

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



OXFORD
OXFORD COUNTY
ROUTE 26

WIN: 027044.00
PROJECT LENGTH: 0.11 MILES

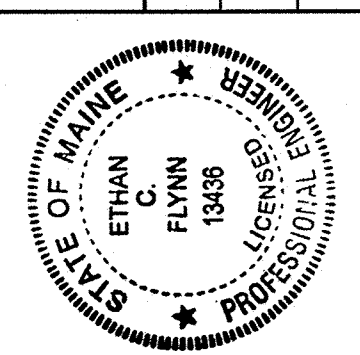
PLAN LEGEND

Town, County, State	—————	Catch Basins	▣ Existing ● Proposed
Property Lines	- - - - -	Manholes	⊙ Existing ⊙ Proposed
R/W Lines-Existing	—————	Proposed Underdrain	—————
R/W Lines-Proposed	—————	Proposed Ditch	—————
Culvert-Existing	—————	Existing Ditch	—————
Culvert Proposed	—————	Utility Poles	⊕ Existing ⊕ Proposed
Curbing	Existing: ——— Proposed: ———	Fire Hydrants	⊕ Existing ⊕ Proposed
Type 1	—————	Existing Water Line	—W—W—
Type 3	—————	Existing San. Sewer	—S—S—
Type 5	—————	Existing San. Sewer Manhole	⊙
Outline of Bodies of Water	—————	Guardrail-Existing	—————
Exposed Bedrock	—————	Guardrail-Proposed	—————
Buildings	—————	Centerline-Existing	—————
Trees	Conifer: * Deciduous: *	Centerline-Proposed	—————
Tree Line	—————	Travelway-Existing	—————
Clearing Limit Line	CLL	Travelway-Proposed	—————
Railroad	—————		
Boring	⊕	Probe	⊕ P-#. #X
Pavement Core	●		#. # = Depth
Test Pit	⊕		X = W (Weathered Rock)
			R (Refusal)
			NR (No Refusal)

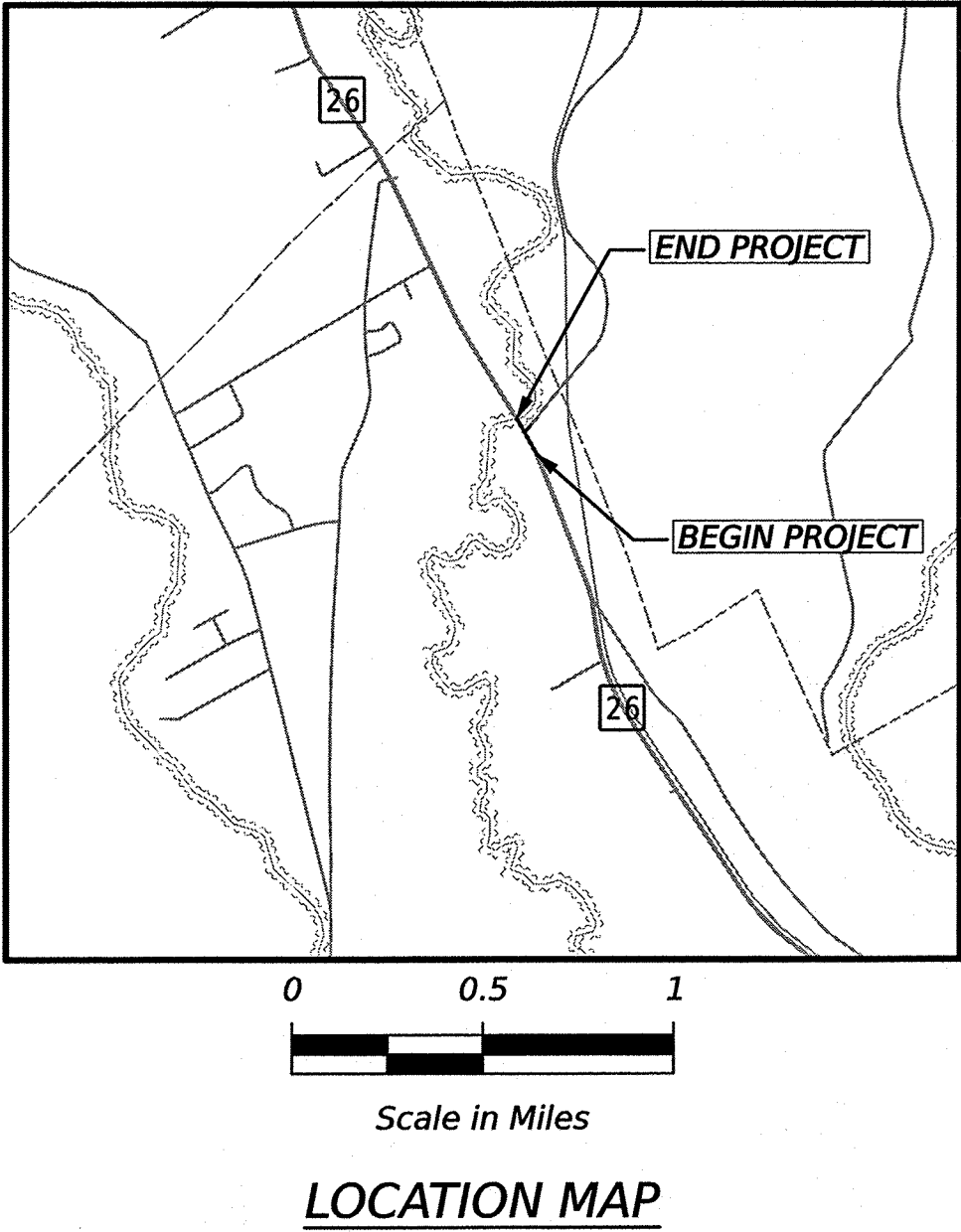
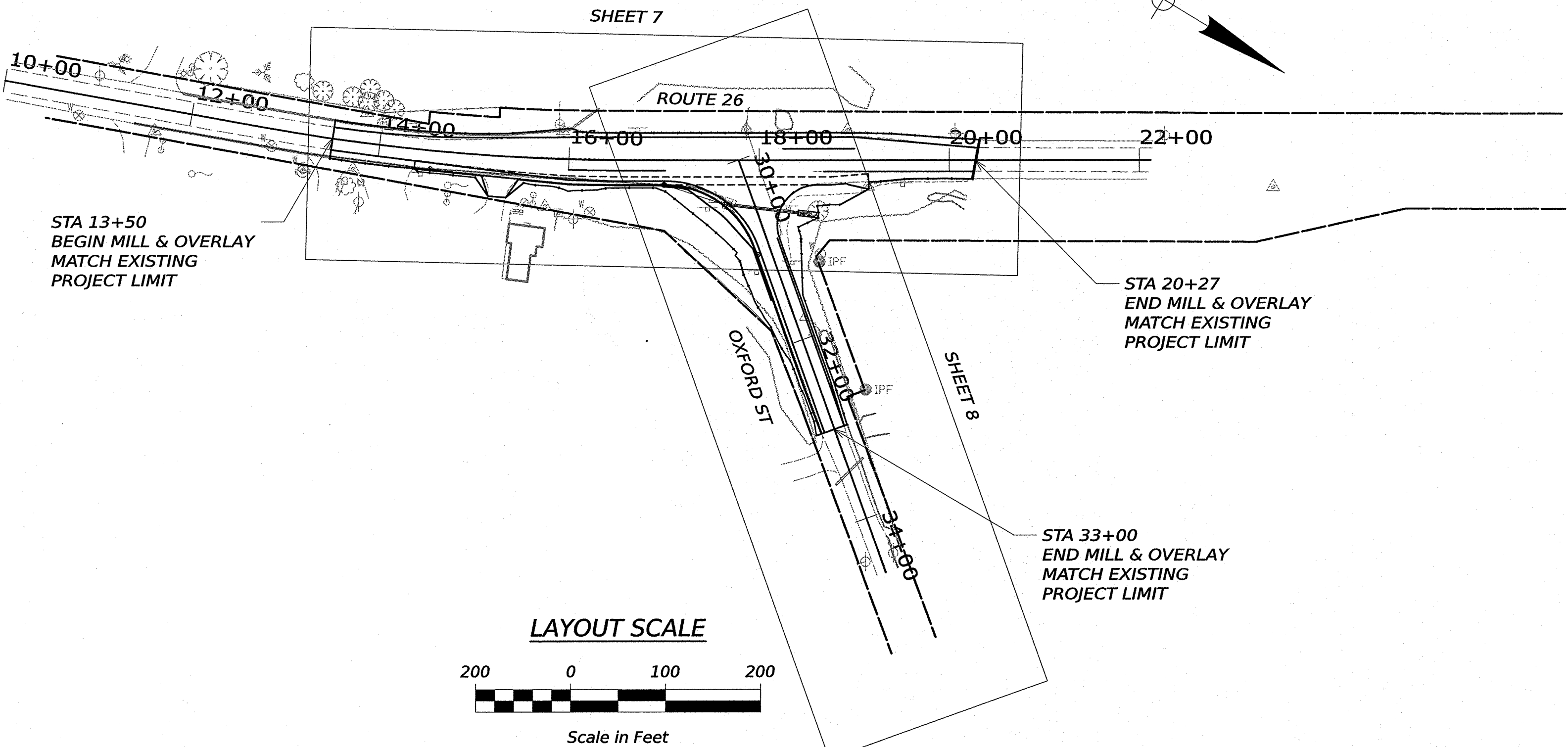
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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		9-25-26
	COMMISSIONER	
	CHIEF ENGINEER	9-24-26



