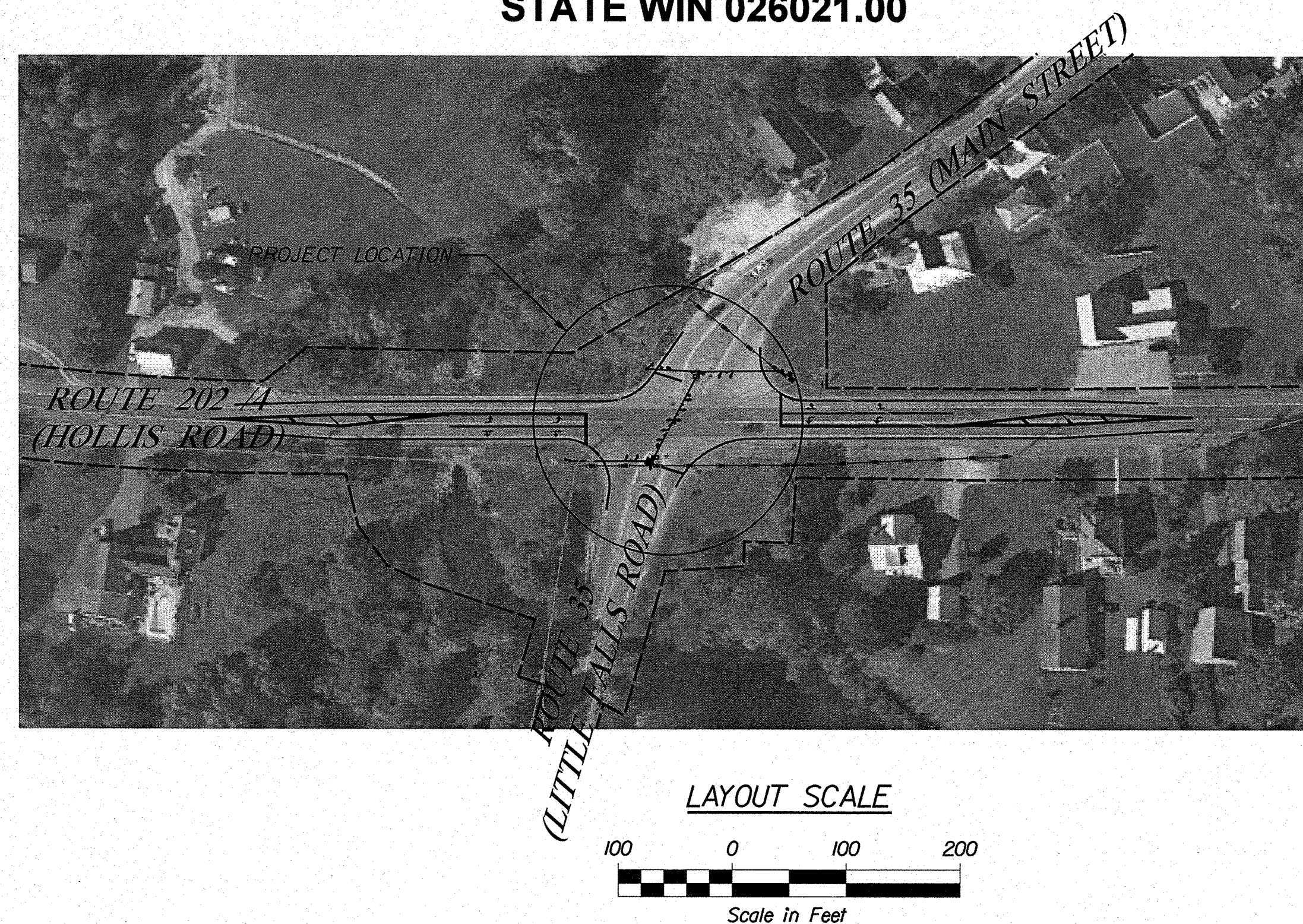


STATE OF MAINE DEPARTMENT OF TRANSPORTATION



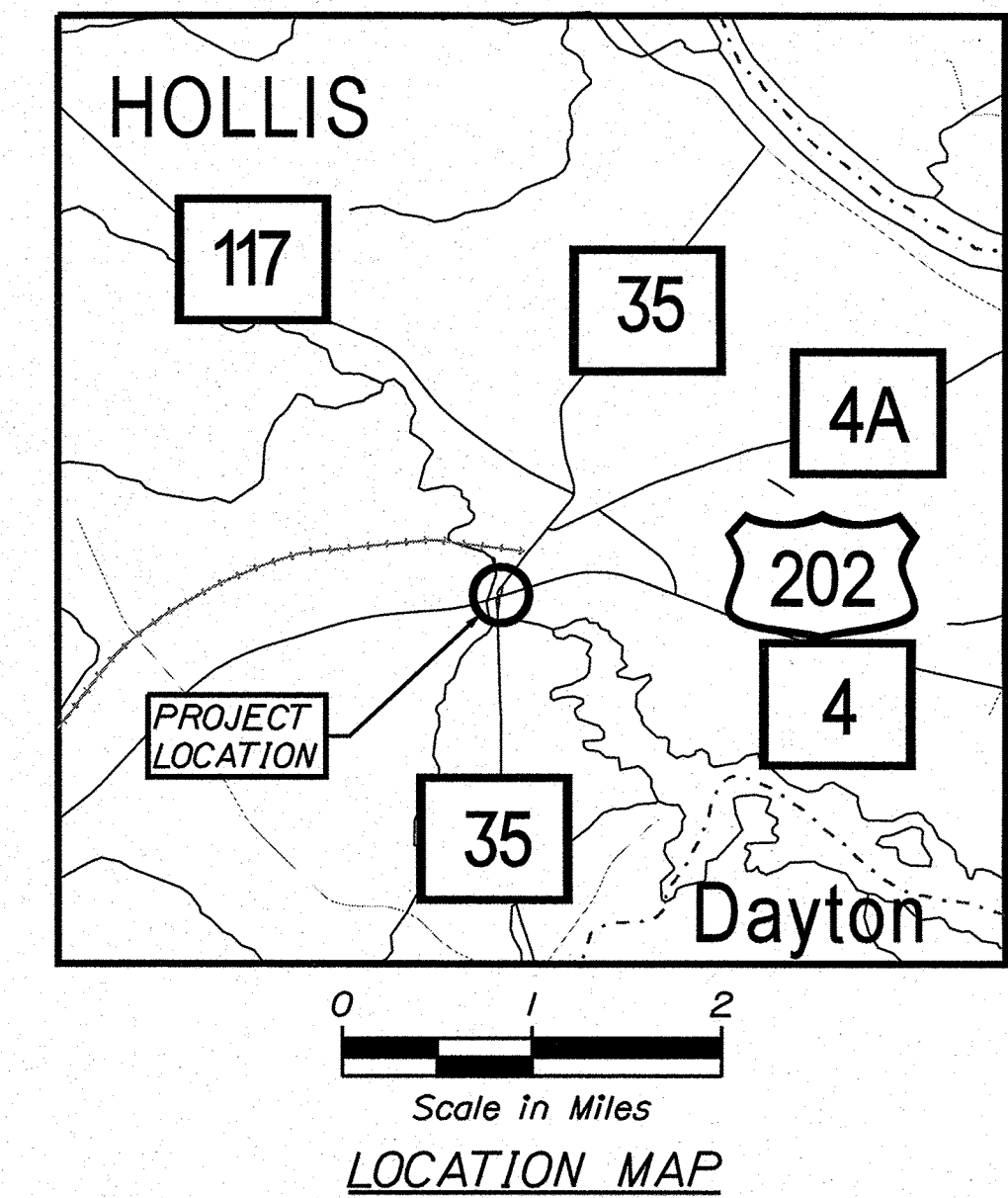
HOLLIS YORK

ROUTE 202 AT ROUTE 35
FEDERAL PROJECT 2602100
STATE WIN 026021.00



INDEX OF SHEETS	
Description	Sheet No.
Title Sheet	1
General and Traffic Signal Notes	2
Traffic Signal Plans	3-4
Strain Pole Foundation/Boring Log Plans	5
Advance Signage Plan	6
Pavement Marking Plan	7
Geometric Plan	8

