



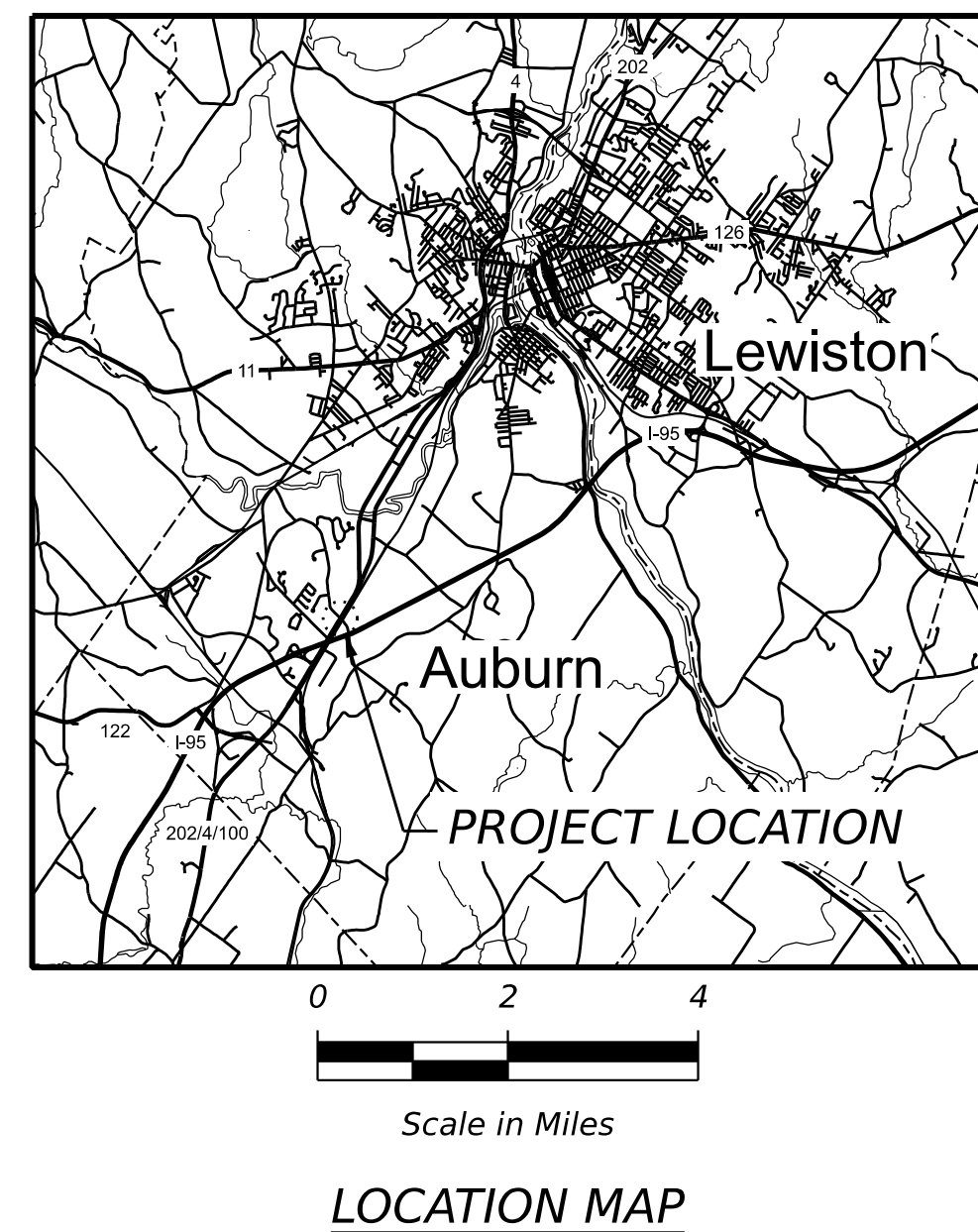
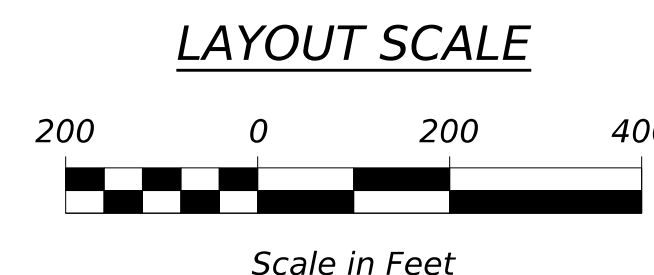
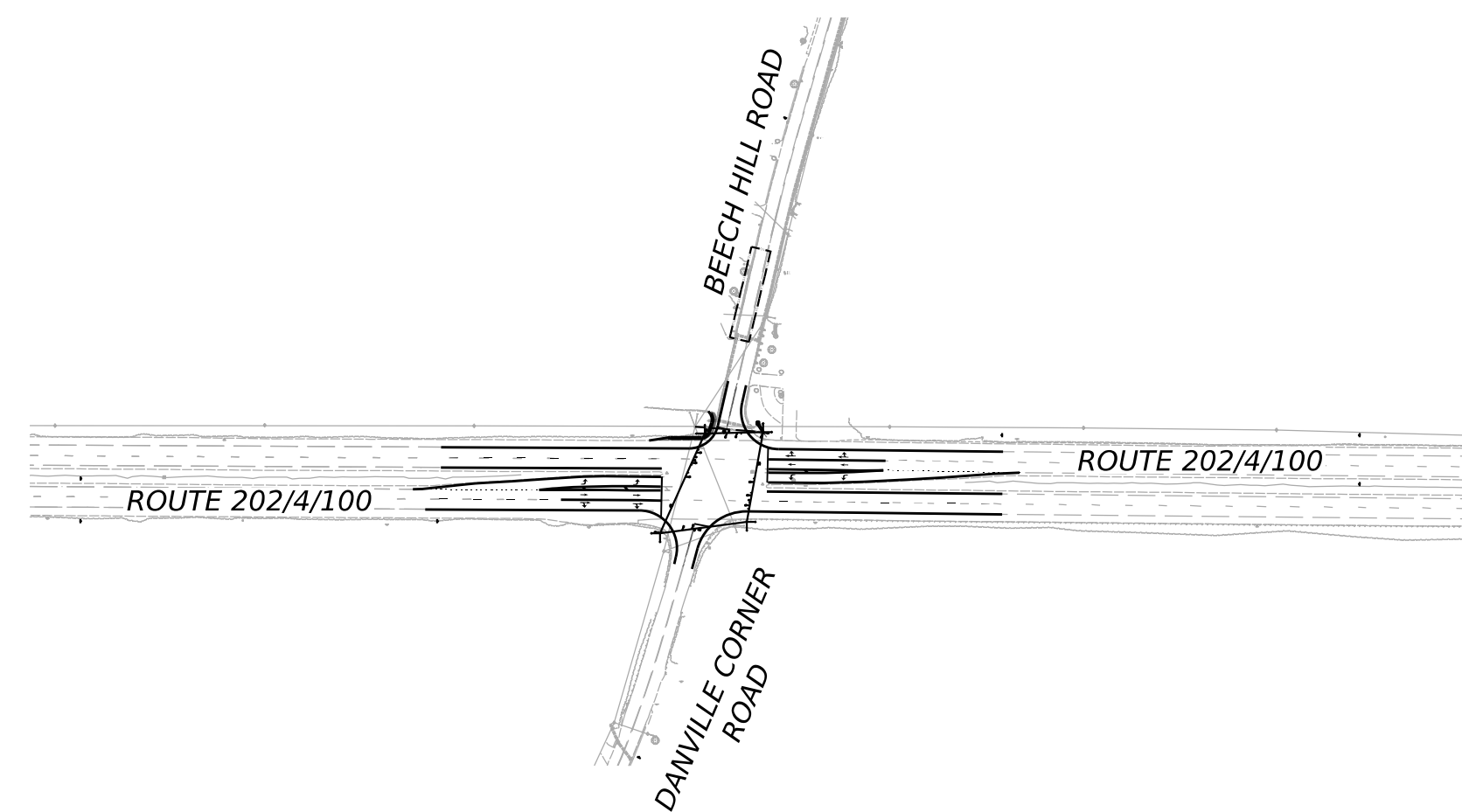
# STATE OF MAINE DEPARTMENT OF TRANSPORTATION



