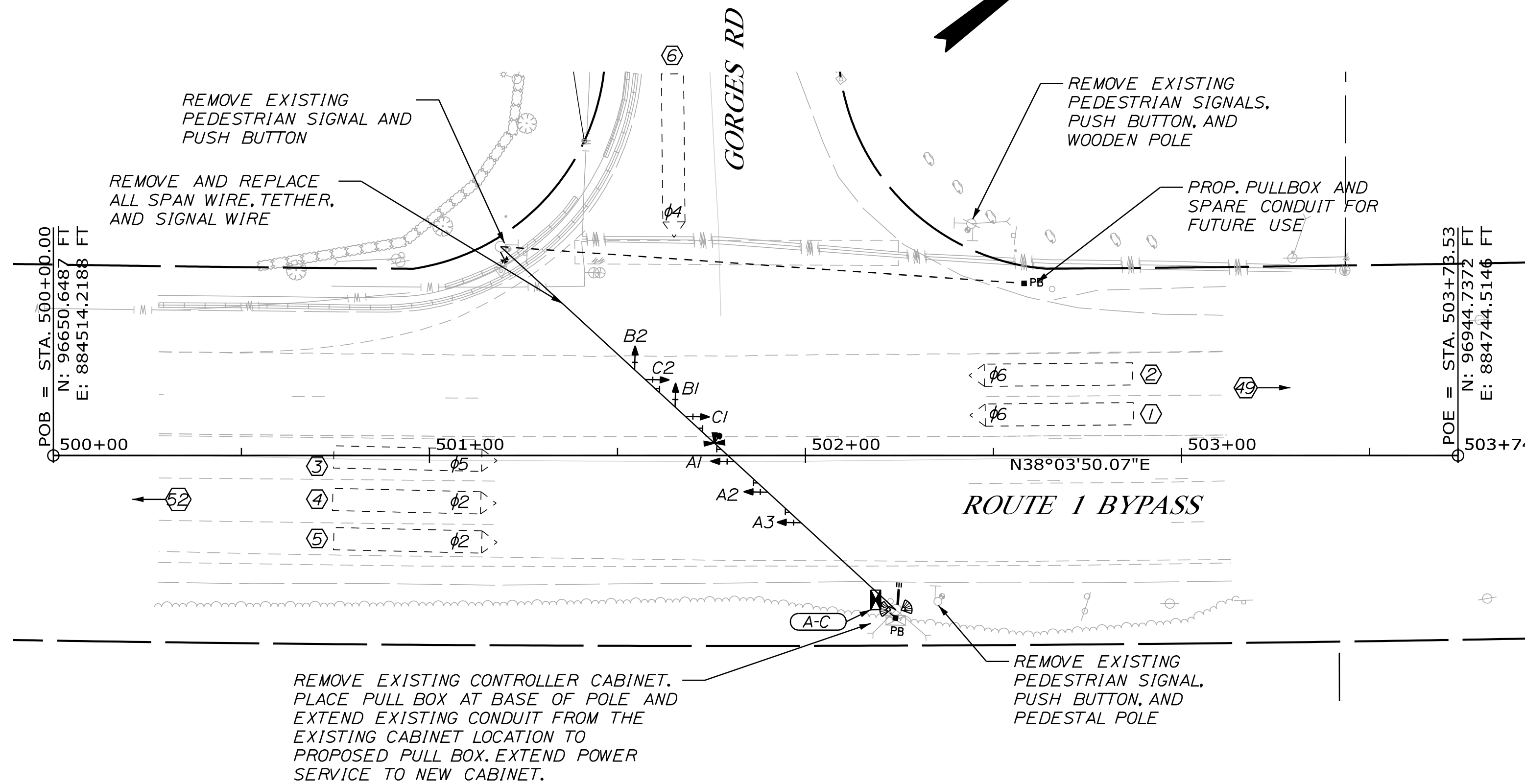
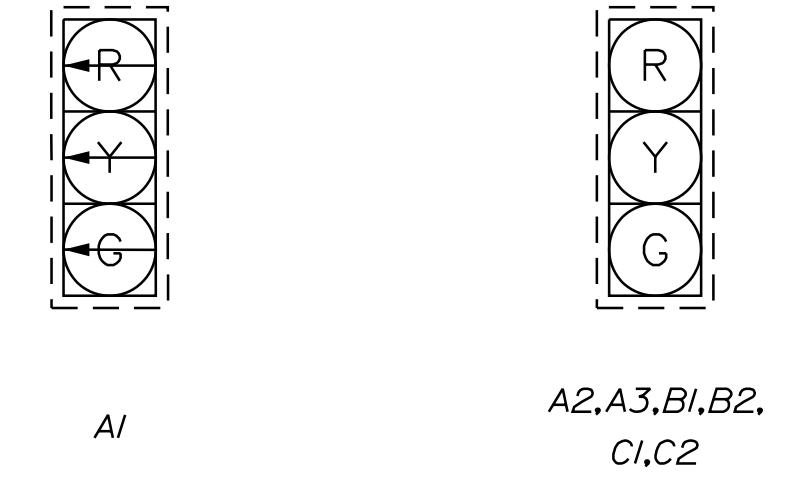
STRUCTURE LIST

STRUCTURE	DESCRIPTION	STA/OFFSET	FOUNDATION
(A-C)	CONTROLLER CABINET	502+19/38' RT	L48"xW36"xH48"

SYSTEM DESIGN
VOLUMES AM (PM)