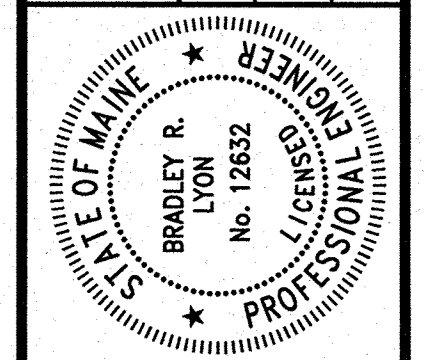
PLAN LEGEND			
Town, County, State	Catch Basins	Existing	Proposed
Property Lines	Manholes	Existing	Proposed
R/W Lines-Existing	Proposed Underdrain		
R/W Lines-Proposed	Proposed Ditch		
Culvert-Existing	Existing Ditch		
Culvert Proposed	Utility Poles	Existing	Proposed
Curbing	Existing	Proposed	Fire Hydrants
Type 1			Existing
Type 3			Proposed
Type 5			
Outline of Bodies of Water	Existing Water Line		
Exposed Bedrock	Existing San. Sewer		
Buildings	Existing San. Sewer Manhole		
Trees	Guardrail-Existing		
Conifer	Guardrail-Proposed		
Deciduous	Guardrail-Cable, Other		
Tree Line	Centerline-Existing		
Clearing Limit Line	Centerline-Proposed		
Railroad	Travelway-Existing		
	Travelway-Proposed		
Signal Conduit	Existing	Proposed	
Strain Pole			
Luminaire			
Receiver			
Signal Head (w/ Backplate)			
Confirmation Strobe			
Span Wire Mounted Sign			
Controller Cabinet			
Pullbox			
Video Detection Camera			
Advance Detection			
Detection Zone (& ID)			



TRAFFIC DATA	ROUTE 202	ROUTE 202	ROUTE 35	ROUTE 35
	w/o ROUTE 35	e/o ROUTE 35	n/o ROUTE 202	s/o ROUTE 202
Current (2022) AADT	6,340	6,950	2,800	3,844
Future (2042) AADT	7,735	8,480	4,430	4,940
DHV - % of AADT	9%	10%	9%	10%
Design Hour Volume	580	672	257	379
Directional Distribution (DHV)	50%	51%	50%	52%
Design Speed (mph)	35	35	45	45
Functional Class	Principal Arterial	Principal Arterial	Major Collector	Major Collector
Corridor Priority	1	1	3	4

PROJECT LOCATION:	INTERSECTION OF ROUTE 202/ 4 (HOLLIS ROAD) AND ROUTE 35 (LITTLE FALLS ROAD/MAIN STREET)
PROGRAM AREA:	MULTIMODAL PROGRAM
SCOPE OF WORK:	TRAFFIC SIGNAL IMPROVEMENTS

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE	5-2-23
COMMISSIONER: <i>[Signature]</i>		CHIEF ENGINEER: <i>[Signature]</i>	



SIGNATURE	12632	P.E. NUMBER	04/26/2023
DATE			

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

WIN 26021.00 FEDERAL PROJECT 2602100

HOLLIS
ROUTE 202 AT ROUTE 35
TITLE SHEET

SHEET NUMBER
1
OF 8

Date: 4/26/2023
Username: blyon
Division: HIGHWAY
Filename: ... \MSTA\Sheets\001_Title.dgn

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. STATIONS REFERENCED ARE APPROXIMATE.
7. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
9. UTILITY CONTACT INFORMATION FOR THIS PROJECT CAN BE FOUND IN THE "UTILITY 104 SPECIAL PROVISIONS."

TRAFFIC SIGNAL GENERAL NOTES

1. 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.
2. 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:
 - A. 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.
 - B. 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.
3. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN SUCH A MANNER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
5. THE CONTRACTOR SHALL MEET ALL UTILITY REQUIREMENTS FOR NEW SERVICE CONNECTIONS.
6. 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.
7. THE LOCATIONS OF ALL EQUIPMENT ARE APPROXIMATE. FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER AND/OR RESIDENT.
8. THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING AND INSTALLING ALL OTHER EQUIPMENT NECESSARY FOR A COMPLETE AND OPERATIONAL SIGNAL SYSTEM.
9. 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 ENGINEER.
10. REMOVAL OF EXISTING FLASHING BEACON EQUIPMENT INCLUDING SPAN WIRE, SIGNAL CABLE, SERVICE METER AND POST, CABINET ENCLOSURE, CONTROLLER EQUIPMENT, 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 AS SHOWN IN THE PLANS. WORK SHALL BE CONSTRUCTED AND PAID FOR AS OUTLINED IN SPECIAL PROVISION 643.
2. NON-INVASIVE VEHICLE DETECTION ZONES SHOWN IN THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DETECTION ZONES SHALL BE LOCATED IN THE FIELD AND APPROVED BY MAINEDOT AND THE RESIDENT ENGINEER.
3. THE LOCATION OF THE DETECTION DEVICES SHOWN IN THE PLANS ARE CONCEPTUAL FOR OPTIMAL APPROACH COVERAGE. THE ACTUAL NUMBER OF DETECTION DEVICES AND MOUNTING LOCATIONS SHALL BE PER THE MANUFACTURER'S 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.

EMERGENCY VEHICLE PREEMPTION

1. FINAL PLACEMENT OF OPTICAL RECEIVERS SHALL BE COORDINATED WITH THE TOWN'S FIRE DEPARTMENT AND/OR POLICE DEPARTMENT

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. SIGNALS TO OPERATE WITH COLORS AT ALL TIMES.
7. SIGNALS TO OPERATE IN FLASH MODE FOR EMERGENCIES ONLY. SIGNALS SHALL BE ALL RED FOR 3 SECONDS AFTER CONFLICT FLASH.
8. SHALL BE TETHERED TO SPAN WIRE.

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 COBALT RACKMOUNT ADVANCED TRANSPORTATION CONTROLLER (ATC) WITH LATEST FIRMWARE INSTALLED AND CAPABLE OF SUPPORTING NTCIP PROTOCOLS AND COMMUNICATING WITH MAINEDOT'S EXISTING CLOUD BASED CENTRAL MANAGEMENT SYSTEM.
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.

Date: 4/26/2023

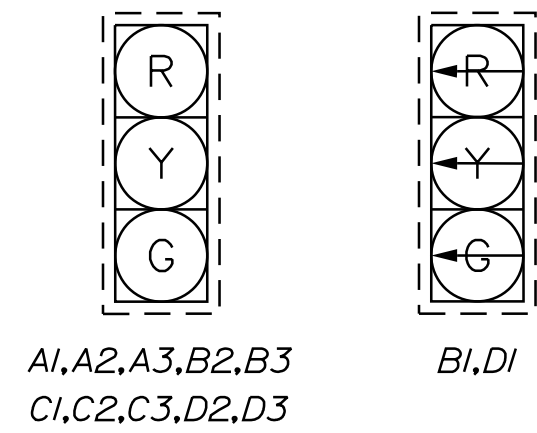
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Division: HIGHWAY

Filename: ... \002 General and SignalNotes.dgn

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2602100	WIN 026021.00	MULTIMODAL	
DATE	BY	G. DOOSTE	SIGNATURE	P.E. NUMBER
03/28/23	G. STEINMAN B. LYON	B. LYON	B. LYON	DATE
REVISIONS 1	REVISIONS 2	REVISIONS 3		
HOLLIS ROUTE 202 AT ROUTE 35 GENERAL AND TRAFFIC SIGNAL NOTES				
SHEET NUMBER				
2				
OF 8				