## AUBURN ANDROSCOGGIN COUNTY ROUTES 202, 4, AND 100 AT DANVILLE CORNER ROAD AND BEECH HILL ROAD WIN 027040.00

PLAN LEGEND	
Town, County, State	-----
Property Lines	-----
R/W Lines-Existing	-----
R/W Lines-Proposed	-----
Culvert-Existing	-----
Culvert Proposed	-----
Curbing	Existing Proposed
Type 1	-----
Type 3	-----
Type 5	-----
Outline of Bodies of Water	-----
Exposed Bedrock	-----
Buildings	-----
Trees	Conifer Deciduous
Tree Line	-----
Clearing Limit Line	CLL
Railroad	-----
Boring	HB-XXX-###
Pavement Core	PC-#
Test Pit	TP-XXX-###
Catch Basins	Existing Proposed
Manholes	Existing Proposed
Proposed Underdrain	-----
Proposed Ditch	-----
Existing Ditch	-----
Utility Poles	Existing Proposed
Fire Hydrants	Existing Proposed
Existing Water Line	W
Existing San. Sewer	-----
Existing San. Sewer Manhole	-----
Guardrail-Existing	-----
Guardrail-Proposed	-----
Centerline-Existing	-----
Centerline-Proposed	10+00
Travelway-Existing	-----
Travelway-Proposed	-----
Probe	P-#.#X
	#.# = Depth
	X = W (Weathered Rock)
	R (Refusal)
	NR (No Refusal)
Signal Conduit	Proposed Existing
Wood Signal Pole	Proposed Existing
Preemption Receiver	Proposed Existing
Signal Head (w/ Backplate)	Proposed Existing
Preemption Confirmation Strobe	Proposed Existing
Mast Arm Mounted Sign	Proposed Existing
Controller Cabinet	Proposed Existing
Pullbox	Proposed Existing
Video Detection Camera (360*)	Proposed Existing
Advance Detection Unit	Proposed Existing
Dedicated Short Range Communications (DSRC) Roadside Unit (RSU)	Proposed Existing
Detection Zone (& ID)	Proposed Existing

INDEX OF SHEETS	
Description	Sheet No.
Title Sheet	1
General and Traffic Signal Notes	2
Traffic Signal Plans	3-4
General Plans	5-6



TRAFFIC DATA	ROUTE 202	DANVILLE CORNER RD	BEECH HILL RD
Current (2027) AADT	18700	2160	960
Future (2047) AADT	20570	2380	1060
DHV - % of AADT	9	9	13
Design Hour Volume	1873	223	134
% Heavy Trucks (AADT)	11	3	3%
% Heavy Trucks (DHV)	7	1	2%
Directional Distribution (DHV)	.52	54%	55%
18-kip Equivalent P 2.0	4513	39	18
18-kip Equivalent P 2.5	4300	37	17
Design Speed (mph)	50	35	35
Corridor Priority	1	5	5

<b>PROJECT LOCATION:</b>	INTERSECTION OF ROUTES 202, 4, AND 100 AT DANVILLE CORNER ROAD AND BEECH HILL ROAD
<b>PROGRAM AREA:</b>	MULTIMODAL
<b>SCOPE OF WORK:</b>	TRAFFIC SIGNAL INSTALLATION

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER:	CHIEF ENGINEER:	
PROJECT INFORMATION	SIGNATURE	DATE
PROGRAM MULTIMODAL	M. LABERGE	1/14/2026
PROJECT MANAGER	D. CALDWELL	2/24/2026
DESIGNER	SEBAGO TECHNICS	
CONSULTANT	PROJECT RESIDENT	
CONTRACTOR	PROJECT COMPLETION DATE	
<b>AUBURN ROUTES 202, 4, AND 100 TITLE SHEET</b>		
WIN 27040.00	2704000	1
OF	6	

Date: 2/24/2026  
Username: gsteinman

**GENERAL NOTES**

- 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.
- MAINTENANCE OF TRAFFIC SHALL BE PER THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD), LATEST EDITION.
- 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.
- ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
- 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.
- 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.
- STATIONS REFERENCED ARE APPROXIMATE.
- 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.
- UTILITY CONTACT INFORMATION FOR THIS PROJECT CAN BE FOUND IN THE "UTILITY 104 SPECIAL PROVISIONS."
- 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.
- 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.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

**TRAFFIC SIGNAL GENERAL NOTES**

- THE CONTRACTOR SHALL MEET ALL UTILITY REQUIREMENTS FOR NEW SERVICE CONNECTIONS.
- 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.
- THE LOCATIONS OF ALL EQUIPMENT ARE APPROXIMATE. FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD AND APPROVED BY THE ENGINEER.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING AND INSTALLING ALL EQUIPMENT NECESSARY FOR A COMPLETE AND OPERATIONAL SIGNAL SYSTEM.
- THE CONTRACTOR SHALL REMOVE AND SALVAGE ALL EXISTING FLASHING BEACON EQUIPMENT INCLUDING SPAN WIRE, SIGNAL CABLE, SERVICE METER AND POST, CABINET ENCLOSURE, FLASHER EQUIPMENT AND ANY OTHER RELATED EQUIPMENT. PAYMENT SHALL BE INCIDENTAL TO ITEM 643.80.

**SIGNAL HEADS / MOUNTING**

- SHALL BE ONE-WAY, 12" DIAMETER, WITH LED LENSES.
- SHALL HAVE 5" BLACK LOUVERED BACKPLATES AND 3" RETRO-REFLECTIVE BORDERS.
- SHALL BE EQUIPPED WITH TUNNEL VISORS.
- SHALL BE BLACK POLYCARBONATE WITH BLACK FACES.
- THE BOTTOM OF ALL SIGNAL HEAD HOUSINGS SHALL BE A MINIMUM OF 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE ROADWAY.
- TETHER WIRE SHALL BE INSTALLED AND ATTACHED TO THE BOTTOM OF SIGNAL HEADS AND SIGNS WHERE APPLICABLE.
- CONTRACTOR SHALL PROVIDE PROTECTIVE COVERING OF SPAN AND TETHER WIRE AT LOCATIONS WHERE CROSSING OF EXISTING UTILITY LINES IS REQUIRED, OR AS DIRECTED BY THE RESIDENT.