PROJECT INFORMATION	SIGNATURE	P.E. NUMBER	DATE
PROGRAM: Highway	Ethan C. Flynn	13438	6/10/26
PROJECT MANAGER: Aurele Gouneau II			
DESIGNER: Jason Ready			
CONSULTANT: VHB			
PROJECT RESIDENT:			
CONTRACTOR:			
COMPLETION DATE:			

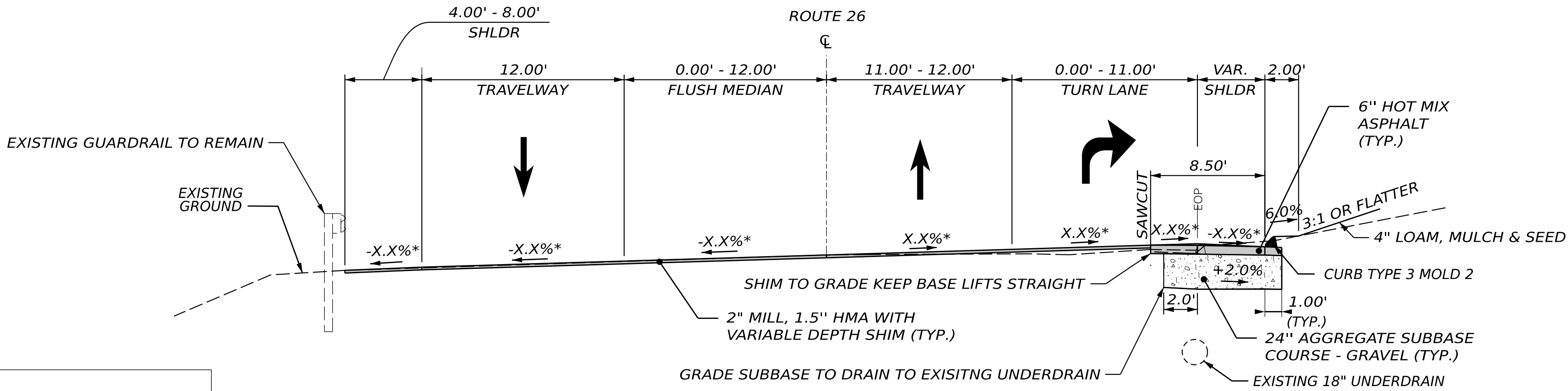


PROJECT LOCATION:	AT THE INTERSECTION OF ROUTE 26 AND OXFORD STREET IN OXFORD, MAINE.
PROGRAM AREA:	MULTIMODAL PROGRAM
SCOPE OF WORK:	NEW TRAFFIC SIGNAL CONTROL SYSTEM WITH MINOR GEOMETRIC MODIFICATIONS AT THE INTERSECTION OF ROUTE 26 AND OXFORD STREET.

WIN 027044.00

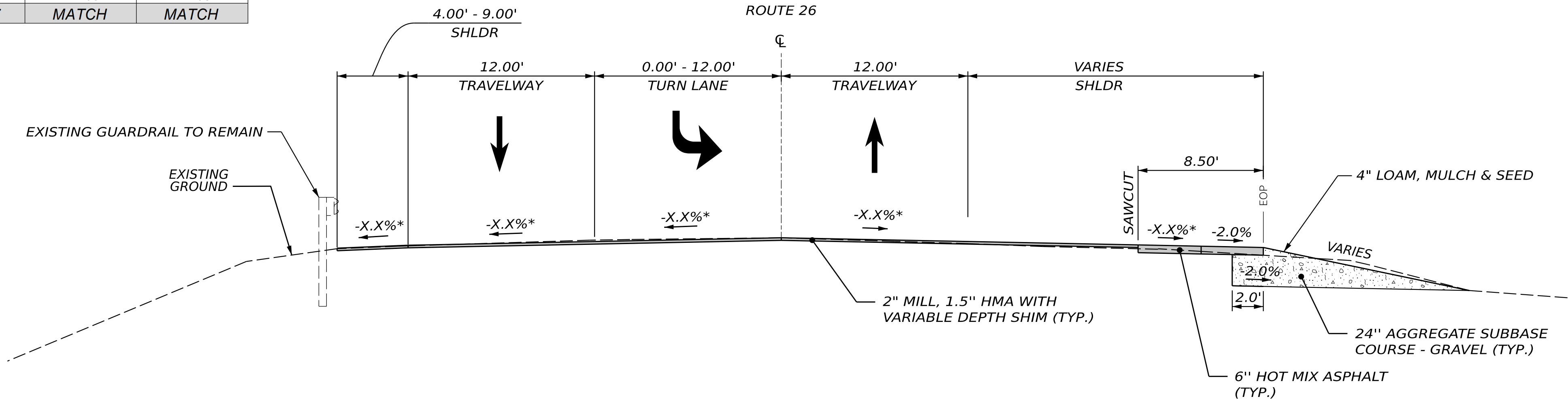
OXFORD ROUTE 26 TITLE SHEET	SHEET NUMBER 1 OF 19
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ROUTE 26				
CROSS SLOPE TABLE				
LEFT SHOULDER	LEFT TRAVELWAY	STATION	RIGHT TRAVELWAY	RIGHT SHOULDER
MATCH	MATCH	13+50.00	MATCH	MATCH
-5.0%	-5.0%	14+00.00	5.0%	-2.0%
↓	↓	14+50.00	↓	↓
↓	↓	15+00.00	5.0%	↓
↓	↓	15+50.00	3.6%	↓
-5.0%	-5.0%	16+00.00	2.2%	↓
-4.0%	-4.0%	16+50.00	0.8%	↓
↓	-3.0%	17+00.00	-0.6%	↓
NORMAL CROWN				
↓	-2.0%	17+50.00	-2.0%	↓
↓	↓	18+00.00	↓	↓
-4.0%	↓	18+50.00	↓	-2.0%
-4.0%	↓	19+00.00	↓	-3.0%
-2.0%	↓	19+50.00	↓	-4.0%
-2.0%	-2.0%	20+00.00	-2.0%	-3.0%
MATCH	MATCH	20+27.47	MATCH	MATCH