PROPOSED INDICATIONS

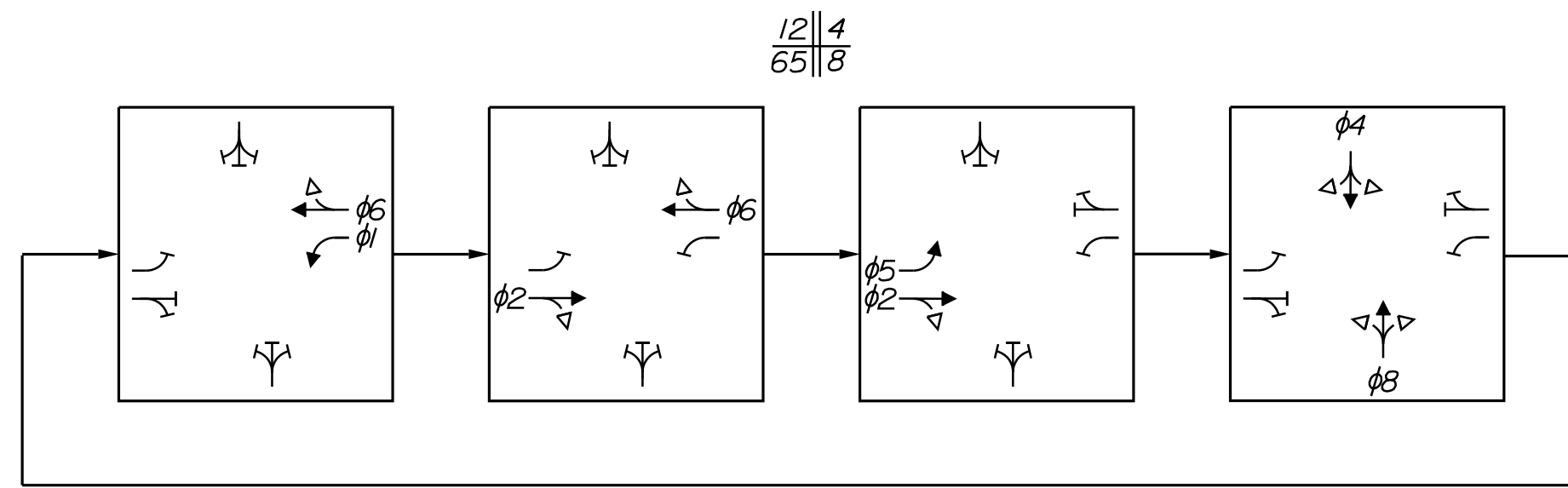


STRUCTURES LIST

STRUCTURE	DESCRIPTION	STA/OFFSET	FOUNDATION
(A-C)	CONTROLLER CABINET	108+52/35' LT	L48"XW36"XH48"
(B-SI)	STEEL STRAIN POLE	107+30/36' RT	TBD
(C-W)	WOODEN STRAIN POLE	106+57/36' RT	--
(D-W)	WOODEN STRAIN POLE	107+25/45' LT	--
(D-SI)	STEEL STRAIN POLE	107+71/42' LT	TBD

PREFERENTIAL PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



ADVANCE DILEMMA ZONE SETUP

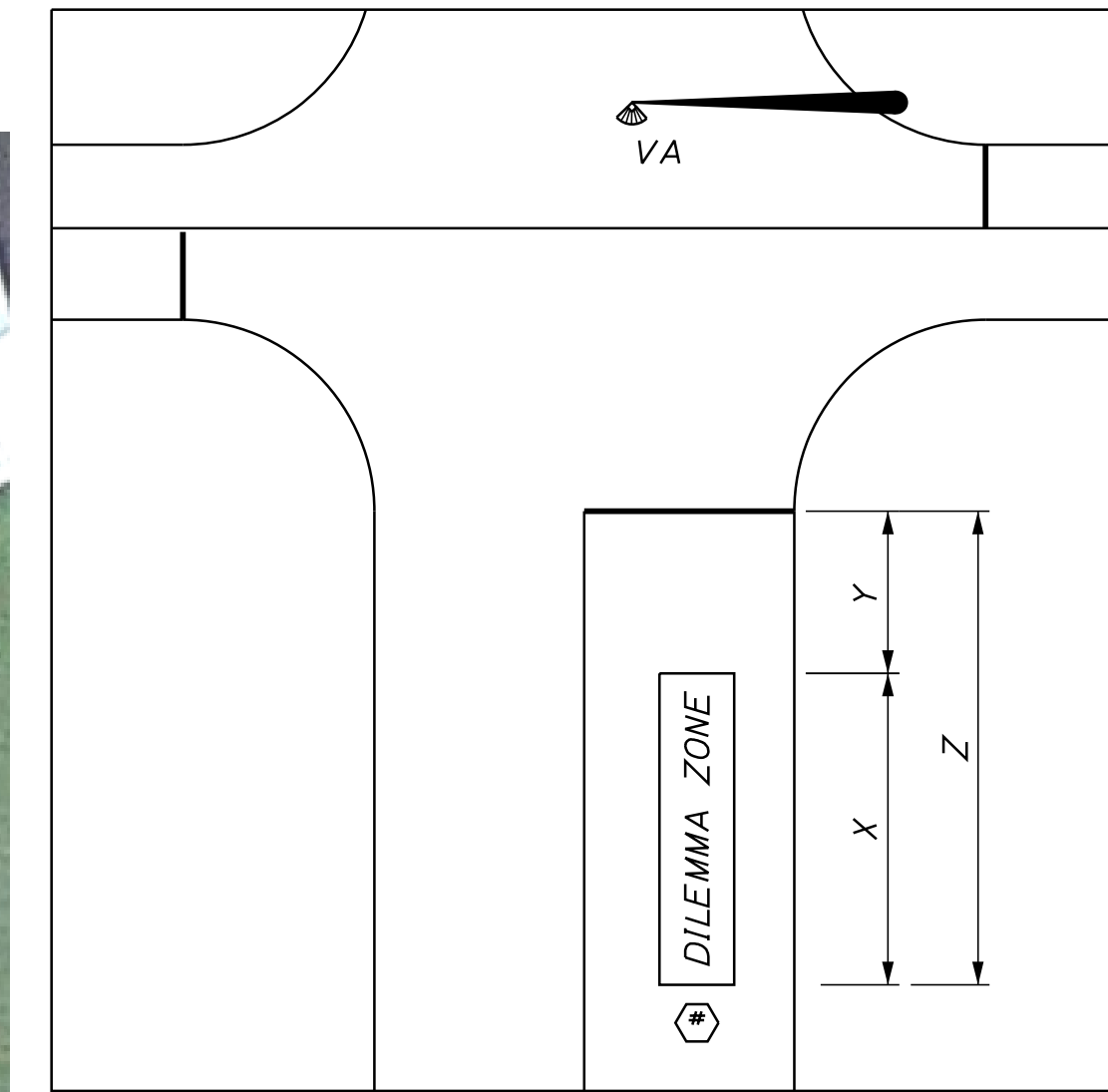
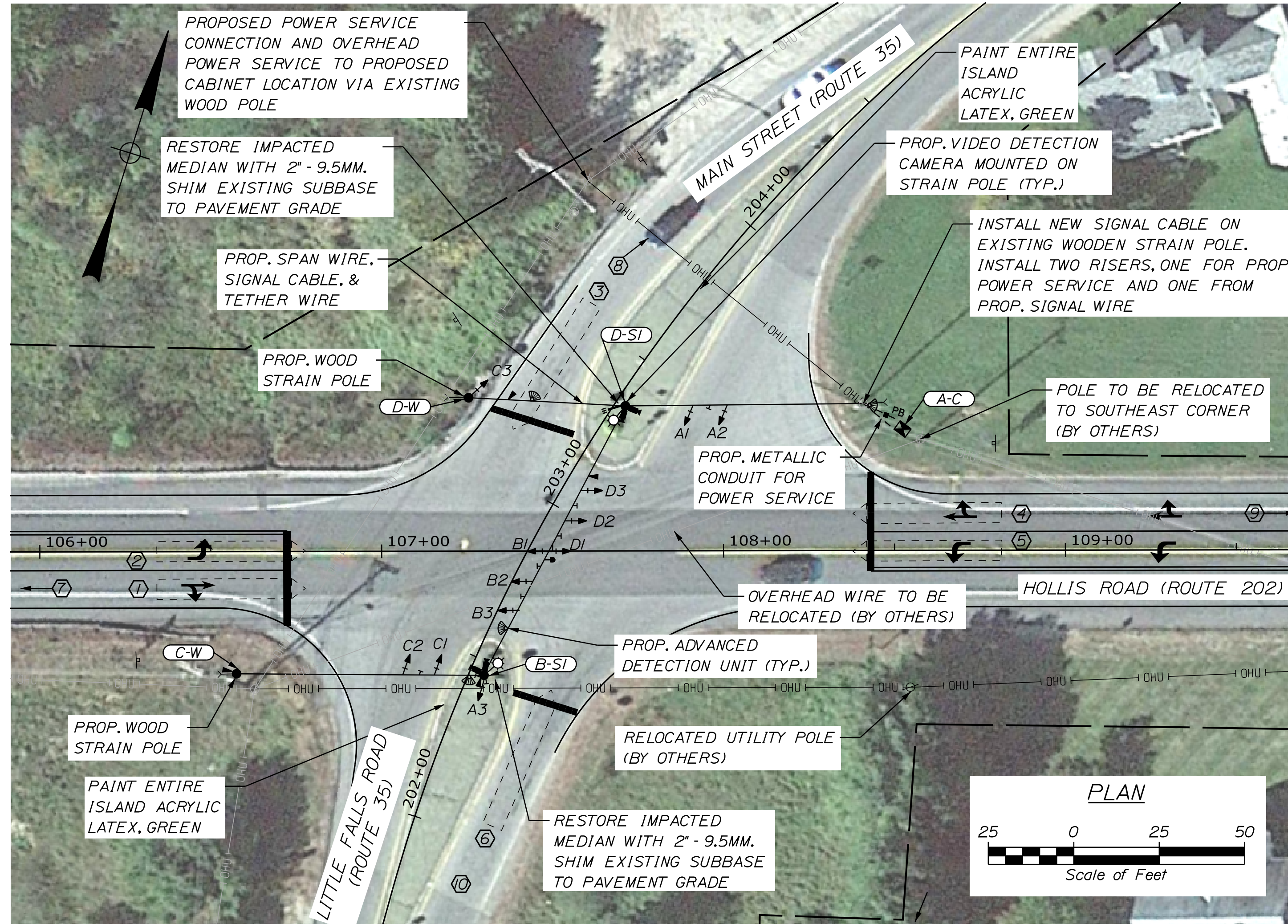
SOURCE: TRAFFIC DETECTOR HANDBOOK: THIRD EDITION - VOLUME 1