**VEHICLE DETECTION**

- 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.
- 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.
- 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.
- 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.

**TRAFFIC SIGNAL CONTROLLER / CABINET**

- THE TRAFFIC SIGNAL CONTROLLER SUPPLIED UNDER THIS CONTRACT SHALL BE A RACKMOUNT ADVANCED TRANSPORTATION CONTROLLER (ATC) WITH THE LATEST MANUFACTURER FIRMWARE INSTALLED AND CAPABLE OF SUPPORTING NTCIP PROTOCOLS AND COMMUNICATING WITH MAINEDOT'S EXISTING CLOUD BASED CENTRAL MANAGEMENT SYSTEM.
- 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.
- THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THE PROJECT WITH A FULLY CONFIGURED CONTROLLER AND CABINET.

**START UP AND ACCEPTANCE TESTING**

- 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.
- 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 IN OPERABILITY NOT THE FAULT OF THE CONTRACTOR, AS JUDGED BY MAINEDOT AND/OR THE RESIDENT, ARE NOT INCLUDED IN THE 30-DAY PERIOD. IF THE SYSTEM FAILS TO OPERATE AS INTENDED BY THIS SPECIFICATION THE MALFUNCTION SHALL BE CORRECTED BY THE CONTRACTOR AT 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.
- THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A PERIOD OF ONE YEAR AFTER FINAL ACCEPTANCE.

**CONDUIT**

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

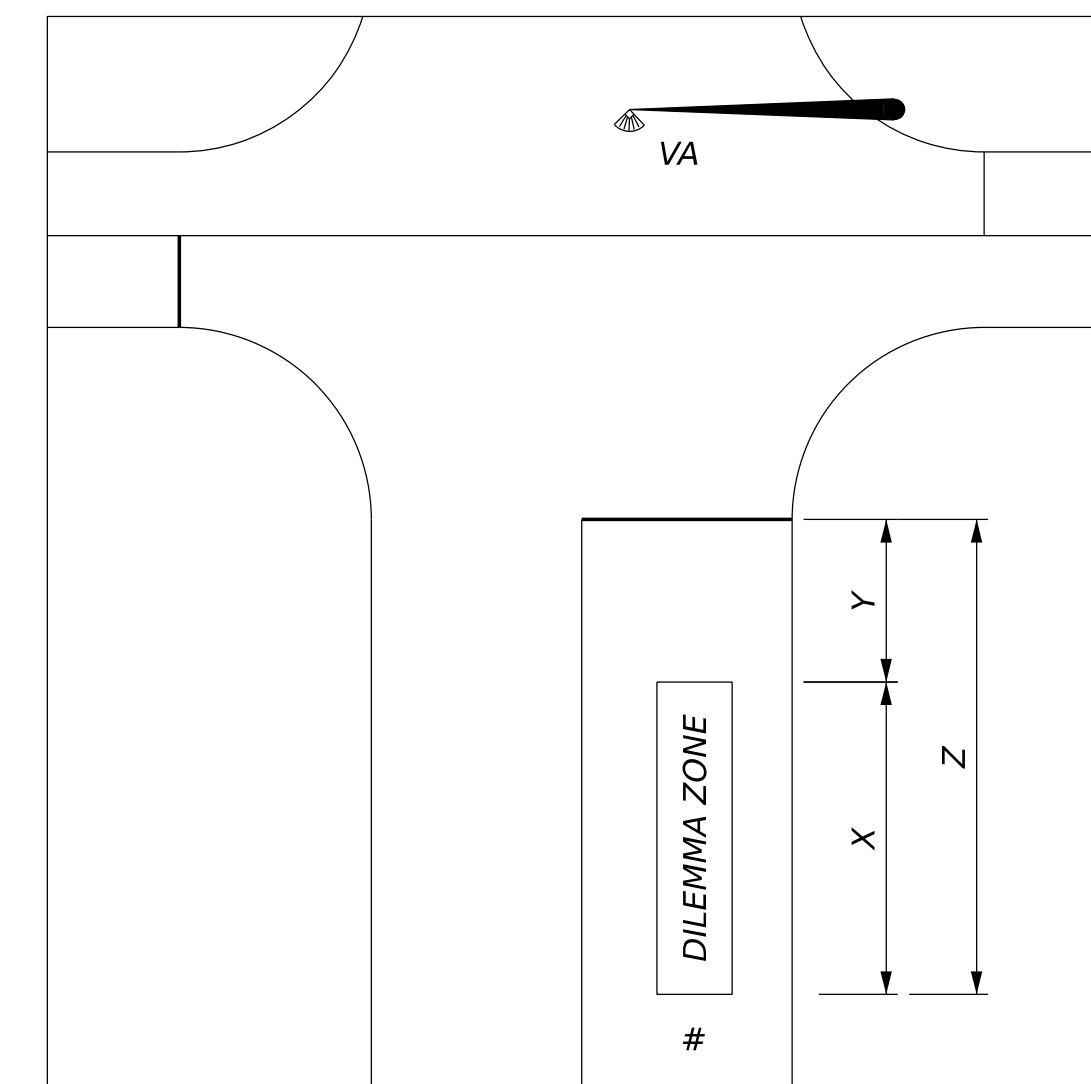
**SIGNAL STRUCTURES**

- ALL JUNCTION BOX COVERS SHALL BE LABELED "TRAFFIC".

**ADVANCE DILEMMA ZONE SETUP**

SOURCE: DETECTOR HANDBOOK: THIRD EDITION - VOLUME I

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	152'	234'	386'



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2704000

WIN  
27040.00

MULTIMODAL PLANS

SIGNATURE

P.E. NUMBER

DATE

DATE

BY

M. LABERGE

PROJ. MANAGER

CHECKED-REVIEWED

DESIGN-REVIEWED

DESIGN-REVIEWED

DESIGN-REVIEWED

REVISIONS 1

REVISIONS 2

REVISIONS 3

REVISIONS 4

FIELD CHANGES

AUBURN  
ROUTES 202, 4, AND 100  
GENERAL AND TRAFFIC SIGNAL NOTES

SHEET NUMBER

2

OF 6

Date: 2/24/2026

Username: gsteinman

LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEMS (ITEM 643.80)	QUANTITY
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 AND INTEGRATION INTO MAINEDOT'S TRAFFIC MANAGEMENT SYSTEM	1 EA
FURNISH AND INSTALL 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 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 SIDE OF POLE	4 EA
FURNISH AND INSTALL POLYCARBONATE ONE-WAY 4-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 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
REMOVE AND SALVAGE/DISCARD ALL EXISTING FLASHING BEACON EQUIPMENT	1 LS
FURNISH AND INSTALL NEW SIGNAL CABLE	1 LS
FURNISH AND INSTALL SPAN AND TETHER WIRE	830 LF
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS	9 EA
IMPLEMENT LOCAL SIGNAL PHASINGS AND TIMINGS	1 LS
POWER SERVICE CONNECTION	1 LS