<u>MILL & OVERLAY</u>
STATION TO STATION
13+50.00 TO 17+78.00

<u>SHOULDER RECONSTRUCTION</u>
14+38.74 TO 17+00.00 RT



<u>MILL & OVERLAY</u>
STATION TO STATION
17+78.00 TO 20+27.47

<u>RECONSTRUCT SHOULDER</u>
18+58.00 TO 19+15.00 RT



PROJ. MANAGER	DESIGN-DETAILED	BRIAN KEEZER	BY	DATE
CHECKED-REVIEWED	LD	BR	BR	9/15/2026
DESIGN-DETAILED	SR	SR	SR	9/15/2026
DESIGN-DETAILED	SR	SR	SR	
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

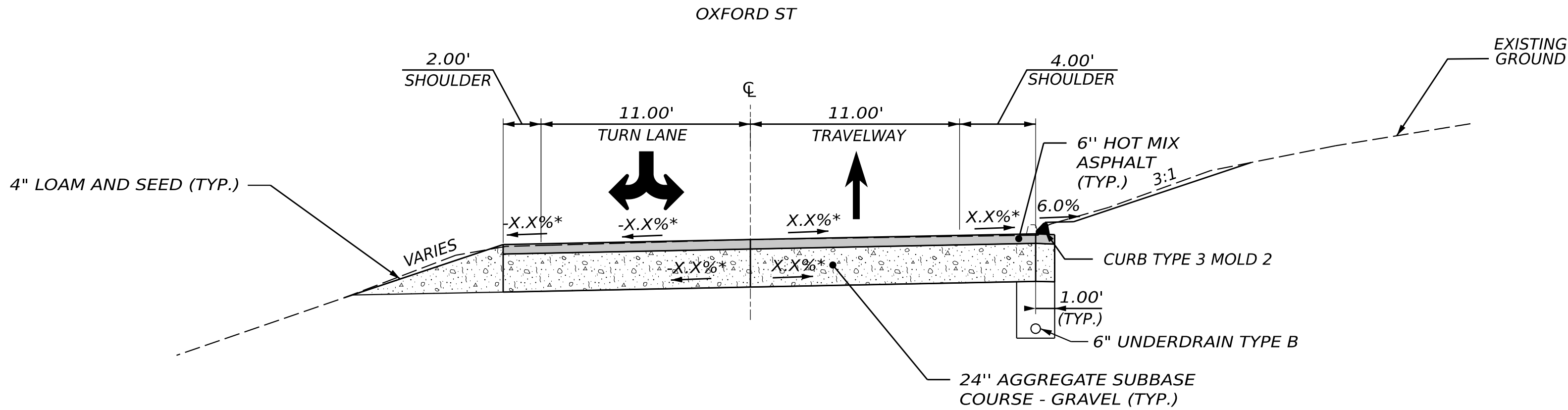
OXFORD

ROUTE 26

TYPICALS

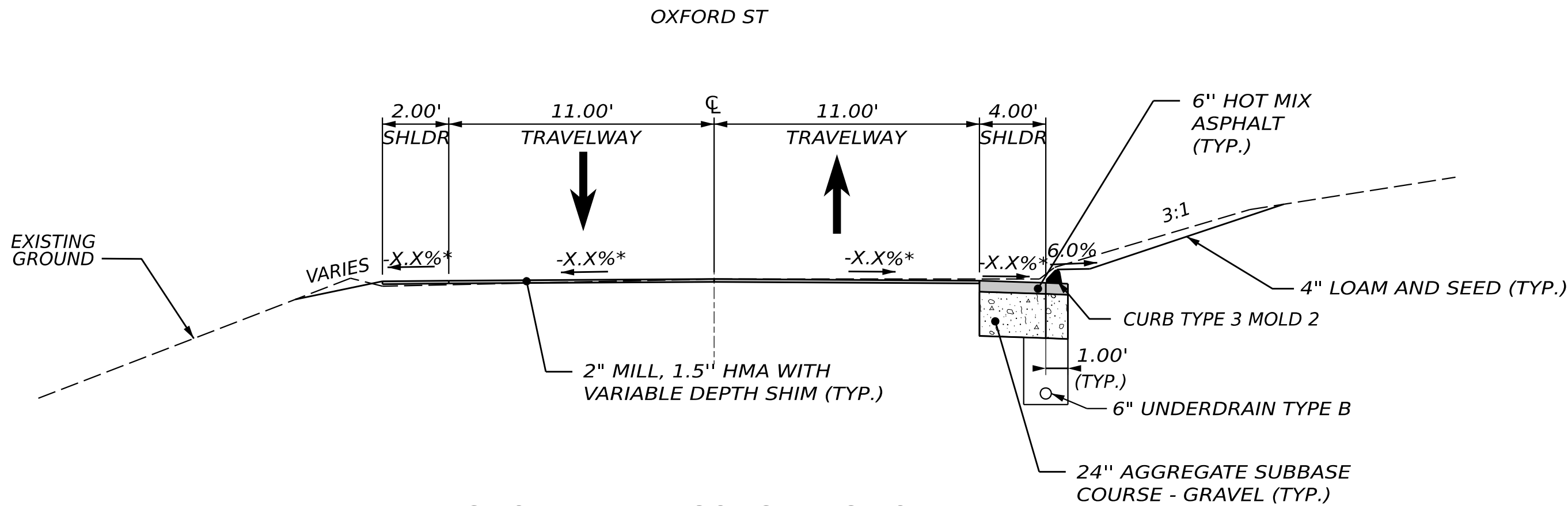
(1 OF 2)

OXFORD ST				
CROSS SLOPE TABLE				
LEFT SHOULDER	LEFT TRAVELWAY	STATION	RIGHT TRAVELWAY	RIGHT SHOULDER
MATCH ROUTE 26		30+27.61	MATCH ROUTE 26	
-4.8%	-4.8%	30+50.00	3.6%	3.6%
-2.0%	-2.0%	31+00.00	2.0%	-2.0%
↓	↓	31+25.00	0.8%	-2.0%
↓	↓	31+50.00	0.5%	-2.0%
↓	↓	32+00.00	-1.0%	-4.0%
-2.0%	-2.0%	32+50.00	-1.0%	-4.0%
MATCH	MATCH	33+00.00	MATCH	MATCH