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'

LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS (ITEM 643.80)	QTY.
FURNISH AND INSTALL NATURAL FINISH ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ECONOLITE COBALT ATC 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	10 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 SIDE OF POLE MOUNTED	2 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 WOODEN STRAIN POLE	2 EA
REMOVE AND SALVAGE/DISCARD ALL EXISTING SIGNAL EQUIPMENT	1 LS
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS	6 EA
FURNISH AND INSTALL SPECIAL DIRECTIONAL SIGNS MOUNTED ON STRAIN POLE	2 EA
FURNISH AND INSTALL SPAN, SIGNAL, AND TETHER WIRE	290 LF
POWER SERVICE CONNECTION	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, 4 APPROACHES, COMPLETE (ITEM 643.22)	1 LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY



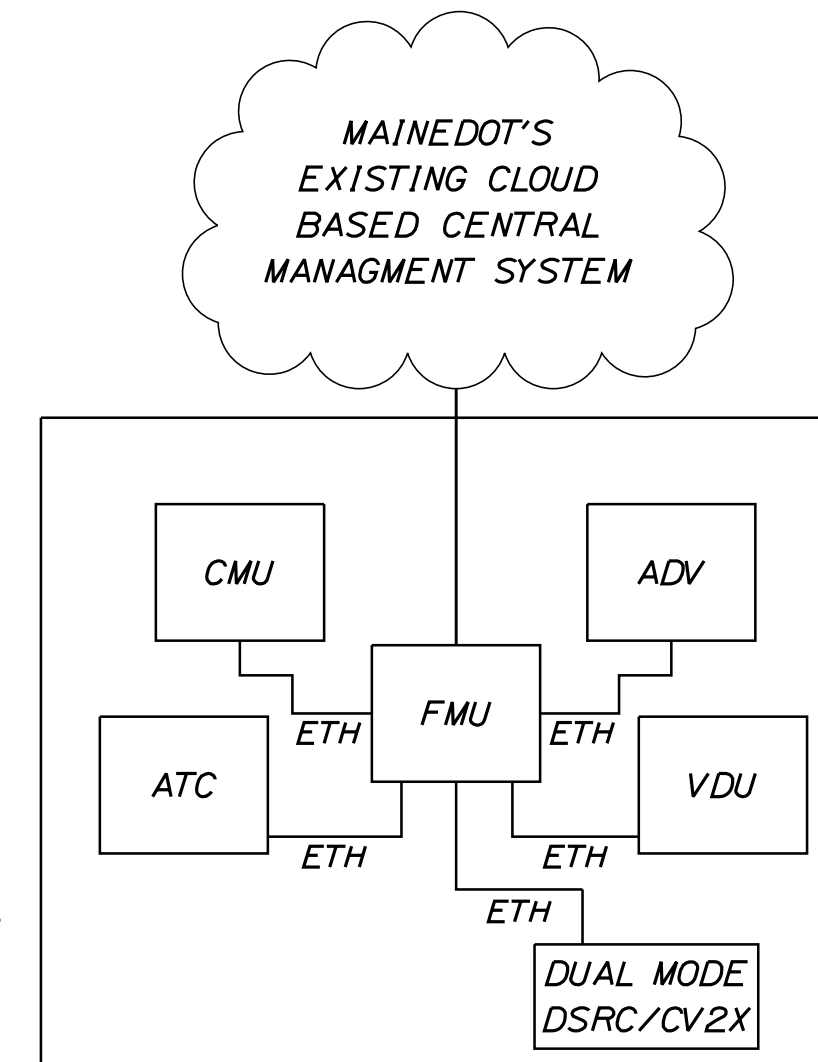
DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	φ CALLED	φ EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
①	RT 202 EB	2	2	B	--	--
②	RT 202 EBL	5	5	B	--	--
③	RT 35 SB	4	4	B	--	--
④	RT 202 WB	6	6	B	--	--
⑤	RT 202 WBL	1	1	B	--	--
⑥	RT 35 NB	8	8	B	--	--
⑦*	RT 202 EB ADV	2	2	A	--	--
⑧*	RT 35 SB ADV	4	4	A	--	--
⑨*	RT 202 WB ADV	6	6	A	--	--
⑩*	RT 35 NB ADV	8	8	A	--	--

*SEE ADVANCED DILEMMA ZONE DETAIL (45 MPH FOR RT 35 AND 35 MPH FOR ROUTE 202)

PROPOSED NETWORK DIAGRAM

- ADV - ADVANCE VEHICLE DETECTION
- ATC - ADVANCED TRANSPORTATION CONTROLLER
- CMU - CABINET MONITOR UNIT
- ETH - ETHERNET CABLE
- FMU - FIELD MONITORING UNIT
- VDU - NON-INVASIVE STOP LINE VIDEO DETECTION UNIT
- DSRC - DEDICATED SHORT RANGE COMMUNICATIONS



SIGNAL TIMING SCHEDULE

ITEM / PHASE	φ 1	φ 2	φ 3	φ 4	φ 5	φ 6	φ 7	φ 8
MOVEMENT	D (LT)	B	-	C	B (LT)	D	-	A
MINIMUM INITIAL	5.0	10.0	-	5.0	5.0	10.0	-	5.0
PASSAGE TIME	2.0	2.0	-	2.0	2.0	2.0	-	2.0
MAXIMUM 1	10.0	35.0	-	25.0	10.0	35.0	-	25.0
MAXIMUM 2	10.0	35.0	-	25.0	10.0	35.0	-	25.0
YELLOW	3.5	5.0	-	5.0	3.5	5.0	-	5.0
ALL RED	4.0	2.0	-	2.0	4.0	2.0	-	2.0
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
RECALL	0	S	-	0	0	S	-	0
DETECTOR	PR	PR	-	PR	PR	PR	-	PR
PREEMPT PRIORITY	-	-	-	-	-	-	-	-
FLASH	Y	Y	-	R	Y	Y	-	R
DUAL ENTRY	OFF	ON	-	ON	OFF	ON	-	ON

SIGNAL TIMING NOTES:

- 1. DEFINITIONS
- S = SOFT RECALL
- O = RECALL OFF
- PR = PRESENCE
- Y = YELLOW
- R = RED
- D = DARK

Date: 4/26/2023

Username: blyon

Division: HIGHWAY

Filename: ... \Sheets\003_SignalPlan.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2602100
WIN 026021.00
MULTIMODAL PLANS

DATE	BY	G. DOSTIE	PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	REVISIONS 1	REVISIONS 2	REVISIONS 3	SIGNATURE	P.E. NUMBER	DATE
03/28/23	B. LYON	B. LYON	B. LYON	B. LYON	B. LYON						