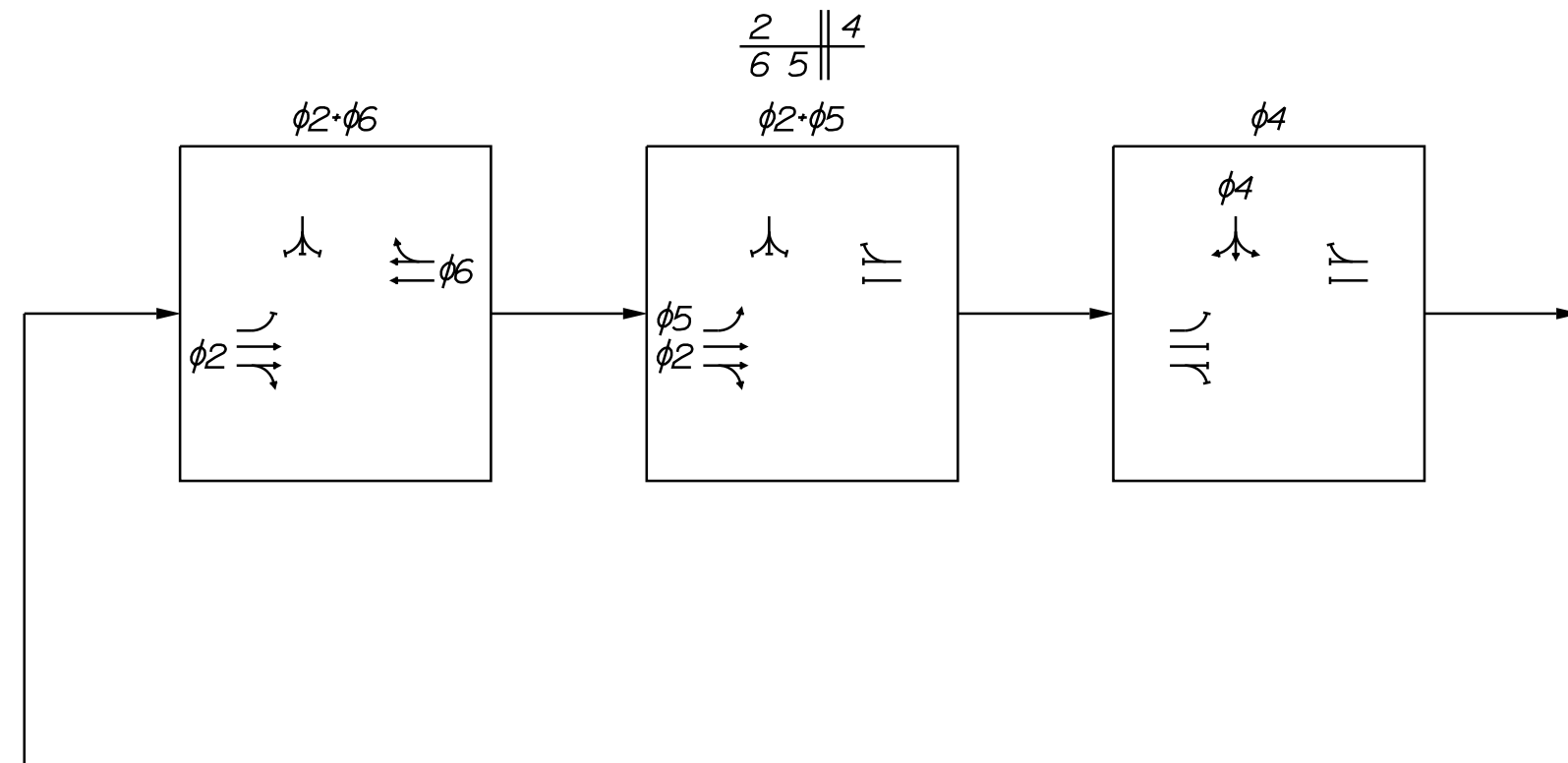


PROPOSED INDICATIONS

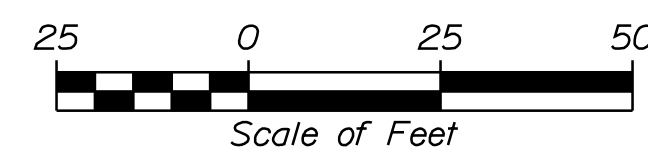


PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



PLAN

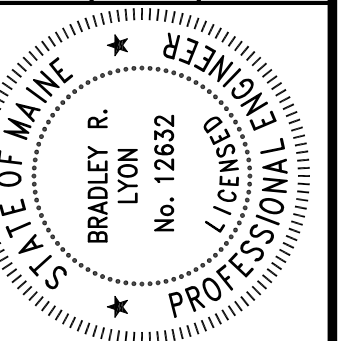


DETECTOR SCHEDULE

DETECTOR PLAN ID	LOCATION	φ CALLED	φ EXT.	MODE A=ADV. B=S.BAR	DELAY TIME	EXT. TIME
①	ROUTE 1 BYPASS SB THRU	6	6	B	-	-
②	ROUTE 1 BYPASS SB THRU/RIGHT	6	6	B	-	-
③	ROUTE 1 BYPASS NB LEFT	5	5	B	-	-
④	ROUTE 1 BYPASS NB THRU	2	2	B	-	-
⑤	ROUTE 1 BYPASS NB THRU	2	2	B	-	-
⑥	GORGES ROAD EB LEFT/RIGHT	4	4	B	-	-
④9*	ROUTE 1 BYPASS SB ADVANCE	6	6	A	-	-
⑤2*	ROUTE 1 BYPASS NB ADVANCE	2	2	A	-	-

* SEE ADVANCED DILEMMA ZONE DETAIL (35 MPH)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543300 & 2543500
WIN
25433.00 & 25435.00
TRAFFIC PLANS



PROJ. MANAGER: D. LORING
DESIGN-DETAILED: G. STERNMAN, D. CALDWELL
CHECKED-REVIEWED: B. LYON, B. LYON
SIGNATURE: [Signature]
DATE: 11/10/25
P.E. NUMBER: 12632

PROJ. MANAGER	DATE	BY
D. LORING	11/10/25	D. CALDWELL

KITTERY
ROUTE 1 BYP AT GORGES RD
TRAFFIC SIGNAL PLAN

SHEET NUMBER

16

OF 21

LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS (ITEM XXX.YYZ)	QTY.
FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	2 EA
FURNISH AND INSTALL (3-INCH) METALLIC CONDUIT (ITEM 626.21)	10 LF
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	140 LF
FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.38)	1 EA
REMOVE EXISTING PAVEMENT MARKING (ITEM 627.77)	270 SF
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X ROADSIDE UNIT (ITEM 654.351)	1 EA

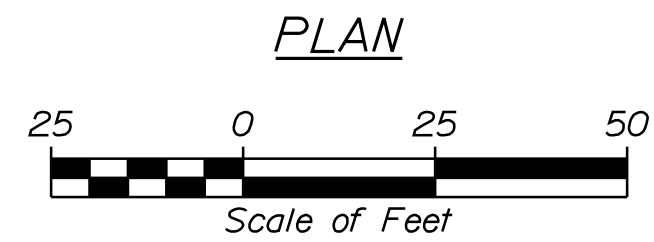
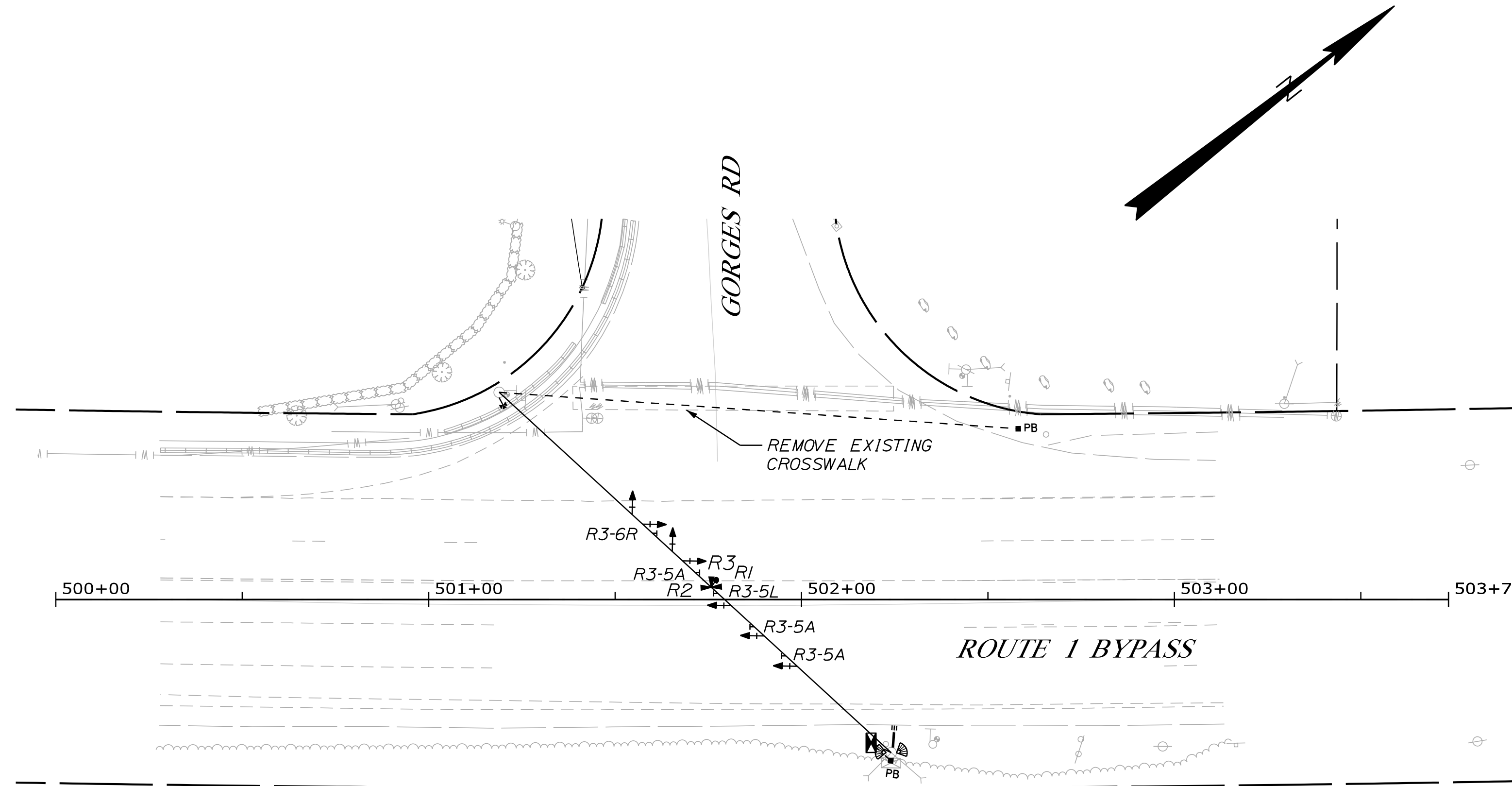
THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1	RESERVED	RESERVED
	2	RESERVED	RESERVED
R1	3	1	φ6
R2	4	2	φ2&φ5
R3	5	3	φ4