FULL RECONSTRUCTION

(2) 11' TRAVEL LANES
STATION TO STATION
30+92.68 TO 31+50.00



SHOULDER RECONSTRUCTION

MILL & OVERLAY WITH SHOULDER RECONSTRUCTION
STATION TO STATION
31+50.00 TO 33+00.00



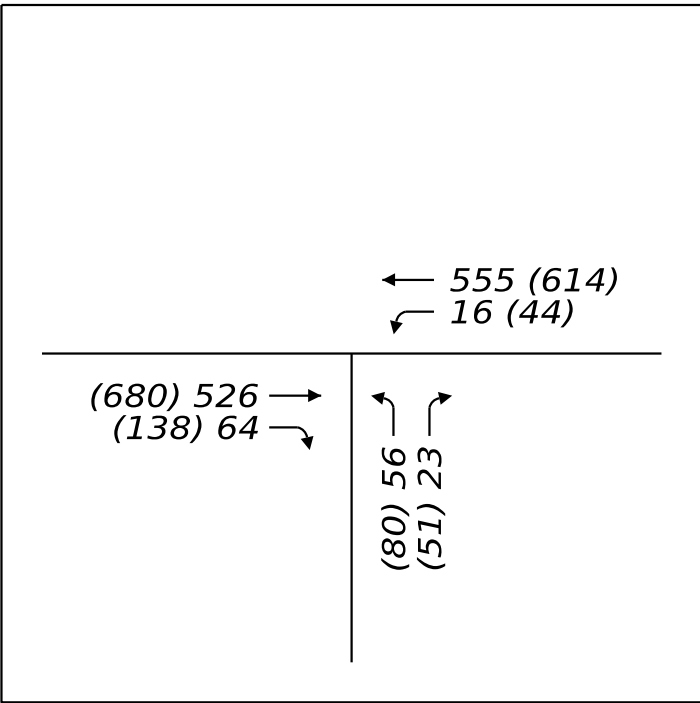
PROJ. MANAGER	BRIAN KEEZER	BY	DATE
DESIGN-DETAILED	JBD	BRT	9/15/2026
CHECKED-REVIEWED	SRP	JR	9/15/2026
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

LIST OF WORK ITEMS

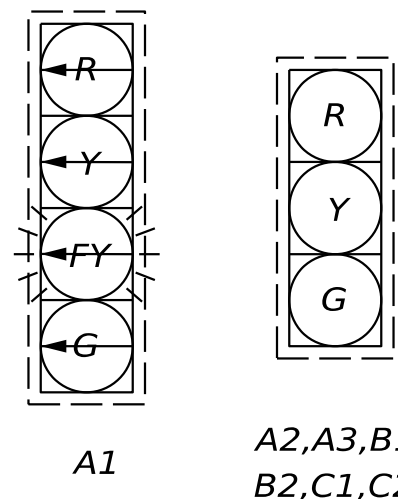
EQUIPMENT AND WORK ITEMS 643.80	QUANTITY
FURNISH AND INSTALL NEW ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT	1
FURNISH AND INSTALL NEW ONE-WAY, 3-SECTION, 12-INCH TRAFFIC SIGNAL HEAD, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACKPLATE WITH 3-INCH RETROREFLECTIVITY MOUNTED ON SPAN WIRE	6
FURNISH AND INSTALL NEW ONE-WAY, 4-SECTION, 12-INCH TRAFFIC SIGNAL HEAD, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACKPLATE WITH 3-INCH RETROREFLECTIVITY MOUNTED ON SPAN WIRE	1
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR WITH SYSTEM CHASSIS	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	3
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS	5
FURNISH AND INSTALL POST AND POST MOUNTED SIGNS	3
FURNISH AND INSTALL NEW WOOD POLE WITH SPAN WIRE, GUYS, AND LUMINAIRE	2
IMPLEMENT LOCAL AND SYSTEM SIGNAL TIMINGS	-

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

SYSTEM DESIGN
VOLUMES AM (PM)



PROPOSED INDICATIONS



NOTE:
ALL INDICATIONS SHALL BE 12" LIGHT EMITTING DIODES (LED'S)
WITH 5" LOUVERED RETROREFLECTIVE BACKPLATES

DETECTOR SCHEDULE

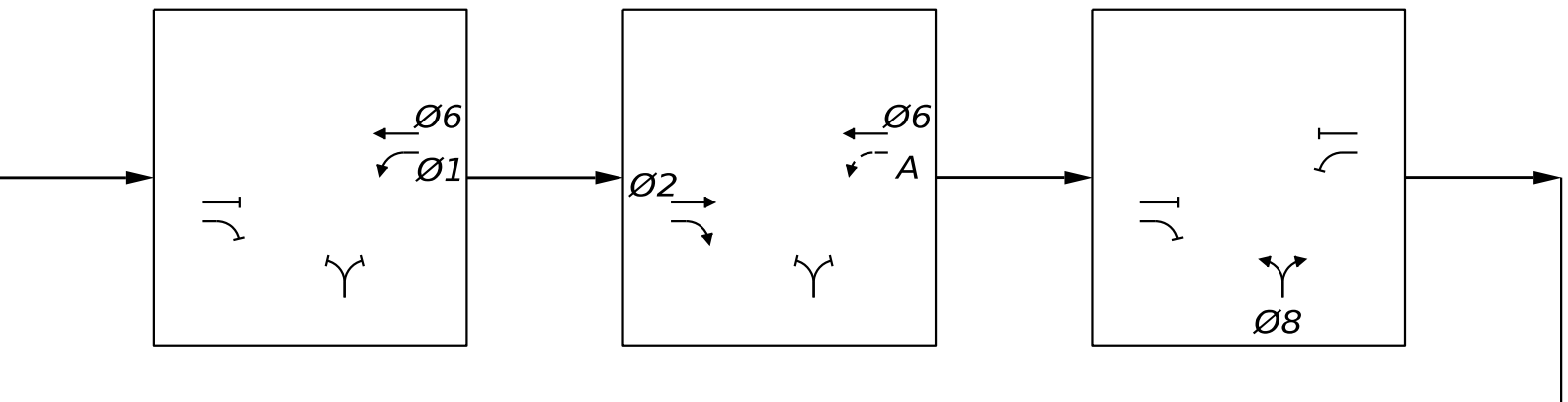
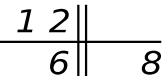
DETECTOR ZONE NO.	LOCATION	Ø CALLED	Ø EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	ROUTE 26 NB THRU	2	2	B	-	-
2	ROUTE 26 NB RIGHT	2	2	B	-	-
3	ROUTE 26 SB LEFT	1	1	B	-	-
4	ROUTE 26 SB THRU	6	6	B	-	-
5	OXFORD ST WB LEFT-RIGHT	8	8	B	-	-
9	ROUTE 26 NB THRU	2	2	A	-	-
3	ROUTE 26 SB THRU	6	6	A	-	-
7	OXFORD ST SB LEFT-RIGHT	8	8	A	-	-

STRUCTURE LIST

STRUCTURE	DESCRIPTION	FOUNDATION
A-C	CONTROLLER CABINET	L48"xW36"xH48"
A-W1	45' CLASS III WOOD POLE	N/A
C-P1	10' PEDESTAL POLE	24" DIAMETER
D-W1	45' CLASS III WOOD POLE	N/A

PROPOSED PHASE SEQUENCE

NEMA RING AND BARRIER DIAGRAM



OVERLAP PHASING:
OVL A = 1+2

PHASING NOTES:
1. OVERLAP A SHALL BE PROGRAMMED FOR FLASHING YELLOW ARROWS

SIGNAL TIMING SCHEDULE

ITEM / PHASE	Ø 1	Ø 2	Ø 3	Ø 4	Ø 5	Ø 6	Ø 7	Ø 8
MOVEMENT	SBL	NBT	-	-	-	SBT	-	WB
MINIMUM INITIAL	5	5	-	-	-	5	-	5
PASSAGE TIME	3.0	3.0	-	-	-	3.0	-	3.0
MAXIMUM 1	5	50	-	-	-	50	-	15
MAXIMUM 2	-	-	-	-	-	-	-	-
YELLOW	4.0	4.0	-	-	-	4.0	-	4.0
ALL RED	2.0	2.0	-	-	-	2.0	-	2.0
PED WALK	-	-	-	-	-	-	-	-
PED CLEAR	-	-	-	-	-	-	-	-
DYN MAX LIMIT	10	60	-	-	-	60	-	25
DYN MAX STEP	5	10	-	-	-	10	-	10
RECALL	O	S	-	-	-	S	-	O
DETECTOR	NL	NL	-	-	-	NL	-	NL
PRE-EMPT PRIORITY	4/8	3/7	-	-	-	4/8	-	5/9
FLASH	R	Y	-	-	-	Y	-	R
DUAL ENTRY	OFF	ON	-	-	-	ON	-	OFF