HOLLIS
ROUTE 202 AT ROUTE 35
TRAFFIC SIGNAL PLANS

SHEET NUMBER

3

OF 8

LIST OF MAJOR ITEMS

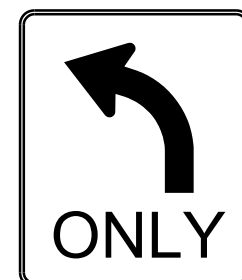
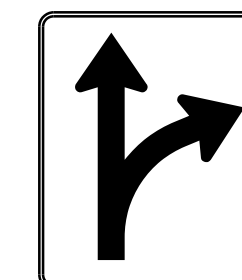
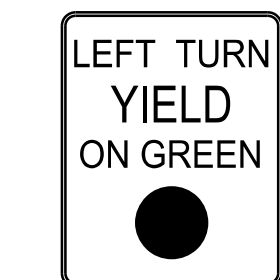
EQUIPMENT AND WORK ITEMS (XXX.YYZ)	QTY.
FURNISH AND INSTALL 14-INCH PRECAST JUNCTION BOX (ITEM 626.11)	1 EA
FURNISH AND INSTALL (2-INCH) METALLIC CONDUIT (ITEM 626.21)	15 LF
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	25 LF
FURNISH AND INSTALL CONTROLLER CABINET FOUNDATION (ITEM 626.38)	1 EA
FURNISH AND INSTALL 42-INCH DIAMETER FOUNDATION (626.451)	35 LF
FURNISH AND INSTALL NATURAL FINISH DUAL PURPOSE POLE WITH LUMINAIRE (ITEM 643.94)	2 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

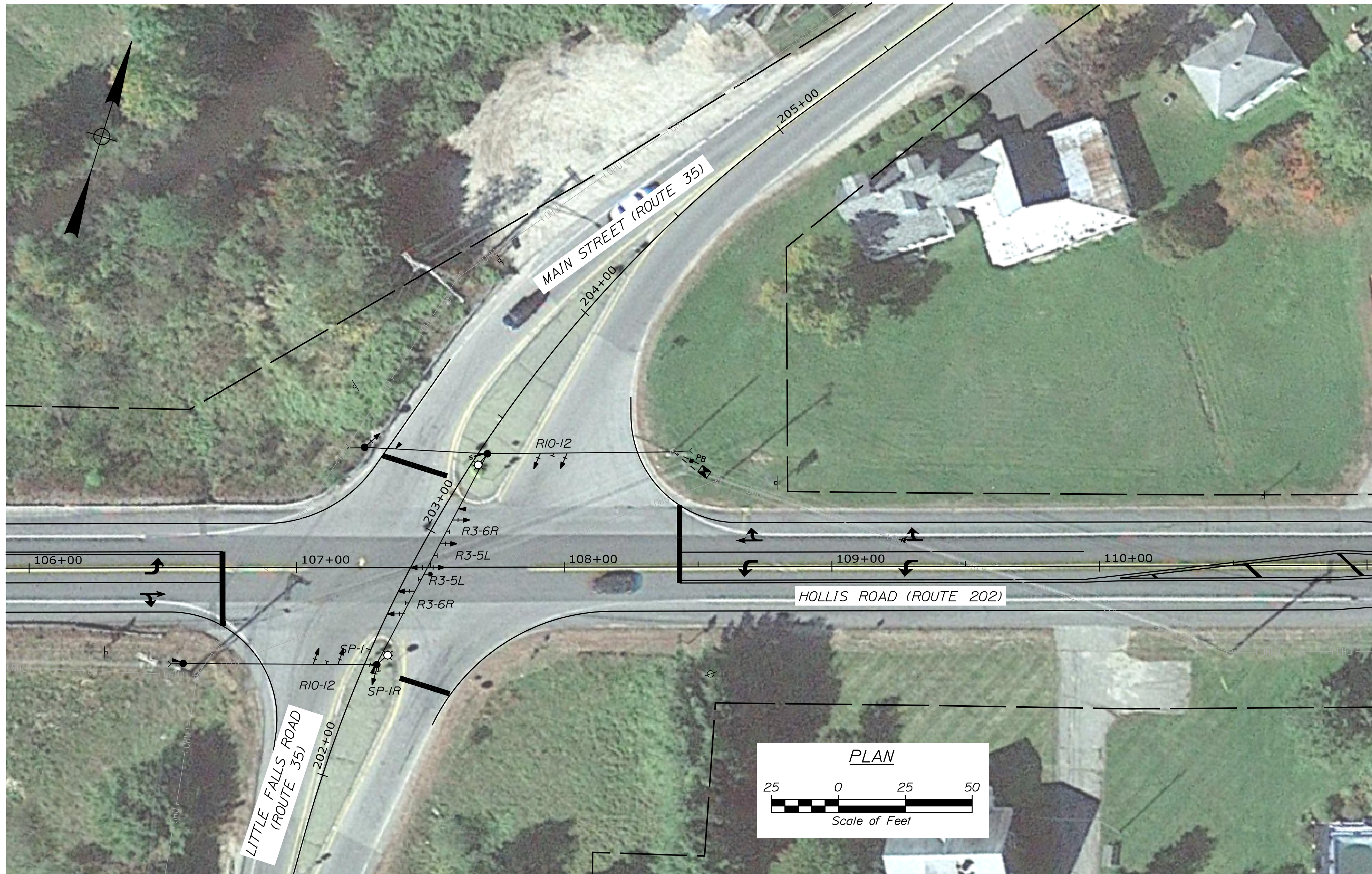
LIGHTING NOTES:

- PROPOSED LUMINAIRES SHALL BE MOUNTED TO TOP OF STEEL STRAIN POLES (NO ARM).
- LUMINAIRES SHALL BE AMERICAN ELECTRIC LIGHTING AUTOBAHN SMALL P203 PACKAGE ROADWAY TYPE III 4000K/5000K (CATALOG REF. ATBO P203 R3 4K) OR APPROVED EQUAL

PROPOSED SIGNS

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

	
SP-1 36"x66" 1-PROPOSED	SP-1R 36"x66" 1-PROPOSED



EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
R1	1	RESERVED	
R2	2	RESERVED	
R3	3	1	φ1&φ6
R4	4	2	φ2&5
R5	5	3	φ8
R6	6	4	φ4

PRE-EMPTION NOTES:

- EMERGENCY VEHICLE PRE-EMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS (TYPICALLY EXISTING, BUT WHERE APPLICABLE PROVIDED BY OTHERS) AND/OR BY A DUAL MODE DSRC/C-V2X ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE 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 (3.5 SECONDS YELLOW AND 2.5 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
- 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.

Date: 4/26/2023

Username: blyon

Division: HIGHWAY

Filename: ... \Sheets\004_SignalPlan.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2602100