PRE-EMPTION NOTES:

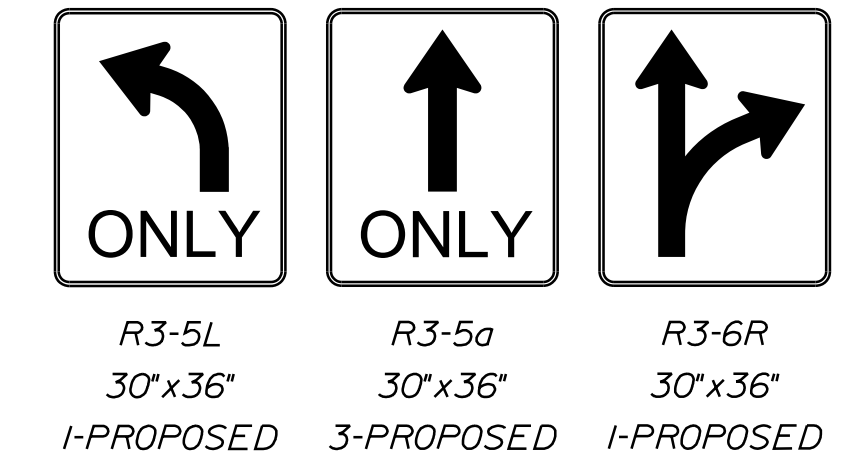
- EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS AND/OR BY A DUAL MODE DSRC/C-V2 ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
- PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 6 = LOWEST)
- IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
- MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
- CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.



SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ 1	φ 2	φ 3	φ 4	φ 5	φ 6	φ 7	φ 8
	-	NB	-	EB	NB L	SB	-	-
MINIMUM INITIAL	-	10.0	-	5.0	5.0	10.0	-	-
PASSAGE TIME	-	1.0	-	1.0	1.0	1.0	-	-
MAXIMUM 1	-	25.0	-	15.0	15.0	25.0	-	-
MAXIMUM 2	-	25.0	-	15.0	15.0	25.0	-	-
YELLOW	-	4.0	-	4.0	3.0	4.0	-	-
ALL RED	-	2.0	-	2.0	2.0	2.0	-	-
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
RECALL	-	SOFT	-	OFF	OFF	SOFT	-	-
FLASH	-	YEL	-	RED	RED	YEL	-	-
DUAL ENTRY	-	ON	-	OFF	OFF	ON	-	-

PROPOSED SIGNS



Date: 11/10/2025

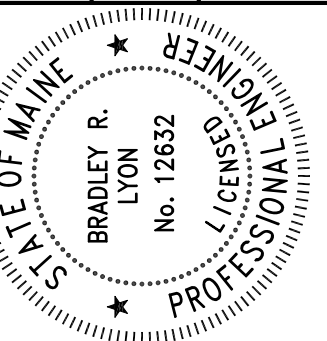
Username: blyon

Filename: ... \016A_Route 1 Bypass at Gorges Road.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2543300 & 2543500

WIN
25433.00 & 25435.00
TRAFFIC PLANS



PROJ. MANAGER: D. LORING
DESIGN-DETAILED: G. STERNMAN
CHECKED-REVIEWED: B. LYON
SIGNATURE: [Signature]
P.E. NUMBER: 12632
DATE: 11/10/25