NOTES: S = SOFT RECALL Y = YELLOW
O = RECALL OFF R = RED
NL = NON-LOCKING DETECTOR

PLAN



PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DATE
BRIAN KEEZER	JBD	SRP	9/15/2026

OXFORD
ROUTE 26
SIGNAL PLAN
(1 OF 2)

SHEET NUMBER

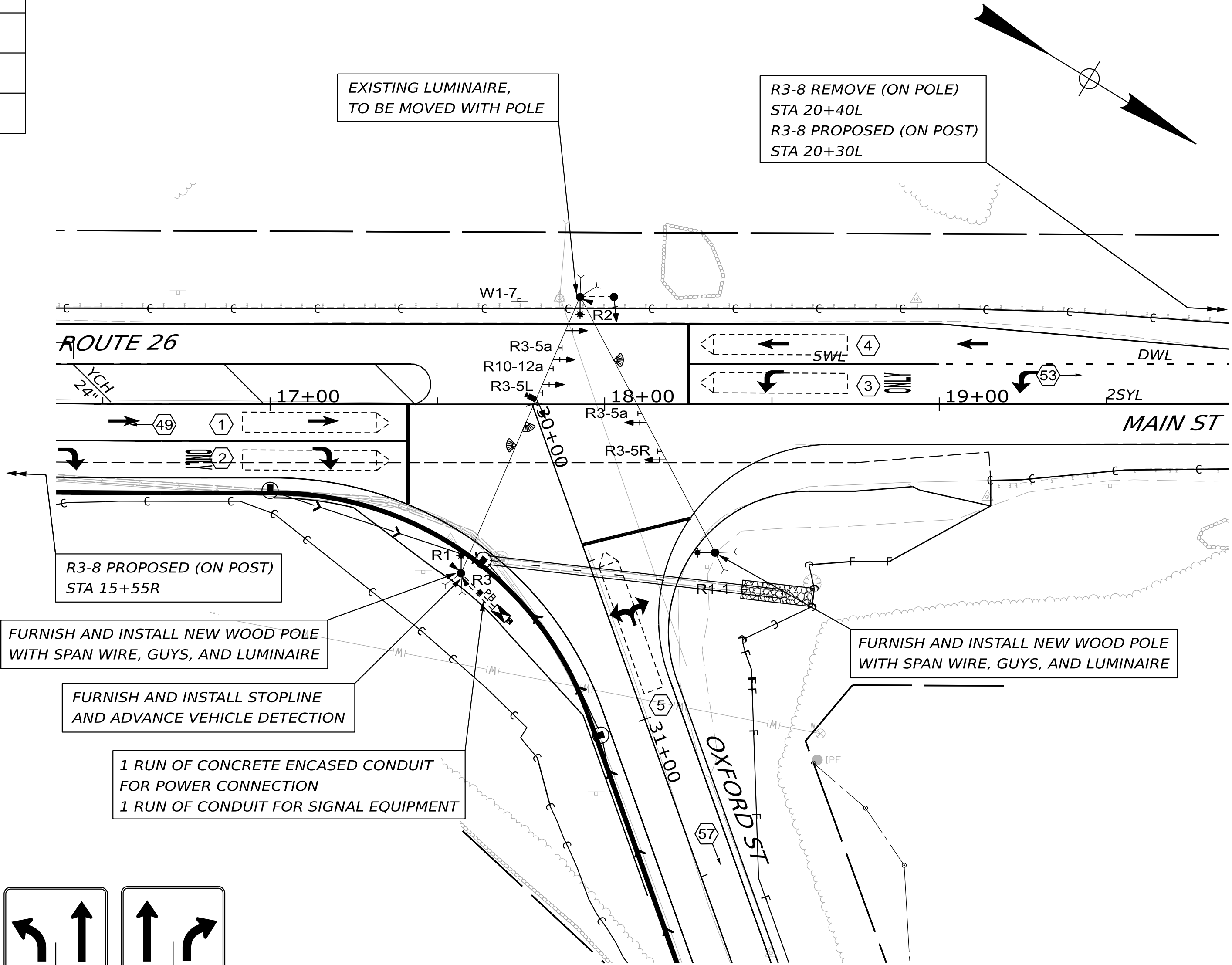
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OF 19

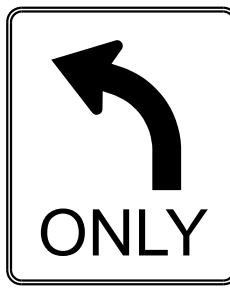
LIST OF WORK ITEMS

EQUIPMENT AND WORK ITEMS XXX.YYZ	QUANTITY
FURNISH AND INSTALL (3-INCH) NON-METALLIC CONDUIT (ITEM 626.22)	27 LF
FURNISH AND INSTALL NON-METALLIC CONDUIT, CONCRETE ENCASED (ITEM 626.221)	17 LF
FURNISH AND INSTALL CONTROLLER CABINET AND FOUNDATION (ITEM 626.35)	1 EA
FURNISH AND INSTALL 24-INCH DIAMETER FOUNDATION (ITEM 626.421)	7 LF
FURNISH AND INSTALL NON-INVASIVE DETECTION STOP LINE: 3 APPROACHES, COMPLETE (ITEM 643.21)	1 LS
FURNISH AND INSTALL NON-INVASIVE DETECTION ADVANCE: 3 APPROACHES, COMPLETE (ITEM 643.22)	1 LS
FURNISH AND INSTALL 10-FOOT PEDESTAL POLE (ITEM 643.92)	1 EA
FURNISH AND INSTALL DUAL MODE DSRC/C-V2X (ITEM 654.351)	1 EA

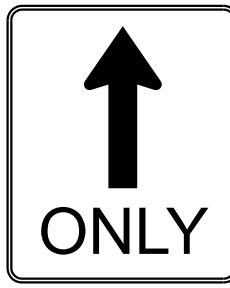
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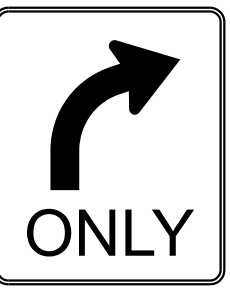
PROPOSED SIGNS