WIN 026021.00

MULTIMODAL PLANS

SIGNATURE

P.E. NUMBER

DATE

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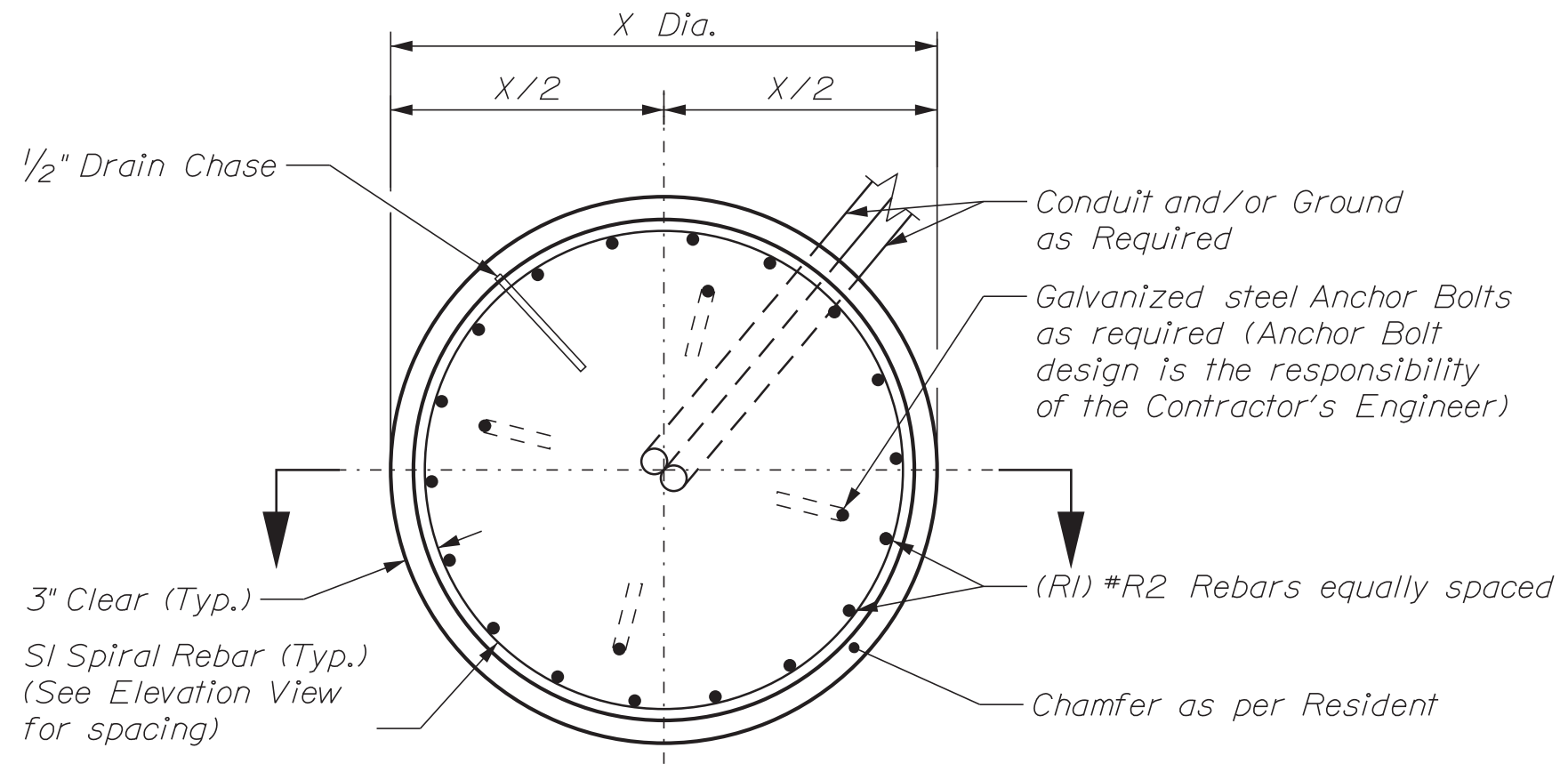
HOLLIS
ROUTE 202 AT ROUTE 35

TRAFFIC SIGNAL PLANS

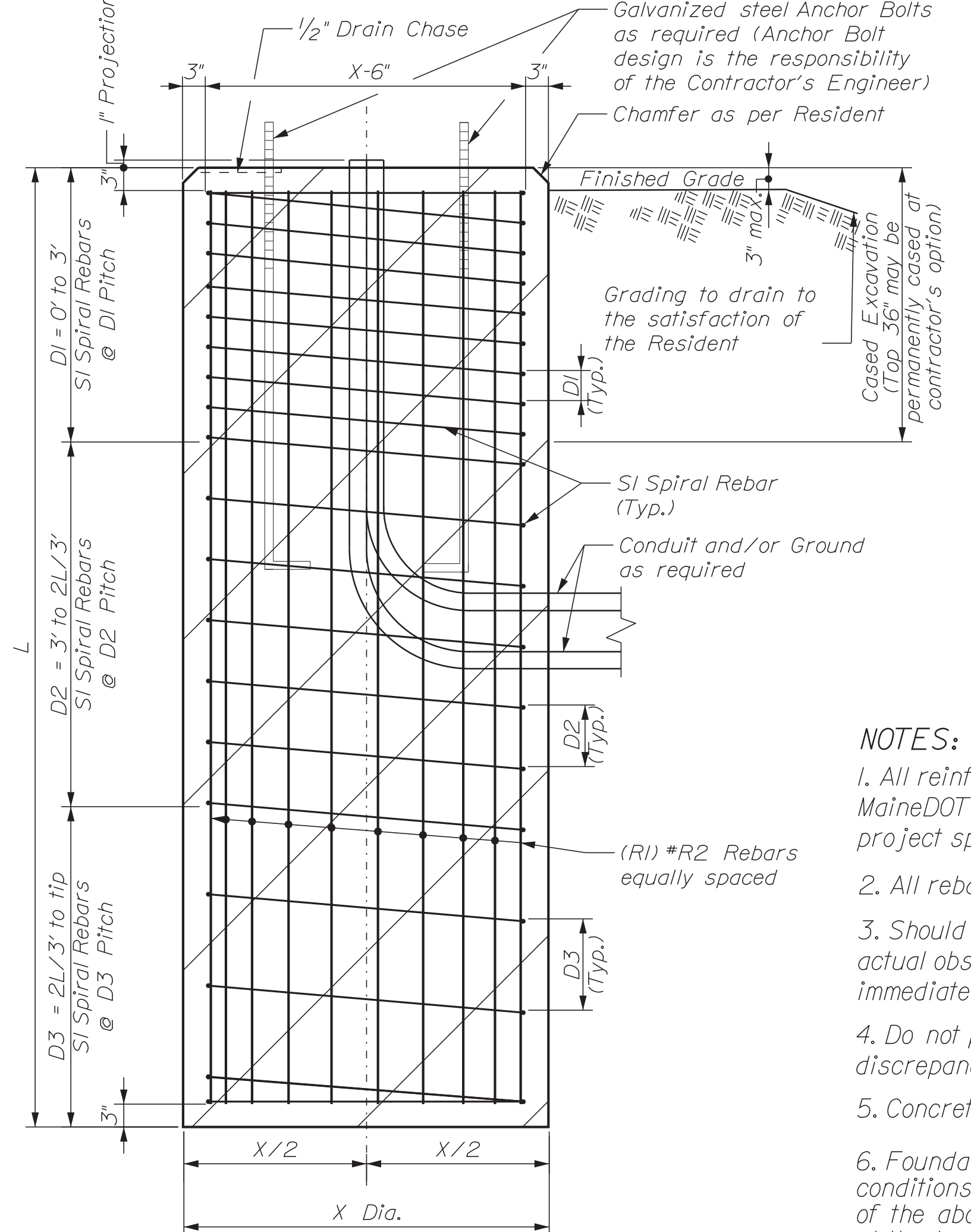
SHEET NUMBER

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OF 8



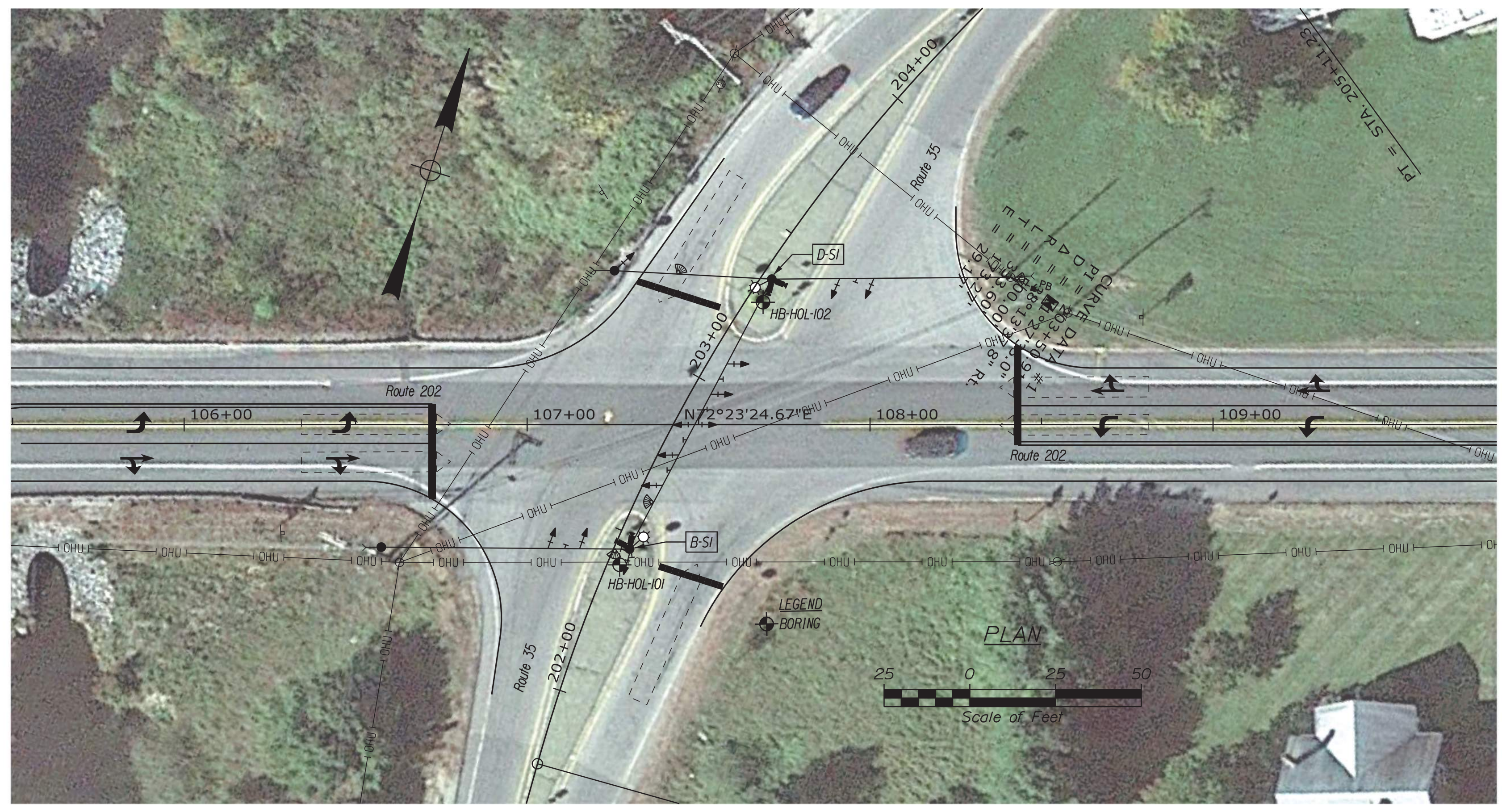
Drilled Shaft Plan View
Not to Scale (See Table for Drilled Shaft & Reinforcement Information)