DATE	BY
11/10/25	D. CALDWELL
11/10/25	B. LYON

KITTERY
ROUTE 1 BYP AT GORGES RD
TRAFFIC SIGNAL PLAN

SHEET NUMBER

17

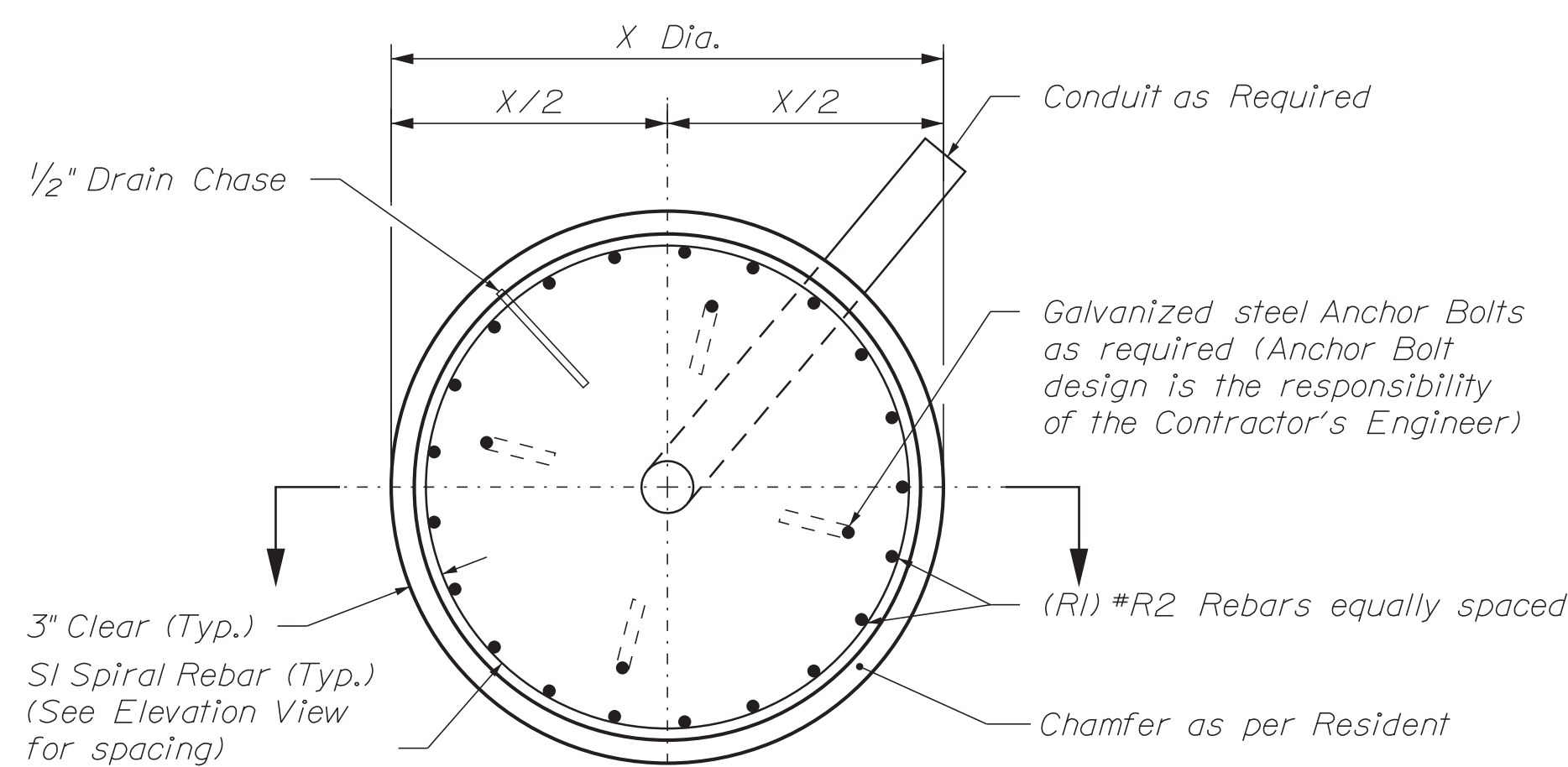
OF 21

Username: Cody A. Russell

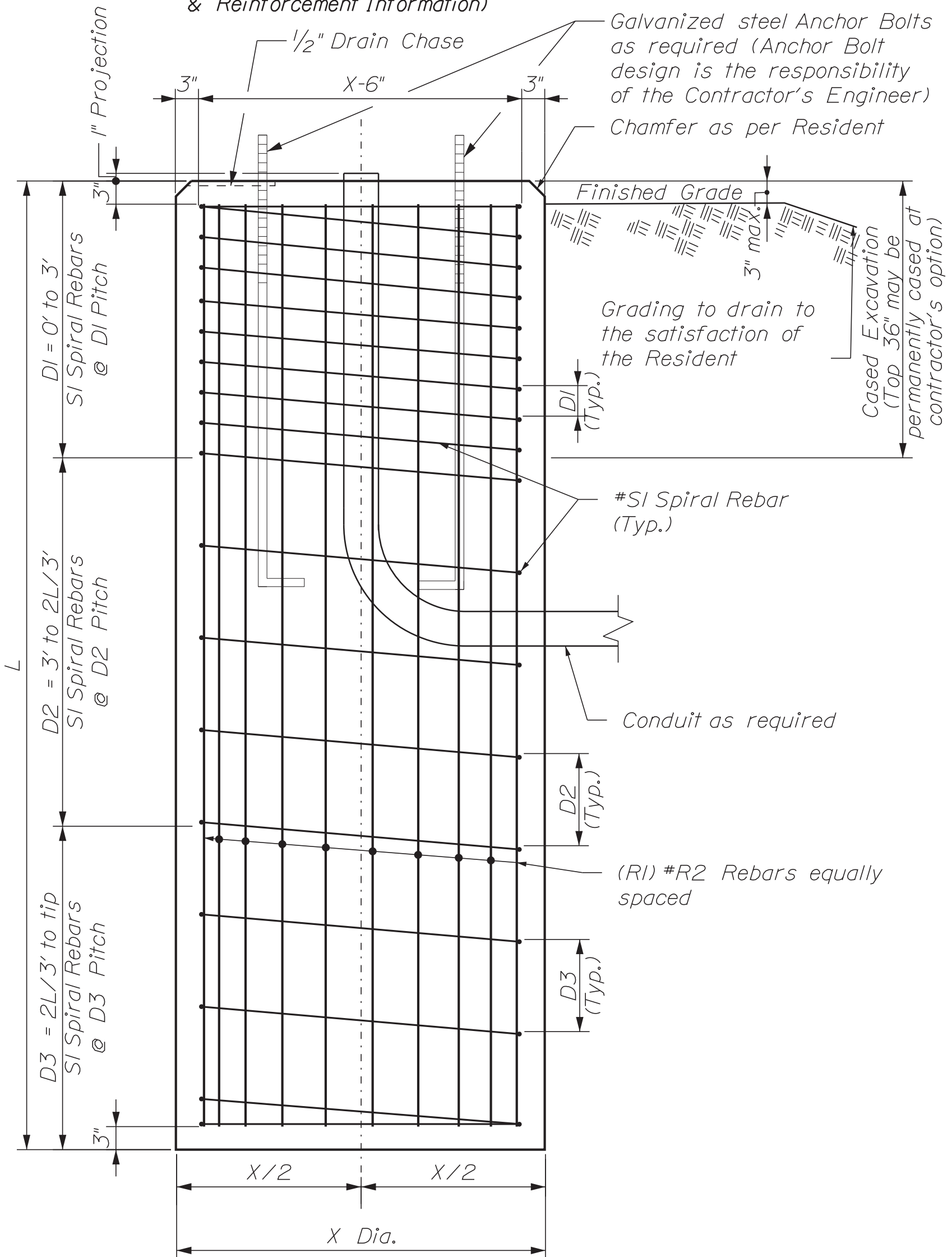
Date: 11/5/2025

Division:

Filename: ... \MSTA001_MAF&BLP_wBL1.dgn



Drilled Shaft Plan View
Not to Scale (See Table for Drilled Shaft Dimensions & Reinforcement Information)



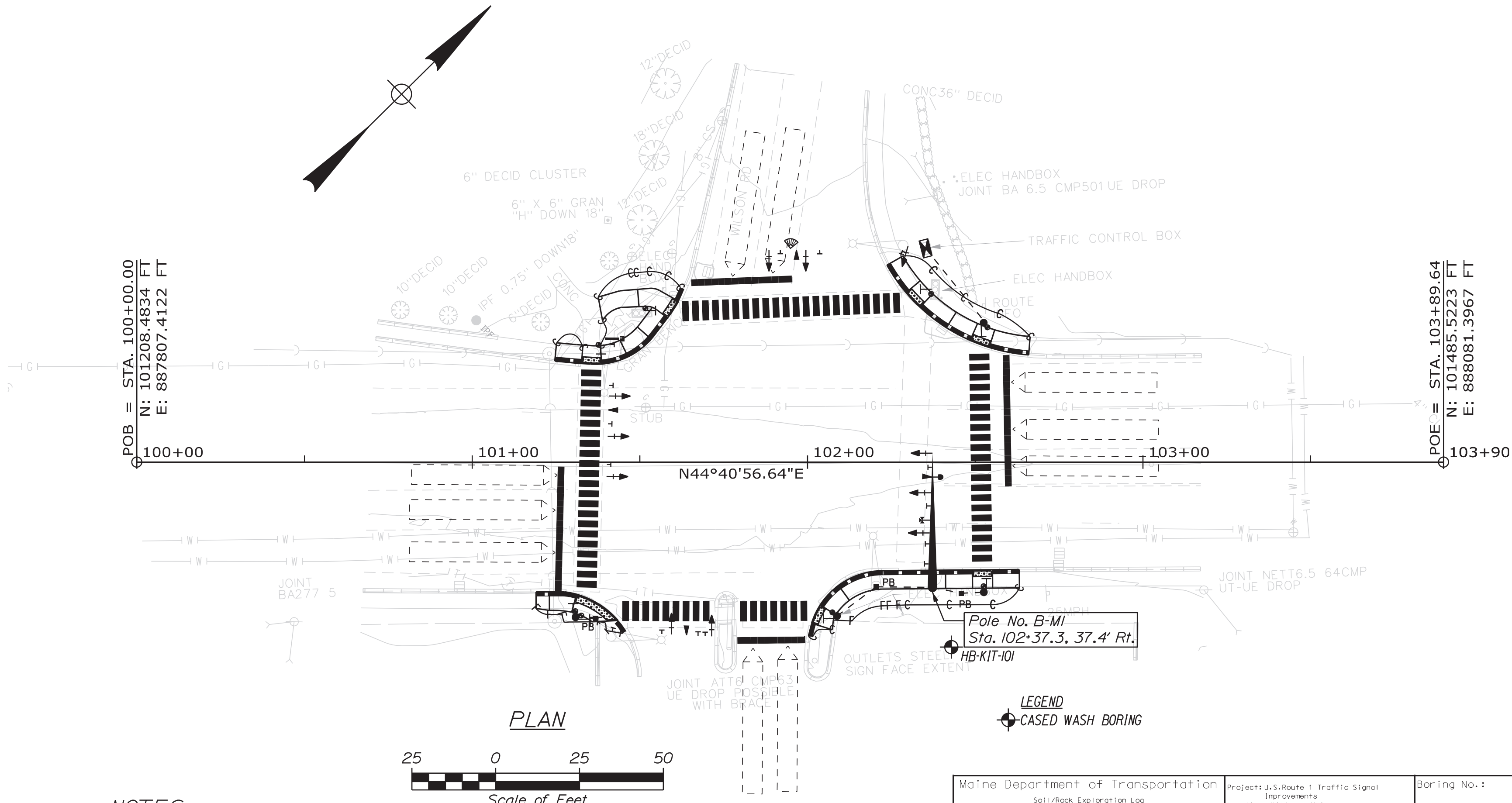
Drilled Shaft Elevation View
Not to Scale (See Table for Drilled Shaft Dimensions & Reinforcement Information)