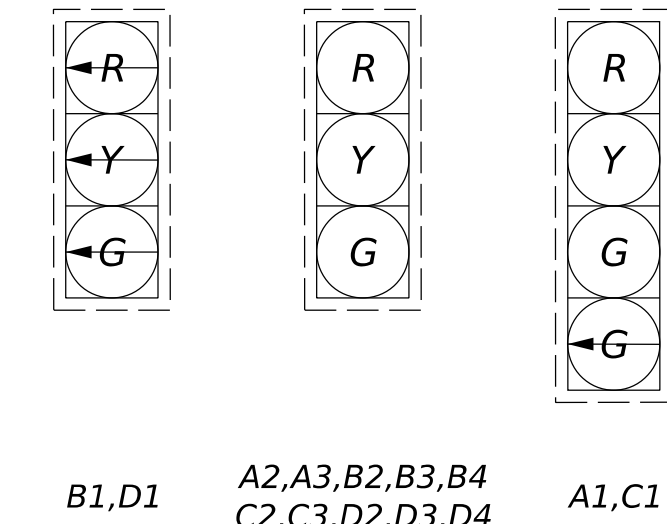
EQUIPMENT AND WORK ITEMS (ITEM XXX.YYZ)	QUANTITY
FURNISH AND INSTALL NON-INVASIVE STOP LINE DETECTION, 4 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE ADVANCE DETECTION, 4 APPROACHES, COMPLETE (ITEM 643.22)	1 LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

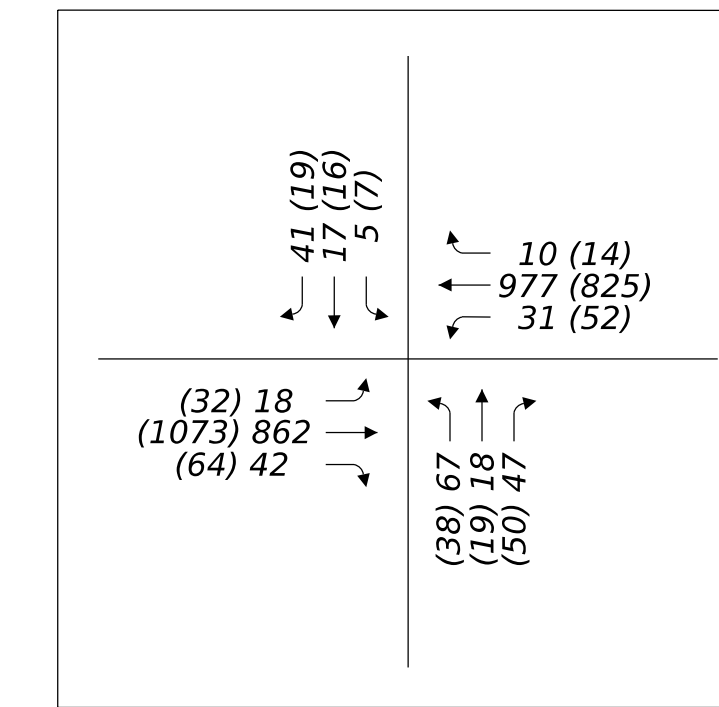
STRUCTURE LIST

STRUCTURE	DESCRIPTION	STA/OFFSET	FOUNDATION
(A-C)	CONTROLLER CABINET	108+62 70' LT	L48"XW36"XH48"
(A-W)	40' - CLASS IV WOODEN POLE	108+68 60' LT	-
(B-W)	40' - CLASS IV WOODEN POLE	108+50 48' RT	-
(C-W)	40' - CLASS IV WOODEN POLE	107+46 62' RT	-
(D-W)	40' - CLASS IV WOODEN POLE	108+00 58' LT	-

PROPOSED INDICATIONS



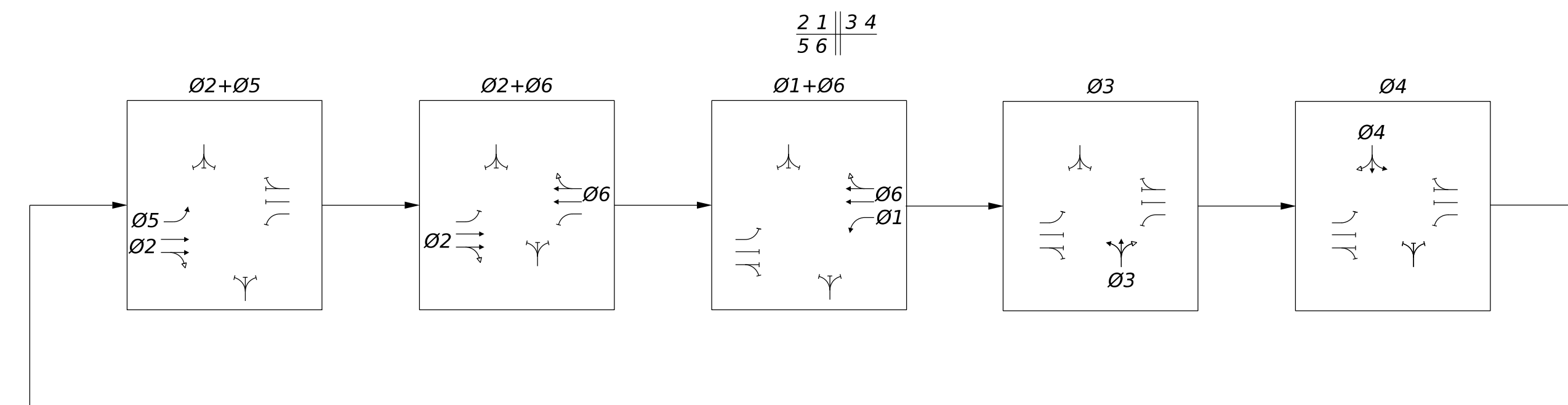
2027 SYSTEM DESIGN HOURLY VOLUMES AM PEAK (PM PEAK)