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

STRAIN POLES: B-SI & D-SI
See Table and Boring Location Plan for Boring Locations and Strain Pole Designations.

DRILLED SHAFT FOUNDATIONS										
Strain Pole	Station	Offset (feet)	Diameter (feet)	Length (feet)	R1	R2	S1	Spiral Bar Spacing		
								D1 (in)	D2 (in)	D3 (in)
					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-S1	107+30	36 Left	3.5	17.0	18	#9	#5	4	4	12
D-S1	107+71	42 Left	3.5	18.0	18	#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.

Maine Department of Transportation Soil/Borehole Exploration Log US CUSTOMARY UNITS																																																																																							
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION

2602100

WIN 26021.00

STATE OF MAINE PROFESSIONAL ENGINEER License No. 7120

DATE: 3/27/2023

BY: T. WHITE

DESIGNED: K. MAGUIRE

CHECKED: T. WHITE

DESIGNED: T. WHITE

REVISIONS: 1, 2, 3, 4

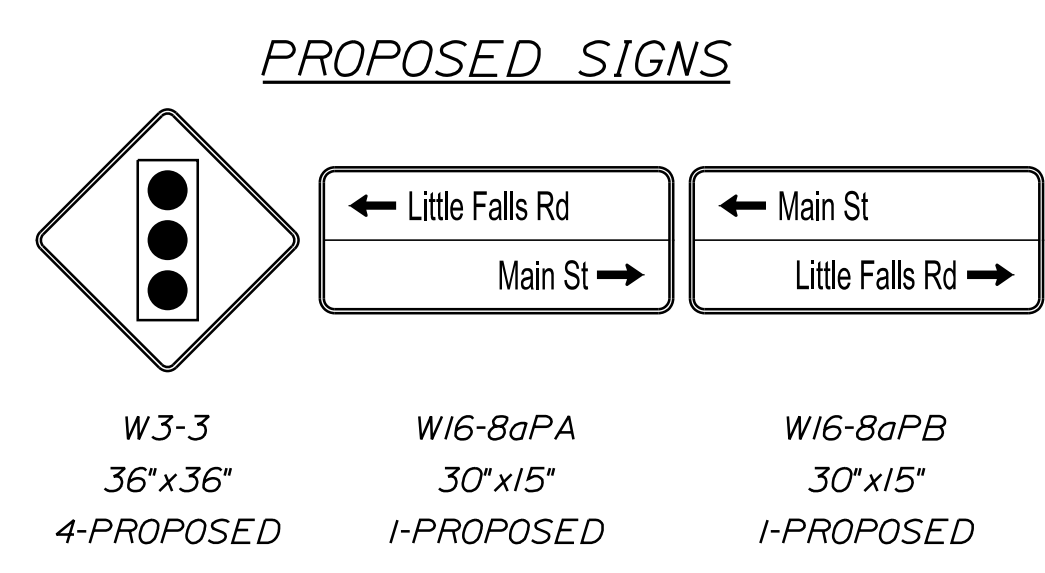
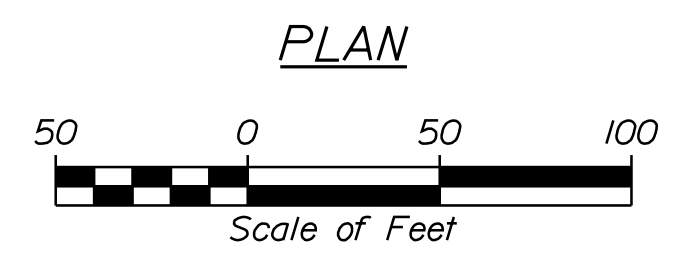
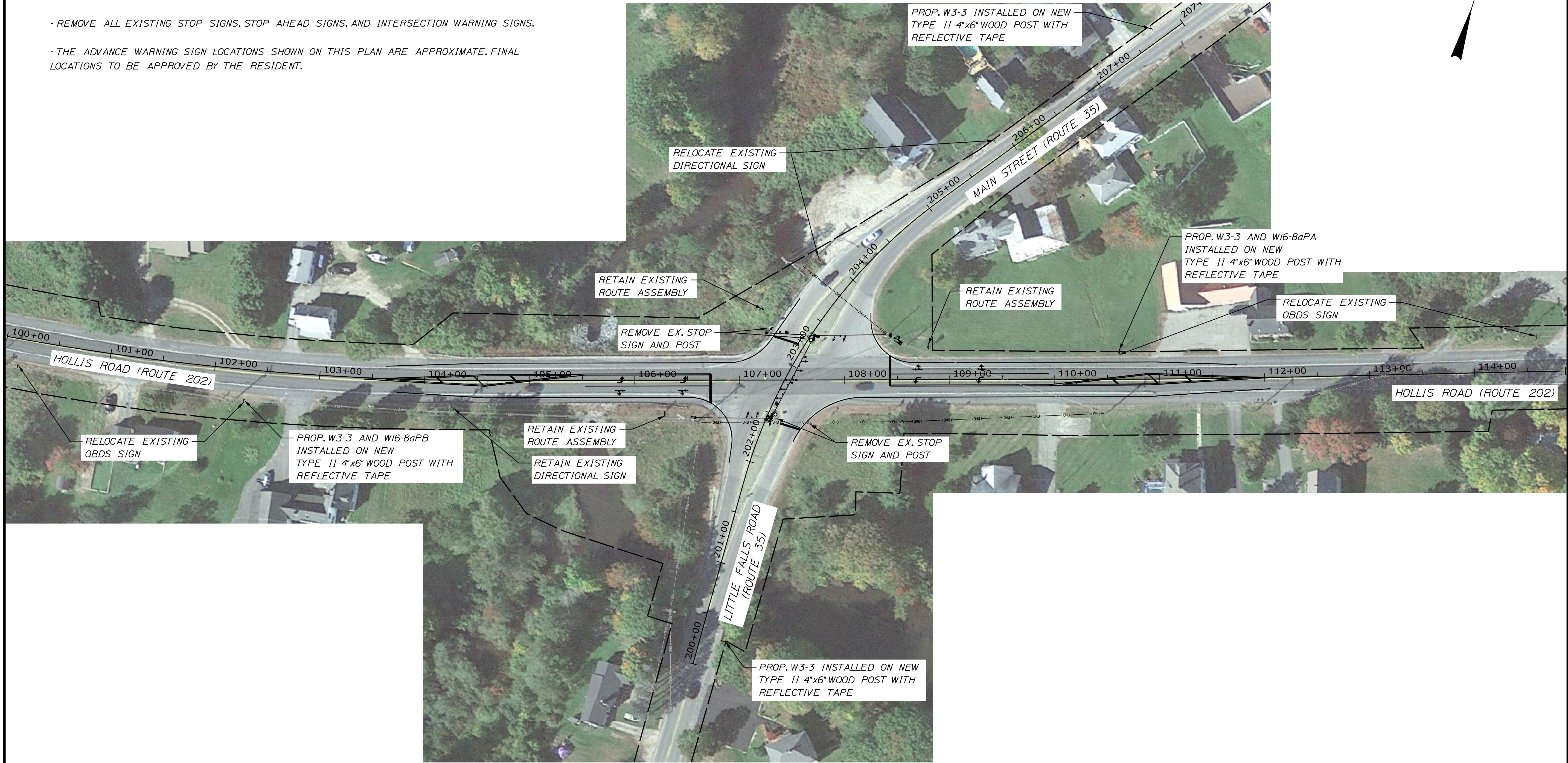
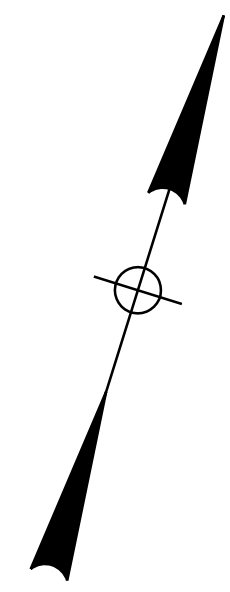
FIELD CHANGES:

HOLLIS ROUTES 202/35 STRAIN POLE FOUNDATIONS & BORING LOCATION PLAN WITH BORING LOGS

SHEET NUMBER 5 OF 8

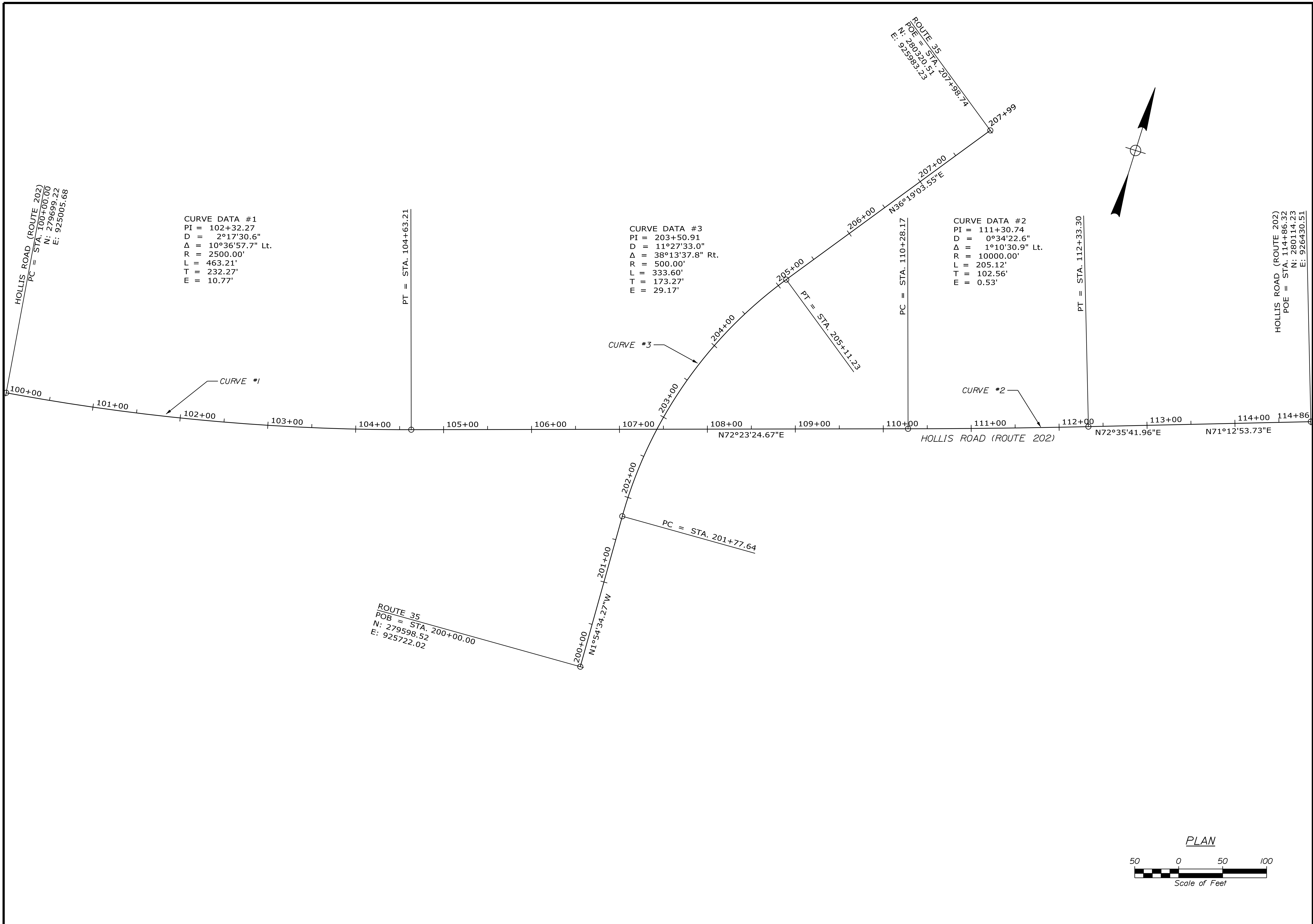
GENERAL NOTES:

- 3" YELLOW REFLECTIVE VERTICAL STRIPS SHALL BE PLACED ON EACH ADVANCE SIGNAL WARNING SIGN POST FACING TRAFFIC.
- NEW TRAFFIC PATTERN AHEAD SIGNS SHALL BE INSTALLED IN ADVANCE OF THE INTERSECTION FOR ALL APPROACHES. THESE SIGNS SHALL BE REMOVED AFTER APPROXIMATELY 6 MONTHS.
- REMOVE ALL EXISTING STOP SIGNS, STOP AHEAD SIGNS, AND INTERSECTION WARNING SIGNS.
- THE ADVANCE WARNING SIGN LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE. FINAL LOCATIONS TO BE APPROVED BY THE RESIDENT.



Filename: ... \006_AdvanceSignagePlan.dgn
 Division: HIGHWAY
 Username: blyon
 Date: 4/26/2023

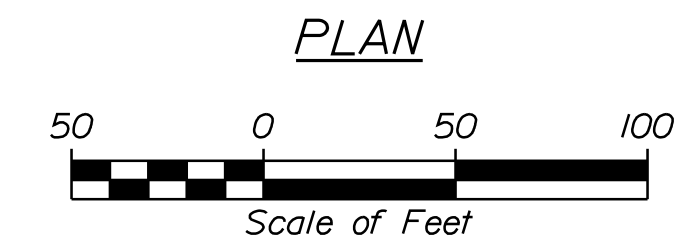
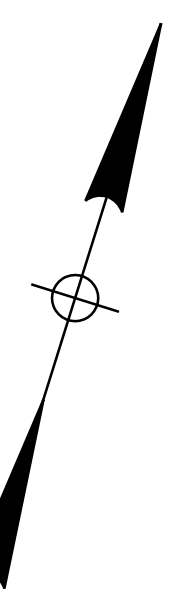
STATE OF MAINE DEPARTMENT OF TRANSPORTATION 2602100 WIN 026021.00 MULTIMODAL PLANS	SIGNATURE P.E. NUMBER DATE
HOLLIS ROUTE 202 AT ROUTE 35 ADVANCE SIGNAGE PLAN	SHEET NUMBER 6 OF 8



CURVE DATA #1
 PI = 102+32.27
 D = 2°17'30.6"
 Δ = 10°36'57.7" Lt.
 R = 2500.00'
 L = 463.21'
 T = 232.27'
 E = 10.77'

CURVE DATA #3
 PI = 203+50.91
 D = 11°27'33.0"
 Δ = 38°13'37.8" Rt.
 R = 500.00'
 L = 333.60'
 T = 173.27'
 E = 29.17'

CURVE DATA #2
 PI = 111+30.74
 D = 0°34'22.6"
 Δ = 1°10'30.9" Lt.
 R = 10000.00'
 L = 205.12'
 T = 102.56'
 E = 0.53'



STATE OF MAINE																																					
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DESIGN-DETAILED	B. LYON	G. STEINMAN	03/28/23																																		
CHECKED-REVIEWED	B. LYON	B. LYON	03/28/23																																		
REVISIONS 1																																					
REVISIONS 2																																					
REVISIONS 3																																					
SIGNATURE	P.E. NUMBER	DATE																																			