MAST ARM B-M1
See Table and Boring Location Plan, for Station & Offsets of Pole.

DRILLED SHAFT FOUNDATION		Drilled Shaft Dimensions		Reinforcing Steel			Spiral Bar Spacing		
		X	L	R1	R2	S1	D1 (in)	D2 (in)	D3 (in)
Mast Arm	Station and Offset	Diameter (feet)	Length (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	0 to 3 ft	3 ft to 2L/3 ft	2L/3 ft to tip
B-M1	102+37.3, 37.4 ft Right	4.0	15.5	21	#9	#5	4	4	12

NOTES:

- All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.
- All rebar shall have 3" cover unless otherwise noted.
- Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.
- Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.
- Concrete to be Class LP with $f'c = 5,000$ PSI.
- Foundation sizes are designed based on estimated loading conditions and are subject to change based on the design of the above-ground components and the actual loading conditions at the top of each foundation submitted by the Contractor in accordance with Standard Specification Section 626.034. Any increase in foundation size based on the submitted loading conditions shall be paid for at the unit price bid by the Contractor. Any reduction in foundation size shall be to the benefit of the Department at the unit price bid by the Contractor.
- The Contractor's above-ground pole designer shall include a summary table of the LRFD axial (kips), shear (kips), moment (ft-kips), and torsion (ft-kips) loads at the top of each foundation (base of pole) for the service I, strength I, and extreme I limit states. The summary table shall be presented at the beginning of the submittal package and shall include the unique pole locations. Submittals without this load summary table for each structure will be rejected without review of other information in the submittal.



Maine Department of Transportation Soil/Rock Exploration Log US CUSTOMARY UNITS		Project: U.S. Route 1 Traffic Signal Improvements Location: Kittery, Maine	Boring No.: HB-KIT-101 WIN: 25435.00
Driller: MaineDOT	Elevation (ft.): 20.9	Auger ID/OD: 5" Solid Stem	
Operator: Daggert/Annie	Date: NAVD88	Sampler: Standard Split Spoon	
Logged By: B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"	
Date Start/Finish: 4/17/2024; 06:00-09:30	Drilling Method: Cased Wash Boring	Core Barrels: ND-2"	
Boring Location: 102+42.9, 85.2 ft Rt.	Casing ID/OD: NK-3"	Water Level: None Observed	

Depth (ft.)	Sample No.	Rev./Rec. (ft.)	Comp. or Depth (ft.)	Blows / 6 in. Shear (blows) (SPT or RFD) (ft.)	N-uncorrected	Moisture (%)	Soil Description and Remarks	Laboratory Testing Results (ASTM and Unified Class)
0							3" HMA in Ralph Lauren parking lot.	
10	24/18	1.00 - 3.00	8/10/10/8	20	32		Brown, moist, medium dense, fine to coarse SAND, some gravel, little silt.	
5	24/24	5.00 - 7.00	5/8/8/12	16	26		Olive-brown, wet, very stiff, Clayey SILT, trace fine sand. Roller coned ahead to 10.0 ft bgs.	
10	24/24	10.00 - 12.00	2/3/3/4	6	10		Olive, wet, stiff, Clayey SILT.	
	MV	4.620	11.00		43		Failed 55x110 mm vane attempt.	
	MV	12.00 - 12.37			36			
15	40	15.00 - 17.00	24/24/17/12	41	66		Brown, wet, very dense, fine to coarse SAND, little gravel, little silt.	
					21			
	R1	18.60 - 23.60	ROD = 62%		090		ROD blows for 0.6 ft.	
20					25		Top of Bedrock at Elev. 2.3 ft.	
					19		R1: Bedrock: Colorless to pinkish SANDSTONE of the Kittery Formation.	
					33		Rock Quality = Fair	
					44		R1: Core Times (min:sec)	
					57		18.6-19.6 ft (3:16)	
							19.6-20.6 ft (3:33)	
							20.6-21.6 ft (3:14)	
							21.6-22.6 ft (3:13)	
							22.6-23.6 ft (3:19)	
							100% Recovery	
							Bottom of Exploration at 23.6 feet below ground surface.	

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at 15 min and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2543500
WIN 25435.00
HIGHWAY PLANS

STATE OF MAINE
Cody A. Russell
15866
PROFESSIONAL ENGINEER LICENSE NO. 15866

DATE: MAY 2024
SIGNATURE: Cody A. Russell
P.E. NUMBER: 15866
DATE: 11/5/2025

KITTERY
U.S. ROUTE 1
MAST ARM FOUNDATION & BORING LOCATION PLAN WITH BORING LOG

SHEET NUMBER
18
OF 21

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 Conifer _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence _____
 Sign _____

Clearing Limit Line _____
 Bush Line _____
 Rock/Boulder _____
 Flag Pole _____
 Well _____
 Mailbox _____

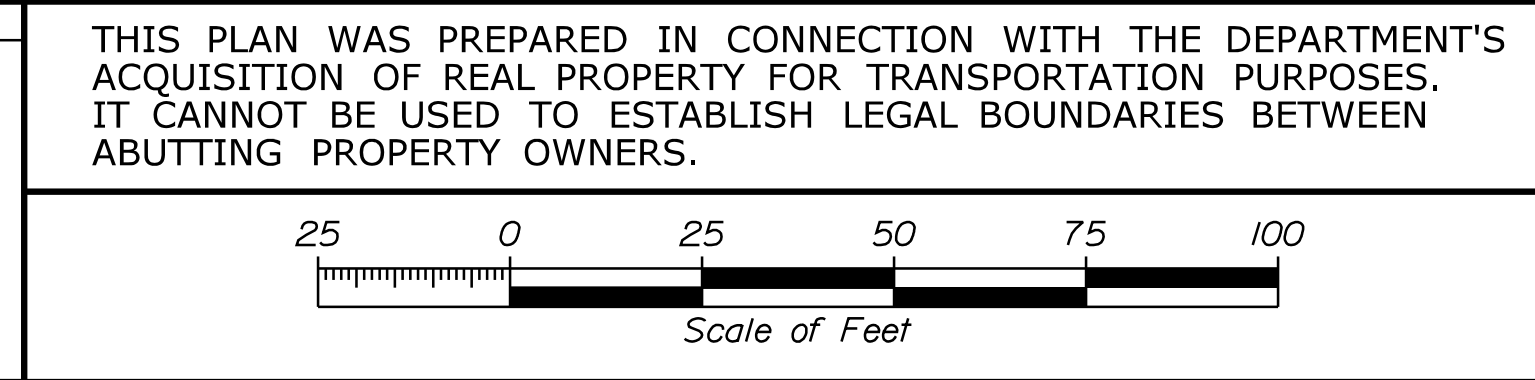
PLAN LEGEND
 Existing Proposed
 Sanitary Sewer _____
 Telephone Line _____
 Electric Line _____
 Water Line _____
 Underdrain Line _____
 Gas Line _____
 Guardrail _____
 Culvert _____