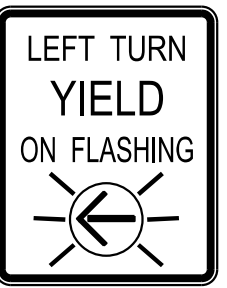
R3-5L
30"x36"
1-PROPOSED



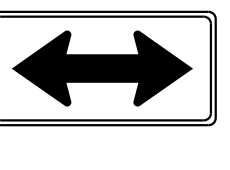
R3-5a
30"x36"
2-PROPOSED



R3-5R
30"x36"
1-PROPOSED



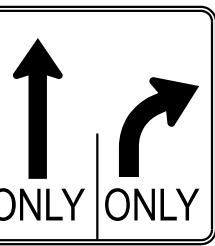
R10-12a
30"x36"
1-PROPOSED



W1-7
36"x18"
1-PROPOSED



R3-8
30"x36"
1-PROPOSED



R3-8
30"x36"
1-PROPOSED

EXISTING POST MOUNTED SIGNS



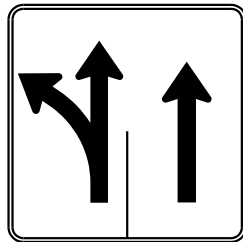
R1-1
1 - REMOVE



1 - RETAIN



1 - RETAIN



R3-8
1 - REMOVE

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	TSP ASSIGNMENT	RECEIVER PRIORITY	ACTIVE PHASE
	1		NOT USED/RESERVED	
	2		NOT USED/RESERVED	
R1	3	7	1	Ø2 (NB)
R2	4	8	2	Ø1&Ø6 (SB)
R3	5	9	3	Ø8 (WB)
R4	6		NOT USED/RESERVED	

- PRE-EMPTION NOTES:
- EMERGENCY VEHICLE PRE-EMPTION 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.
 - PRE-EMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 10 = LOWEST)
 - IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR AND/OR RSU , THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (4.0 SECONDS YELLOW AND 2.0 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.
 - OVERLAPS SHALL NOT BE ACTIVATED DURING EMERGENCY PREEMPTION CALLS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

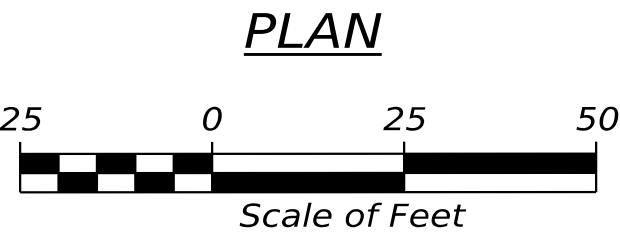
WIN
027044.00
HIGHWAY PLANS

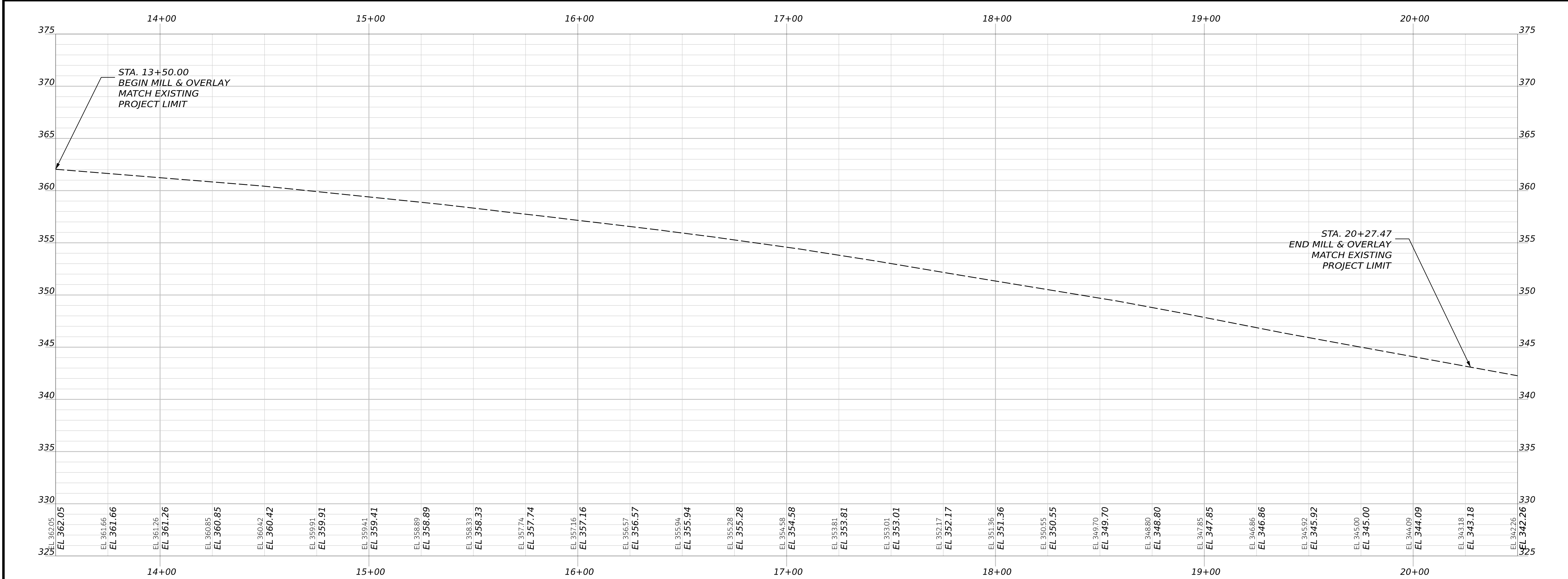
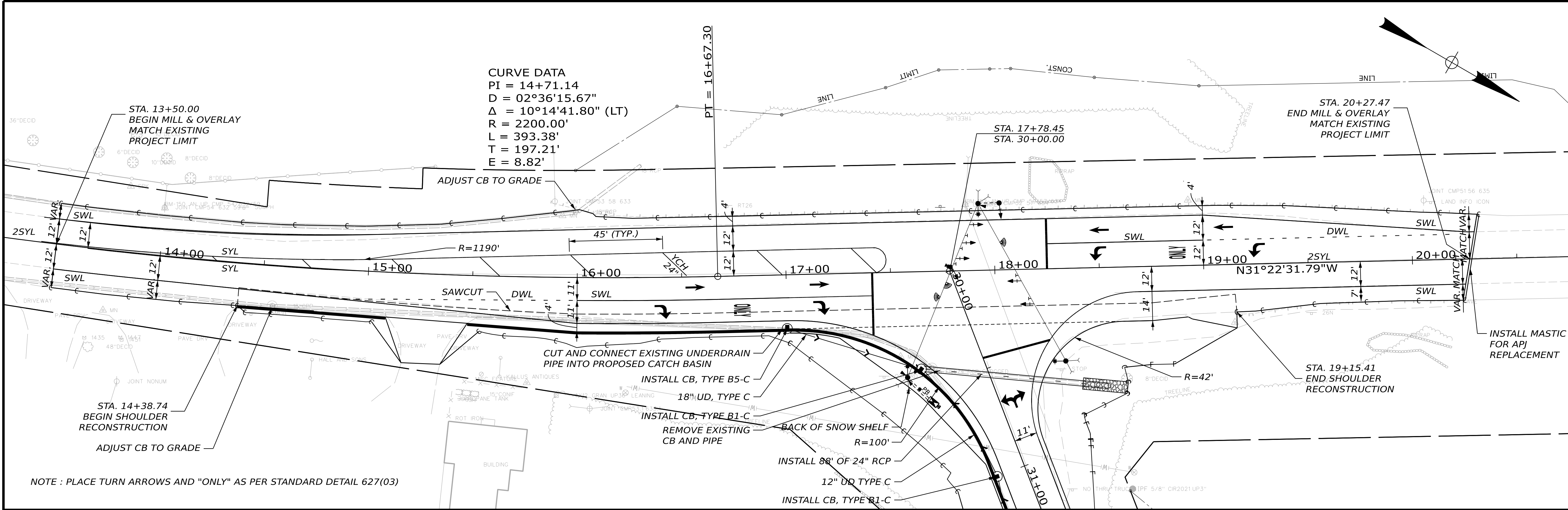