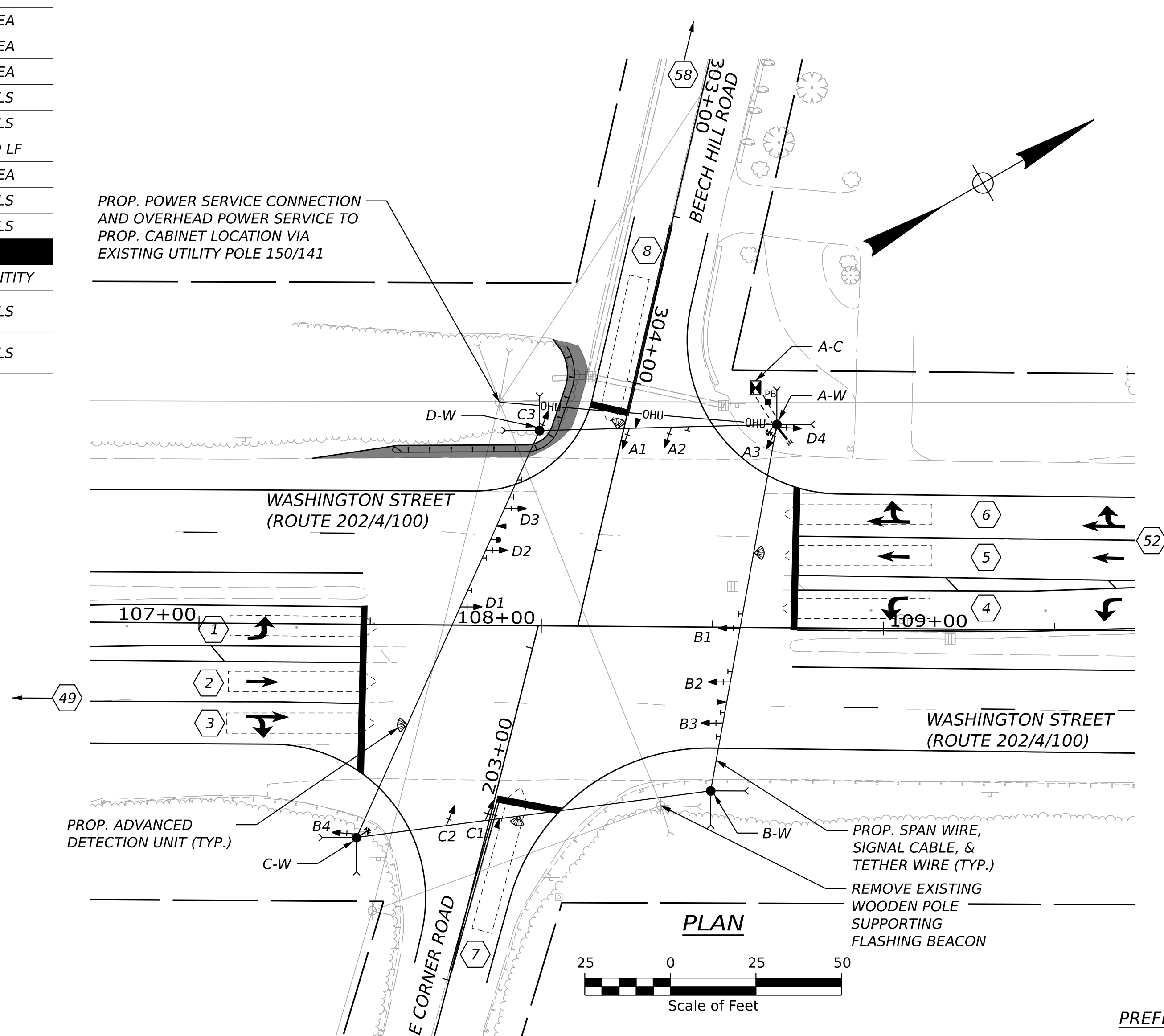
SIGNAL TIMING SCHEDULE

ITEM / PHASE	Ø1	Ø2	Ø3	Ø4	Ø5	Ø6	Ø7	Ø8
MOVEMENT	SB L	NB	WB	EB	NB LT	SB	-	-
MINIMUM INITIAL	5	10	5	5	5	10	-	-
PASSAGE TIME	2	3	2	2	3	2	-	-
MAXIMUM 1	15	45	15	15	15	45	-	-
MAXIMUM 2	15	45	15	15	15	45	-	-
YELLOW	4	4	4	4	4	4	-	-
ALL RED	3	3	3	3	3	3	-	-
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
RECALL	OFF	SOFT	OFF	OFF	OFF	SOFT	-	-
FLASH	R	Y	R	R	R	Y	-	-
DUAL ENTRY	OFF	ON	OFF	OFF	OFF	ON	-	-

PREFERENTIAL PHASE SEQUENCE NEMA RING AND BARRIER



NOTE: PHASES 1 & 5 SHALL BE PROGRAMMED AS INCOMPATIBLE IN THE CMU AND CONTROLLER



DETECTOR SCHEDULE

DETECTOR ZONE PLAN ID	LOCATION	Ø CALLED	Ø EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME (SEC)
1	ROUTE 202/4/100 NB LEFT	Ø5	Ø5	B	-
2	ROUTE 202/4/100 NB THRU	Ø2	Ø2	B	-
3	ROUTE 202/4/100 NB THRU/RIGHT	Ø2	Ø2	B	-
4	ROUTE 202/4/100 SB LEFT	Ø1	Ø1	B	-
5	ROUTE 202/4/100 NB THRU	Ø6	Ø6	B	-
6	ROUTE 202/4/100 WB THRU/RIGHT	Ø6	Ø6	B	-
7	DANVILLE CORNER ROAD NB LEFT/THRU/RIGHT	Ø3	Ø3	B	-
8	BEECH HILL ROAD SB LEFT/THRU/RIGHT	Ø4	Ø4	B	10
49*	ROUTE 202/4/100 EB ADVANCE	Ø2	Ø2	A	-
52*	ROUTE 202/4/100 WB ADVANCE	Ø6	Ø6	A	-
55*	DANVILLE CORNER ROAD NB ADVANCE	Ø3	Ø3	A	-
58*	BEECH HILL ROAD SB ADVANCE	Ø4	Ø4	A	-

\*-SEE ADVANCED DILEMMA ZONE DETAIL (50 MPH FOR ROUTE 202/4/100 AND 35 MPH FOR MINOR APPROACHES)

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
2704000  
WIN  
27040.00  
MULTIMODAL PLANS

DATE: 02/24/2026  
BY: G. STERNMAN, D. CALDWELL  
SIGNATURE: \_\_\_\_\_  
P.E. NUMBER: \_\_\_\_\_  
DATE: \_\_\_\_\_

PROJ. MANAGER: M. LARBERG  
DESIGN-DETAILED: G. STERNMAN  
CHECKED-REVIEWED: D. CALDWELL  
DESIGN-DETAILED: D. CALDWELL  
REVISIONS 1: \_\_\_\_\_  
REVISIONS 2: \_\_\_\_\_  
REVISIONS 3: \_\_\_\_\_  
REVISIONS 4: \_\_\_\_\_  
FIELD CHANGES: \_\_\_\_\_

AUBURN  
ROUTES 202, 4, AND 100  
TRAFFIC SIGNAL PLANS

SHEET NUMBER  
3  
OF 6

**LIST OF MAJOR ITEMS**

EQUIPMENT AND WORK ITEMS (ITEM XXX.YYZ)	QUANTITY
FURNISH AND INSTALL PRECAST CONCRETE/POLYMER JUNCTION BOX (ITEM 626.11)	1 EA
FURNISH AND INSTALL 3" METALLIC CONDUIT (ITEM 626.21)	18 LF
FURNISH AND INSTALL 3" PVC SCH. 80 CONDUIT (ITEM 626.22)	15 LF
FURNISH AND INSTALL GROUND MOUNTED CABINET FOUNDATION (ITEM 626.38)	1 EA
FURNISH AND INSTALL WOOD POLE WITH GUYS AND SPAN WIRE (ITEM 643.97)	4 EA
FURNISH AND INSTALL CONNECTED ROADSIDE UNIT (RSU) (ITEM 654.351)	1 EA