Travelled Way _____
 Ditch _____
 Catch Basin _____
 Manhole _____
 Sewer Manhole _____
 Utility Pole _____
 Fire Hydrant _____
 Curbing _____

Cut Line _____
 Stonewall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____
 Replacement Pin Set _____
 Unknown Manhole Type _____
 Rectangular Rapid Flashing Beacon _____

Fill Line _____
 Retaining Wall _____
 Traverse Point _____
 Pipe Found _____

RRFB



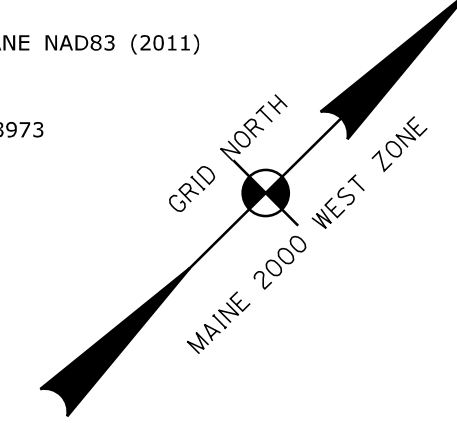
THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

STATE OF MAINE
 REGISTRY OF DEEDS

COUNTY _____
 RECEIVED _____,
 at _____ h _____ m _____ M and
 recorded in Plan Bk _____, Pg. _____
 Attest: _____ REGISTER

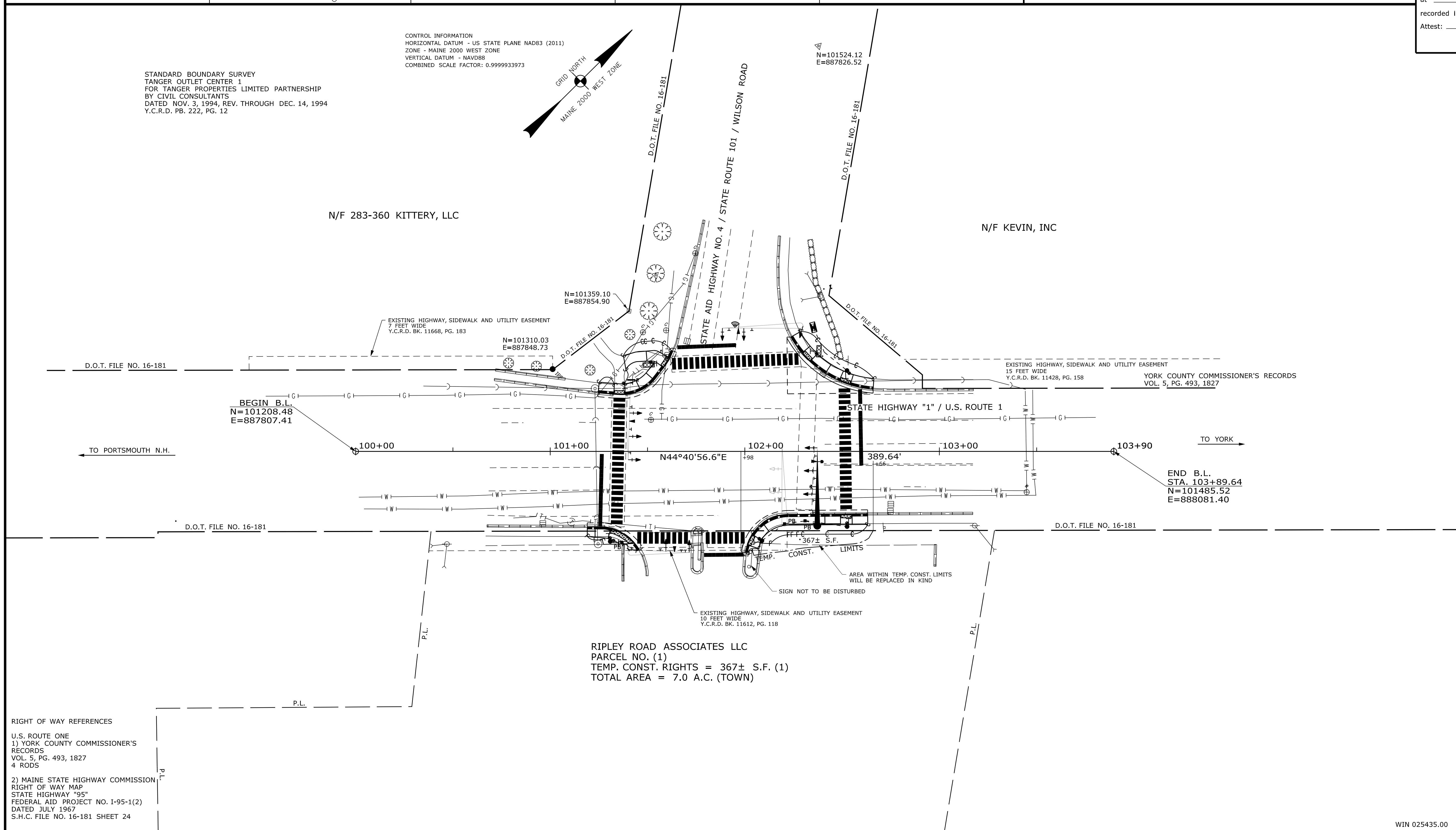
STANDARD BOUNDARY SURVEY
 TANGER OUTLET CENTER 1
 FOR TANGER PROPERTIES LIMITED PARTNERSHIP
 BY CIVIL CONSULTANTS
 DATED NOV. 3, 1994, REV. THROUGH DEC. 14, 1994
 Y.C.R.D. PB. 222, PG. 12

CONTROL INFORMATION
 HORIZONTAL DATUM - US STATE PLANE NAD83 (2011)
 ZONE - MAINE 2000 WEST ZONE
 VERTICAL DATUM - NAVD83
 COMBINED SCALE FACTOR: 0.9999933973



N/F 283-360 KITTEERY, LLC

N/F KEVIN, INC



RIGHT OF WAY REFERENCES
 U.S. ROUTE ONE
 1) YORK COUNTY COMMISSIONER'S RECORDS
 VOL. 5, PG. 493, 1827
 4 RODS
 2) MAINE STATE HIGHWAY COMMISSION
 RIGHT OF WAY MAP
 STATE HIGHWAY "95"
 FEDERAL AID PROJECT NO. I-95-1(2)
 DATED JULY 1967
 S.H.C. FILE NO. 16-181 SHEET 24

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	NSE	
FINAL RIGHT OF WAY	NSE	PNS
AREAS	NSE	JH

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

NO.	DATE	REVISIONS DESCRIPTION	BY	PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD					
				NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE				

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

DATE _____

STATE HIGHWAY "1"
 U.S. ROUTE 1
 KITTEERY YORK COUNTY
 FEDERAL AID PROJECT NO. 2543500 SECT I

APRIL 2025
 SCALE 1" = 25'