PROJ. MANAGER	BRIAN KEEZER	BY	DATE
DESIGN-DETAILED	JBD	BRT	9/15/2026
CHECKED-REVIEWED	SRP	JR	9/15/2026
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OXFORD
ROUTE 26
SIGNAL PLAN
(2 OF 2)

SHEET NUMBER
6
OF 19





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

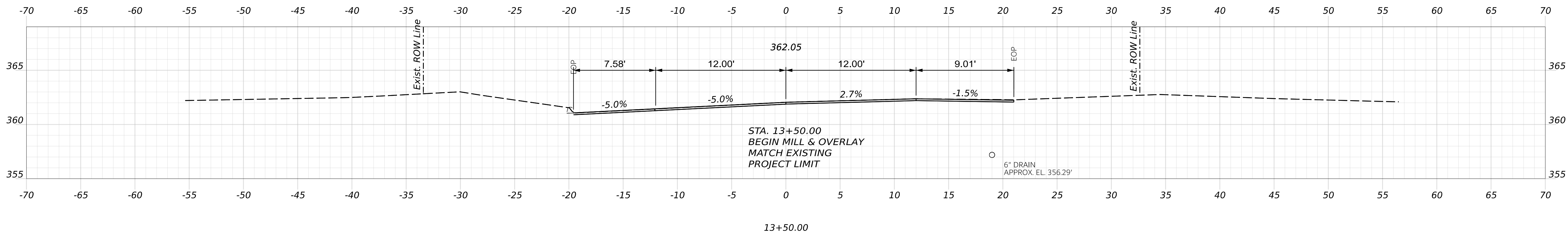
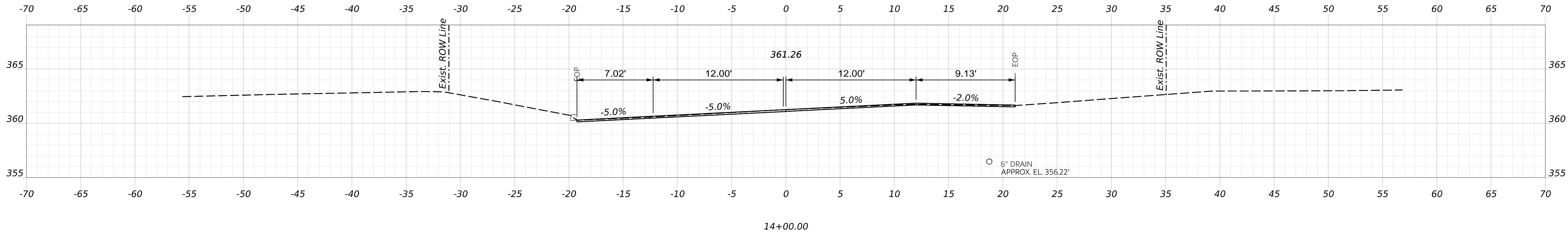
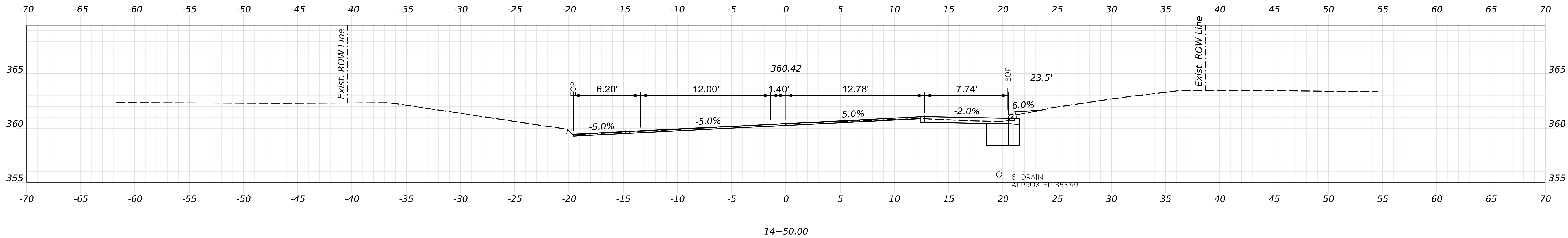
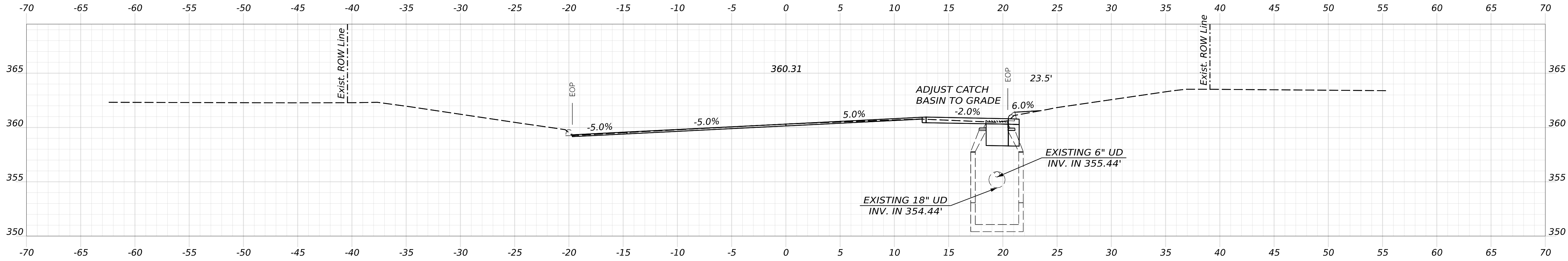
WIN
027044.00
HIGHWAY PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED	DESIGN-DETAILED
BRIAN KEEZER	BR	BR	BR	BR	BR	BR	BR	BR	BR
DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE	DATE
9/15/2026	9/15/2026	9/15/2026	9/15/2026	9/15/2026	9/15/2026	9/15/2026	9/15/2026	9/15/2026	9/15/2026
REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	REVISIONS 5	REVISIONS 6	REVISIONS 7	REVISIONS 8	REVISIONS 9	REVISIONS 10
FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES	FIELD CHANGES