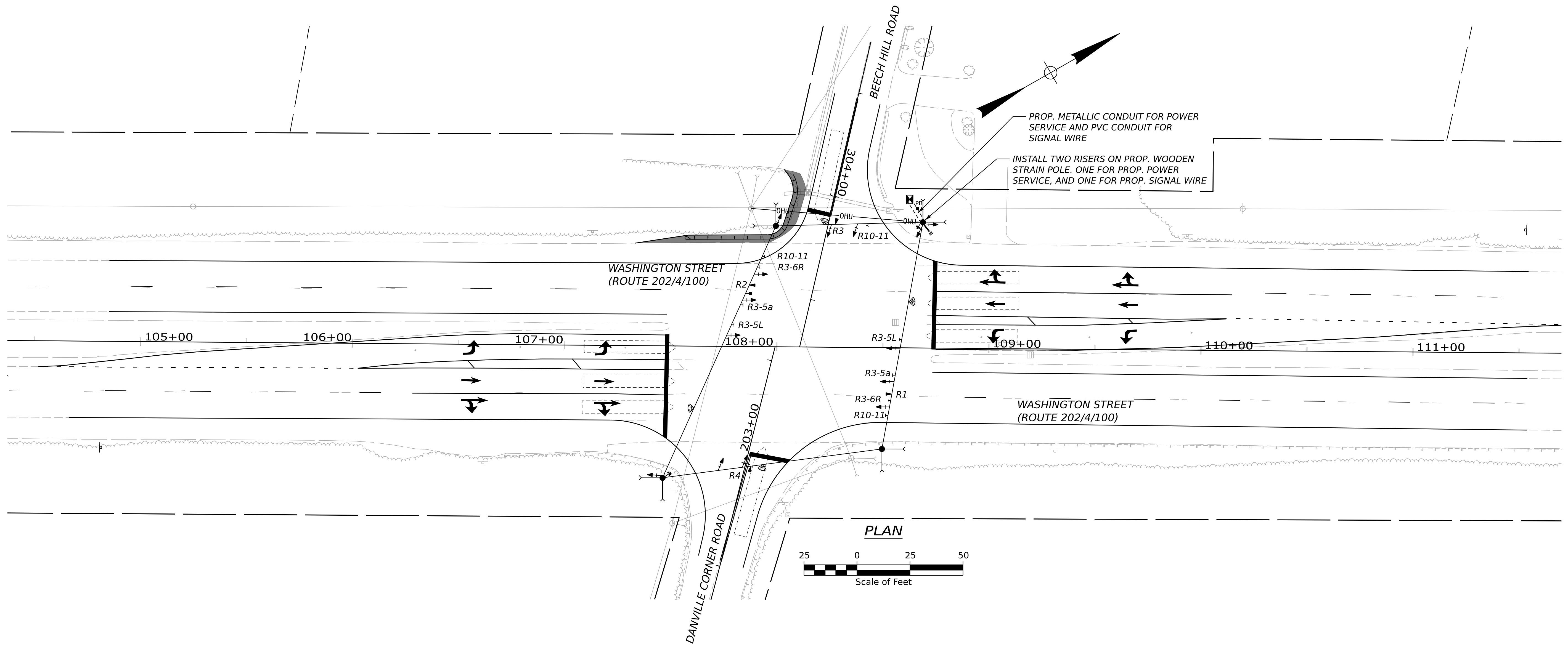
THE LISTED QUANTITIES ARE APPROXIMATE AND ARE PROVIDED FOR INFORMATION ONLY

**EMERGENCY VEHICLE PREEMPTION OPERATION**

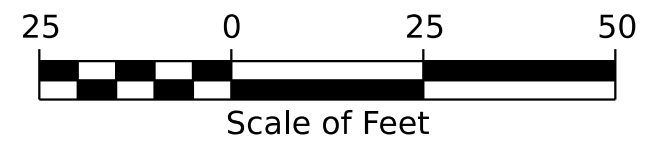
PLAN ID	PREEMPT ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
-	1	RESERVED	
-	2	RESERVED	
R1	3	1	Ø2+Ø5
R2	4	2	Ø1+Ø6
R3	5	3	Ø3
R4	6	4	Ø4

**PREEMPTION NOTES:**

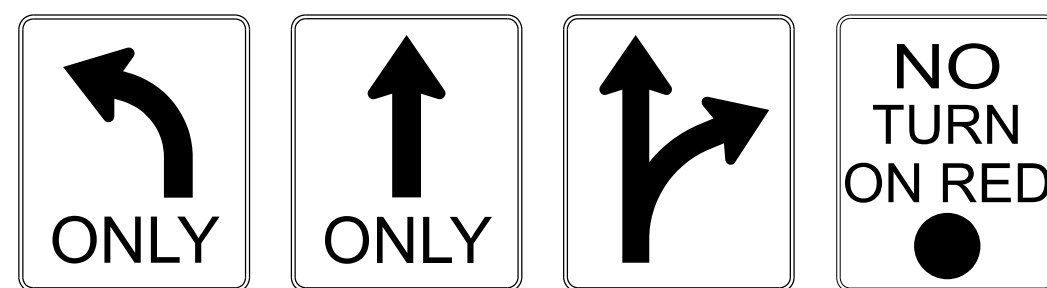
- EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS AND/OR BY A DUAL MODE DSRC/C-V2X ON-BOARD UNIT (OBU) MOUNTED IN EMERGENCY VEHICLES COMMUNICATING WITH THE PROPOSED DUAL MODE DSRC/C-V2X ROAD SIDE UNIT (RSU) AND/OR RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.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



**PLAN**



**PROPOSED SPAN WIRE MOUNTED SIGNS**



R3-5L 30"x36" 2-PROPOSED  
 R3-5a 30"x36" 2-PROPOSED  
 R3-6R 30"x36" 2-PROPOSED  
 R10-11 30"x36" 3-PROPOSED

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 2704000  
 WIN  
 27040.00  
 MULTIMODAL PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. LABERGE	G. STEINMAN	02/24/2026			
DESIGN-DETAILED	D. CALDWELL	02/24/2026			
CHECKED-REVIEWED					
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

**AUBURN**  
**ROUTES 202, 4, AND 100**  
**TRAFFIC SIGNAL PLANS**

**SHEET NUMBER**  
**4**  
**OF 6**

Date: 2/24/2026

Username: gsteinman

**SIGNAGE NOTES:**

1. REMOVE ALL EXISTING STOP SIGNS, STOP AHEAD SIGNS, AND INTERSECTION WARNING SIGNS.
2. THE ADVANCE WARNING SIGN LOCATIONS SHOWN ON THIS PLAN ARE APPROXIMATE. FINAL LOCATIONS TO BE APPROVED BY THE RESIDENT.