RIGHT-OF-WAY MAP
 SHEET 1 OF 3

D.O.T. FILE NO. 16-561

SHEET NUMBER
19
 OF 21

Date: 11/17/2025

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\MSTA\001_RWP\plan1.dgn

WIN 025435.00

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 Conifer _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence CHAIN LINK _____
 Sign _____

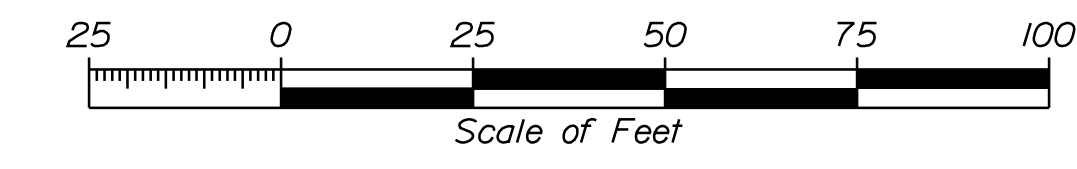
Clearing Limit Line _____
 Bush Line _____
 Rock/Boulder _____
 Flag Pole _____
 BARB WIRE _____
 STOCKADE _____
 WELL _____
 Mailbox _____

Sanitary Sewer _____
 Telephone Line _____
 Electric Line _____
 Water Line _____
 Underdrain Line _____
 Gas Line _____
 Guardrail _____
 Culvert _____

Proposed _____
 Traveled Way _____
 Ditch _____
 Catch Basin _____
 Manhole _____
 Sewer Manhole _____
 Utility Pole _____
 Fire Hydrant _____
 Curbing _____

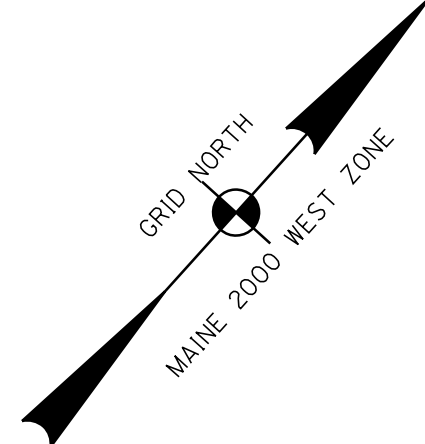
Proposed _____
 Cut Line _____
 Stonewall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____
 Replacement Pin Set _____
 Unknown Manhole Type _____
 Rectangular Rapid Flashing Beacon _____
 Fill Line _____
 Retaining Wall _____
 Traverse Point _____
 Pipe Found _____

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 ABUTTING PROPERTY OWNERS.



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

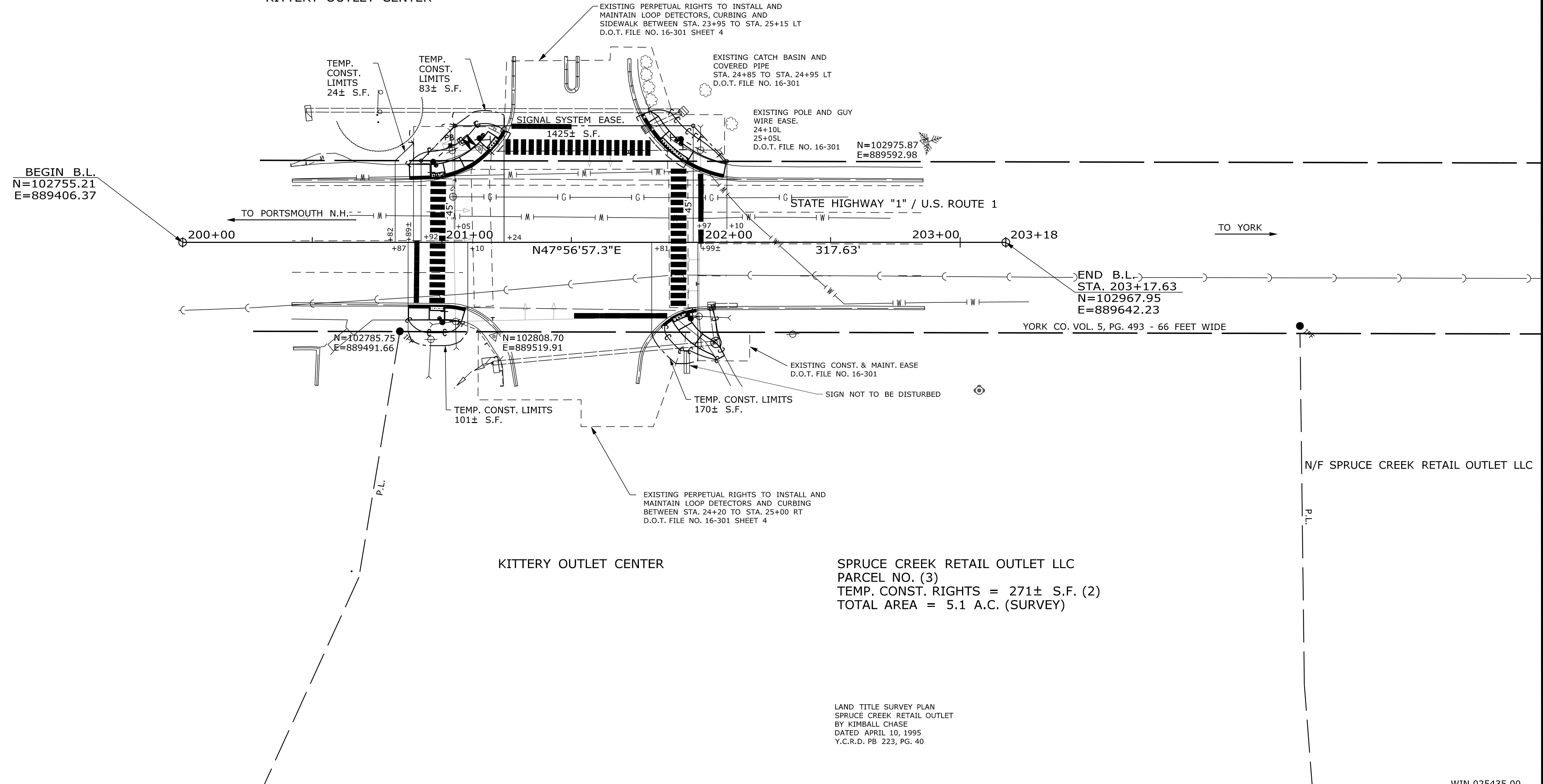
PHASE III AS-BUILT SITE PLAN
 THE MAINE OUTLET, KITTERY, MAINE
 BY DURGIN/SCHOFIELD ASSOCIATES
 DATED JAN. 7, 1987
 Y.C.R.D. PB 167, PG. 24



CONTROL INFORMATION
 HORIZONTAL DATUM - US STATE PLANE NAD83 (2011)
 ZONE - MAINE 2000 WEST ZONE
 VERTICAL DATUM - NAVD88
 COMBINED SCALE FACTOR: 0.999993973

SPG KITTERY HOLDINGS, LLC
 F/K/A CPG KITTERY HOLDINGS, LLC
 PARCEL NO. (2)
 SIGNAL SYS. EASE. = 1425± S.F. (1)
 TEMP. CONST. RIGHTS = 107± S.F. (2)
 TOTAL AREA = 13.61 A.C. (TOWN)