**PAVEMENT MARKING NOTES:**

1. ALL PAVEMENT MARKING LINES, ARROWS, AND WORD SYMBOLS SHALL BE PAINT AND SHALL BE FURNISHED AND INSTALLED IN ACCORDANCE WITH MAINE DOT STANDARD SPECIFICATION 627.
2. ALL EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE PROPOSED LAYOUT SHALL BE REMOVED.

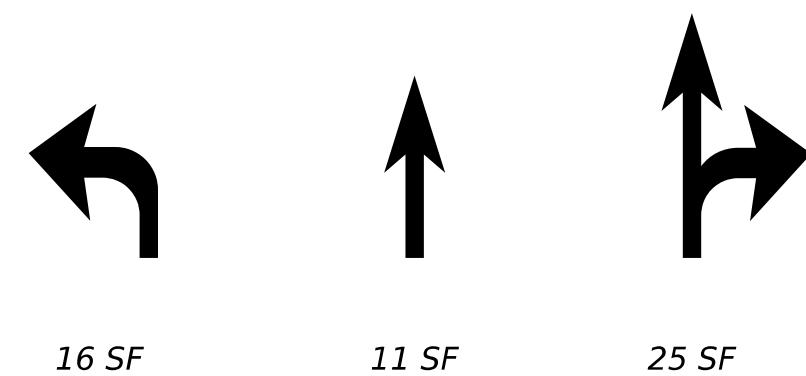
**PAVEMENT MARKING LEGEND**

2SYL	TWO SOLID YELLOW LINES (4")
SYL	SOLID YELLOW LINE (4")
SWL	SOLID WHITE LINE (4")
BWL	BROKEN WHITE LINE (4")
DWL	DOTTED WHITE LINE (4")
WCH	CROSS HATCHING WHITE
SB	STOP BAR (24")

NOTE: SEE TRAFFIC ENGINEERING STRIPING AND STENCILING HANDBOOK FOR FURTHER DETAILS ON PAVEMENT MARKINGS

**LANE MARKING DETAILS**

NOT TO SCALE

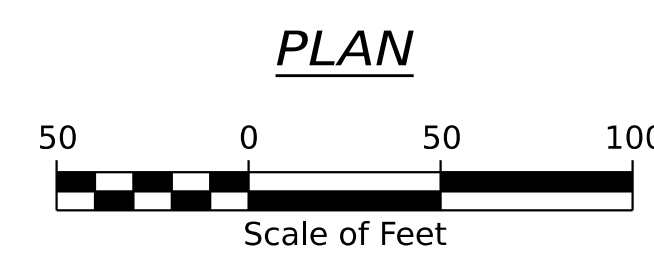
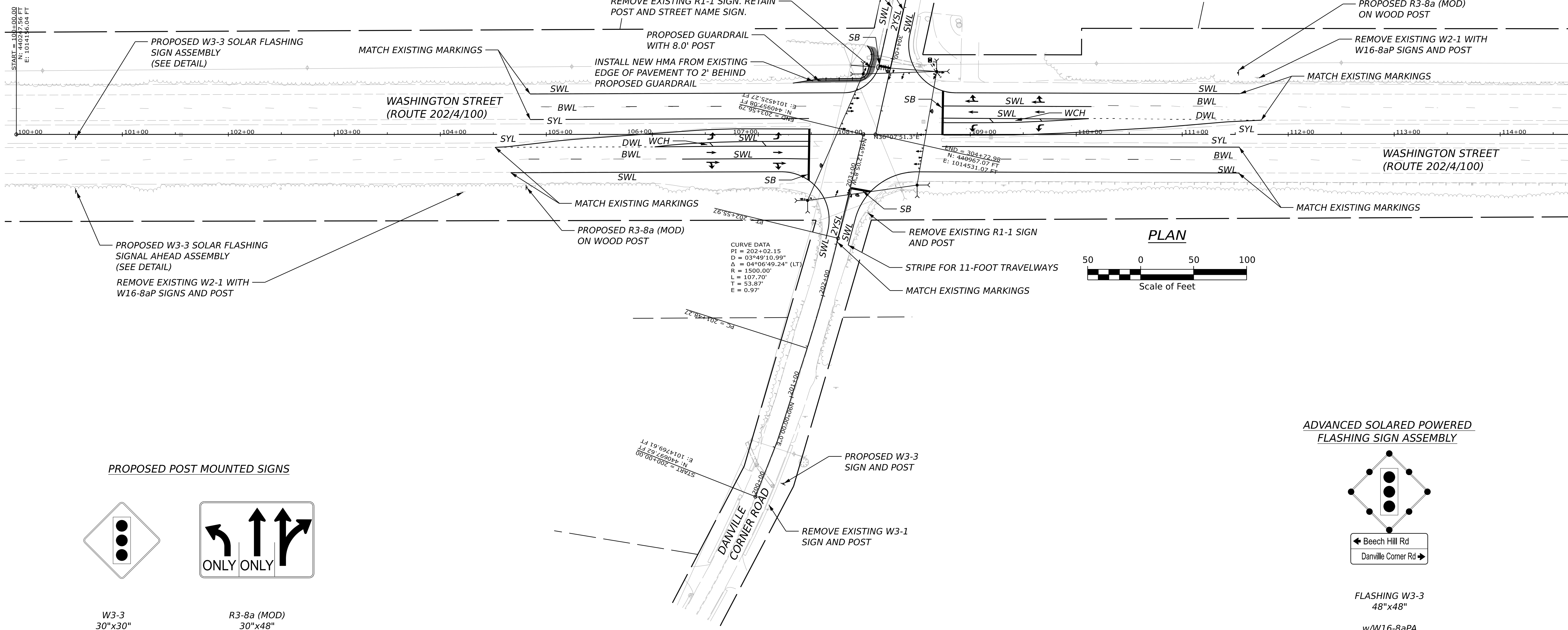


**CONSTRUCTION LEGEND**

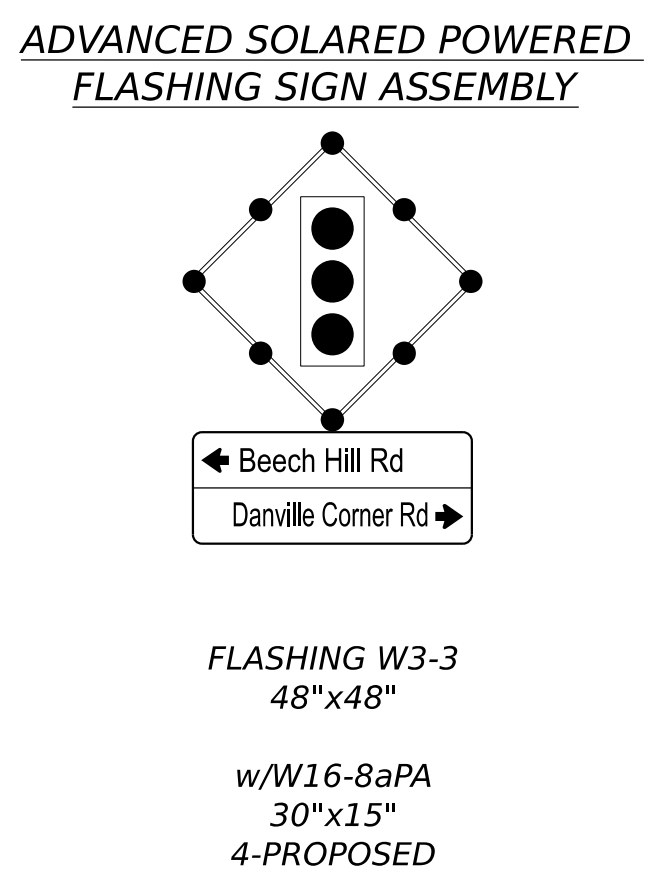
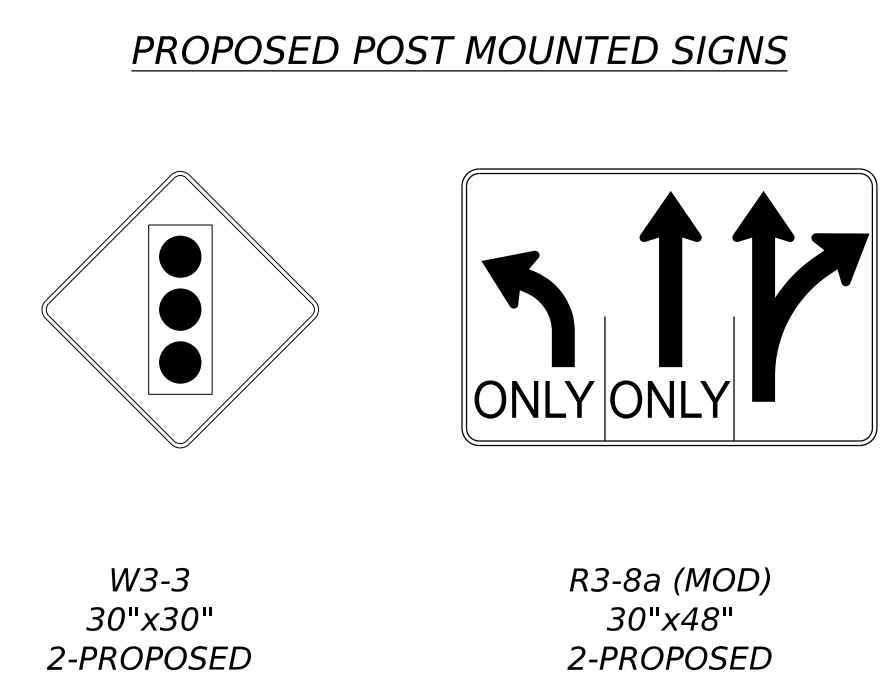
FULL DEPTH CONSTRUCTION  
(6.0" 12.5MM HMA, 24" ASCG TYPE D)

**GUARDRAIL DETAIL**

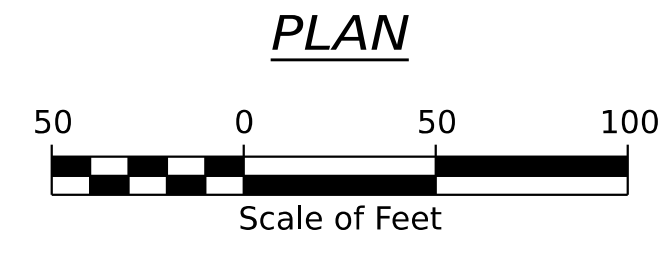
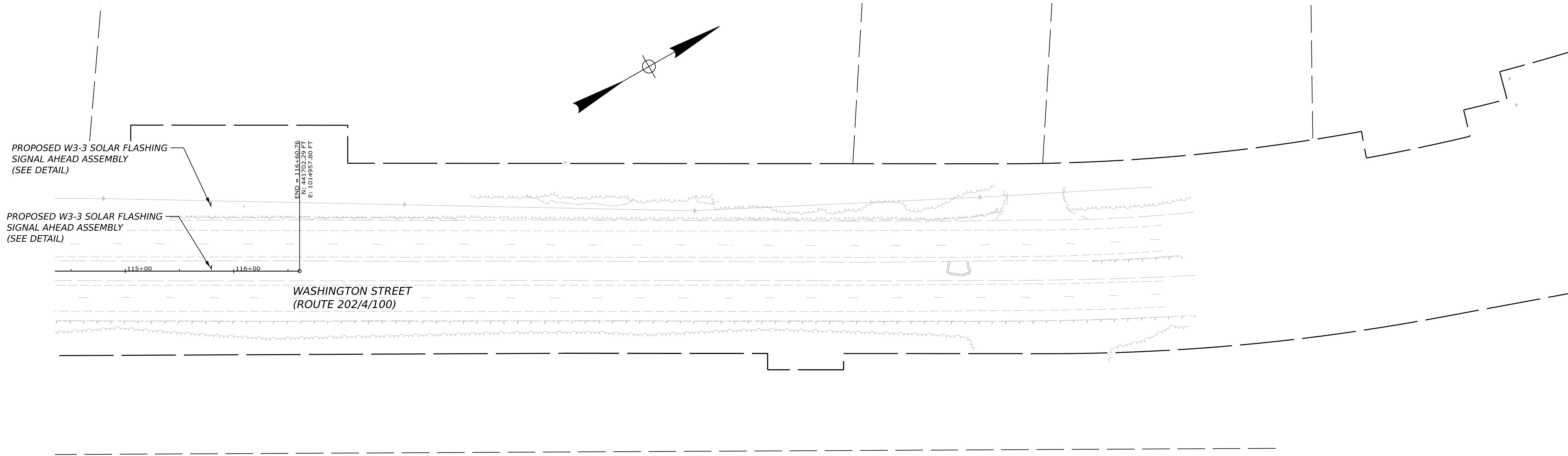
31" W-BM GR. MID-WAY SPLICE - SGL FACED - ITEM# 606.1301			
STATION	TO	STATION	LENGTH
304+05.5 RT		304+18.0	12.5'
31" W-BM GR. MID-WAY SPLICE - TANGENT TERM - ITEM# 606.1306			
STATION	TO	STATION	LENGTH
107+57.6		107+95.1	1 EA.
31" W-BM GR. MID-WAY SPLICE - 15' RADIUS OR LESS - ITEM# 606.1303			
STATION	TO	STATION	LENGTH
303+94.2 RT		304+05.5 RT	12.5'
304+18.0 RT		304+26.8 RT	12.5'



PLAN



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	2704000 WIN 27040.00 HIGHWAY PLANS
AUBURN ROUTES 202, 4, AND 100 GENERAL PLANS	SHEET NUMBER <b>5</b> OF 6



WASHINGTON STREET  
(ROUTE 202/4/100)

END = 116+60.76  
 N: 441702.29 FT  
 E: 1014957.80 FT

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2704000  
WIN  
27040.00  
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
M. LABERGE	G. STERNMAN	02/24/2026			
CHECKED-REVIEWED	D. CALDWELL	02/24/2026			
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

AUBURN  
ROUTES 202, 4, AND 100  
GENERAL PLANS

SHEET NUMBER  
**6**  
OF 6