KITTERY OUTLET CENTER



RIGHT OF WAY REFERENCES
 U.S. ROUTE ONE
 1) YORK COUNTY COMMISSIONER'S RECORDS
 VOL. 5, PG. 493 1827
 4 RODS
 2) STATE OF MAINE DEPARTMENT OF TRANSPORTATION
 RIGHT OF WAY MAP
 STATE HIGHWAY "1"
 FEDERAL AID PROJECT NO. F-01-1(76)
 DATED SEPTEMBER 1986
 D.O.T. FILE NO. 16-301 SHEET 4

LAND TITLE SURVEY PLAN
 SPRUCE CREEK RETAIL OUTLET
 BY KIMBALL CHASE
 DATED APRIL 10, 1995
 Y.C.R.D. PB 223, PG. 40

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	NSE	
FINAL RIGHT OF WAY	NSE	PNS
AREAS	NSE	JH

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

REVISIONS			PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD						
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE	NO.	DATE	BOOK	PAGE

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

STATE HIGHWAY "1"
 U.S. ROUTE 1
 KITTERY YORK COUNTY
 FEDERAL AID PROJECT NO. 2543500 SECT II
 APRIL 2025
 SCALE 1" = 25'
 RIGHT-OF-WAY MAP
 SHEET 2 OF 3
 D.O.T. FILE NO. 16-561

SHEET NUMBER
 20
 OF 21

Filename: ... \00\ROW\MSTA002_RWP\plan2.dgn
 Division: ROW
 Username: Jude.Hogan
 Date: 11/17/2025

Date: 11/17/2025

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\MSTA\003_RWP\Plan3.dgn

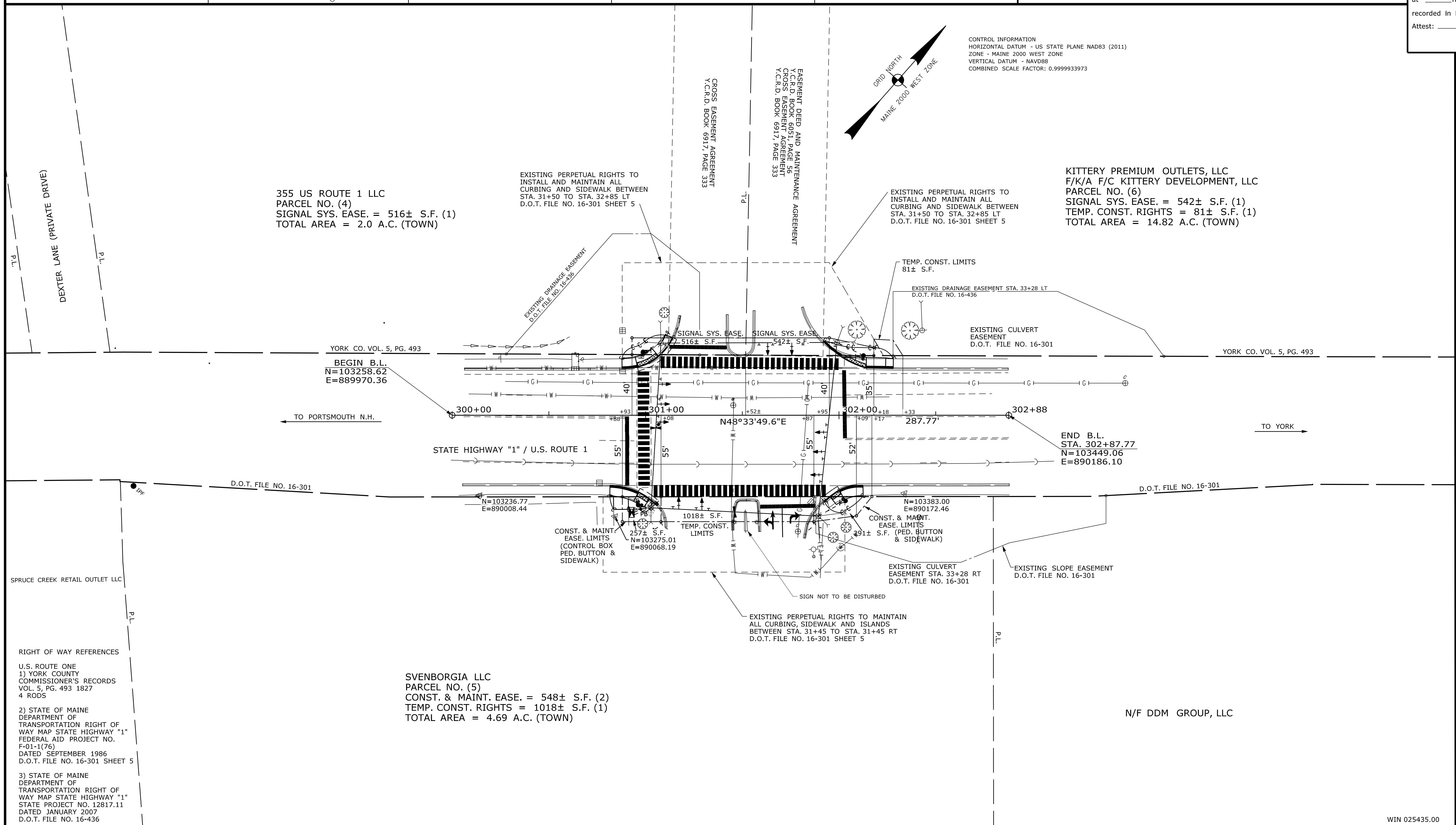
PLAN LEGEND	
<p>New R/W Along Existing R/W</p> <p>Building</p> <p>Trees Conifer</p> <p>Tree Line</p> <p>Water Edge</p> <p>Ledge</p> <p>Fence CHAIN LINK</p> <p>Sign</p>	<p>Clearing Limit Line</p> <p>Bush Line</p> <p>Rock/Boulder</p> <p>Barb Wire</p> <p>Well</p> <p>Flag Pole</p> <p>Stockade</p> <p>Mallbox</p>
<p>Sanitary Sewer</p> <p>Telephone Line</p> <p>Electric Line</p> <p>Water Line</p> <p>Underdrain Line</p> <p>Gas Line</p> <p>Guardrail</p> <p>Culvert</p>	<p>Existing</p> <p>Proposed</p>
<p>Traveled Way</p> <p>Ditch</p> <p>Catch Basin</p> <p>Manhole</p> <p>Sewer Manhole</p> <p>Utility Pole</p> <p>Fire Hydrant</p> <p>Curbing</p>	<p>Existing</p> <p>Proposed</p>
<p>Cut Line</p> <p>Stonewall</p> <p>Baseline</p> <p>Monument</p> <p>Iron Rod Found</p> <p>Replacement Pin Set</p> <p>Unknown Manhole Type</p> <p>Rectangular Rapid Flashing Beacon</p>	<p>Fill Line</p> <p>Retaining Wall</p> <p>10+00</p> <p>11+00</p> <p>12+00</p> <p>Traverse Point</p> <p>Pipe Found</p> <p>RRFB</p>

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 ABUTTING PROPERTY OWNERS.

Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____,
at _____ h _____ m _____ M and
recorded in Plan Bk _____, Pg. _____
Attest: _____ REGISTER



ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	NSE	
FINAL RIGHT OF WAY	NSE	PNS
AREAS	NSE	JH

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

REVISIONS			PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD					
NO.	DATE	DESCRIPTION	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE				

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

DATE _____

STATE HIGHWAY "1"
U.S. ROUTE 1
KITTERY YORK COUNTY
FEDERAL AID PROJECT NO. 2543500 SECT III

APRIL 2025
SCALE 1" = 25'

RIGHT-OF-WAY MAP
SHEET 3 OF 3

D.O.T. FILE NO. 16-561

SHEET NUMBER
21
OF 21