OXFORD
ROUTE 26

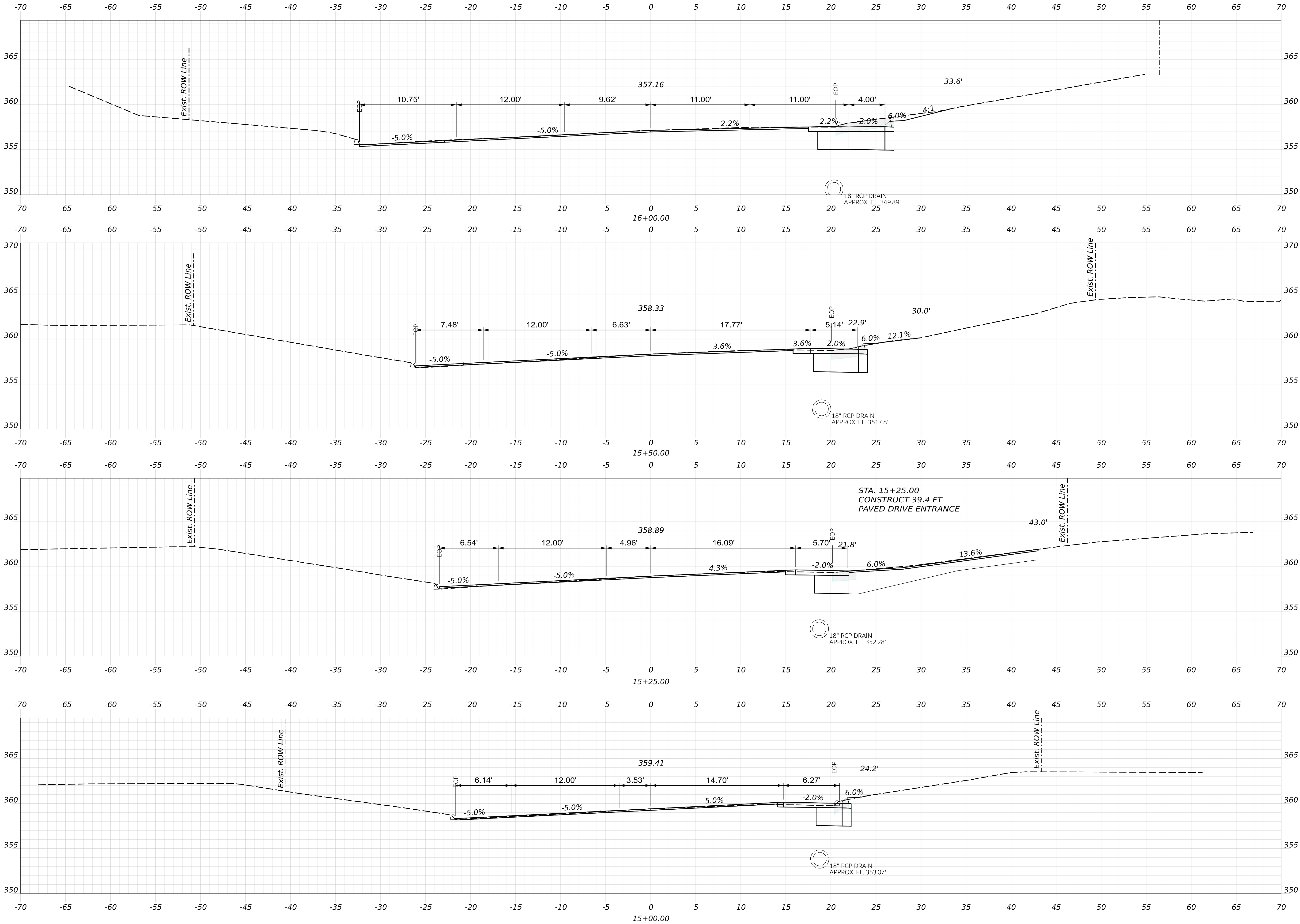
PLAN
(1 OF 2)

SHEET NUMBER
7
OF 19



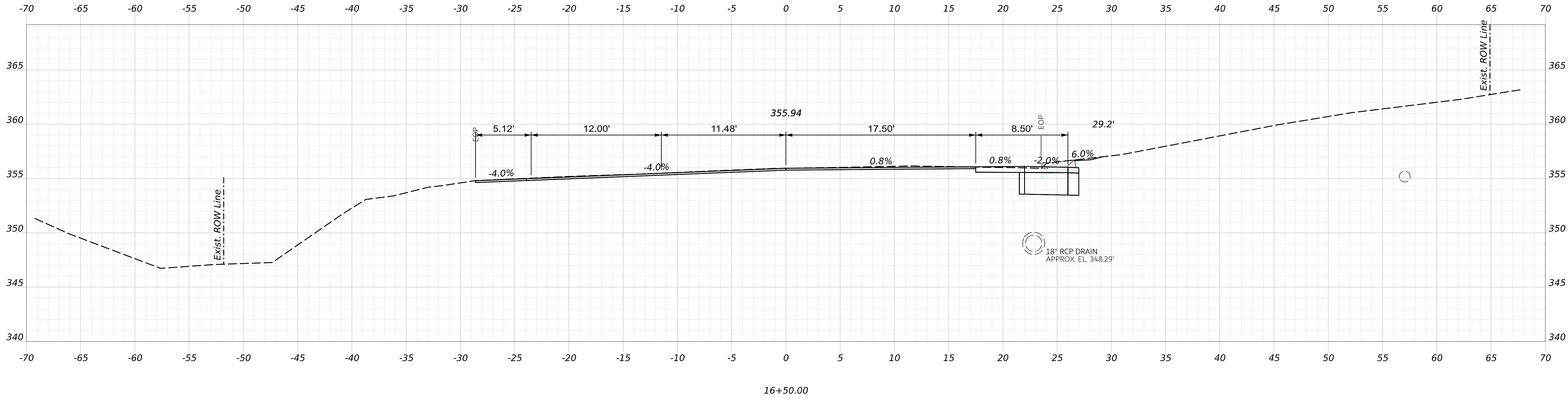
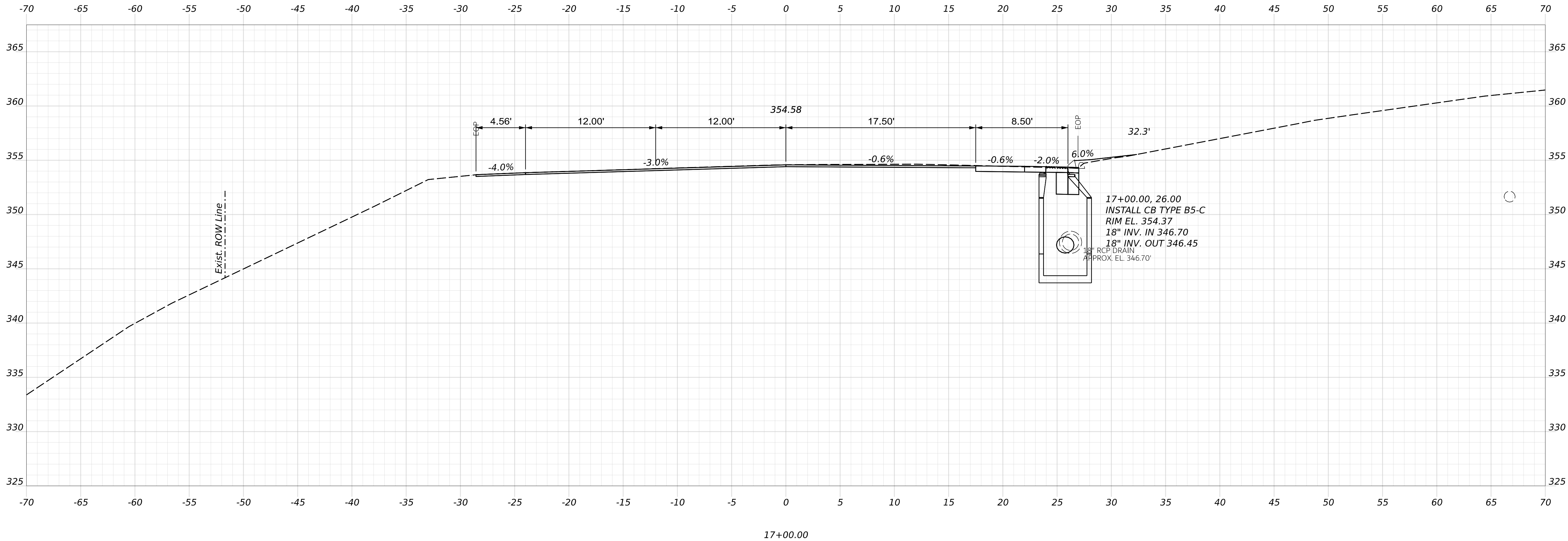
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BRIAN KEEZER	JBD	JRT	9/15/2026
	SRP	JR	9/15/2026

OXFORD
ROUTE 26
CROSS SECTIONS
(1 OF 6)



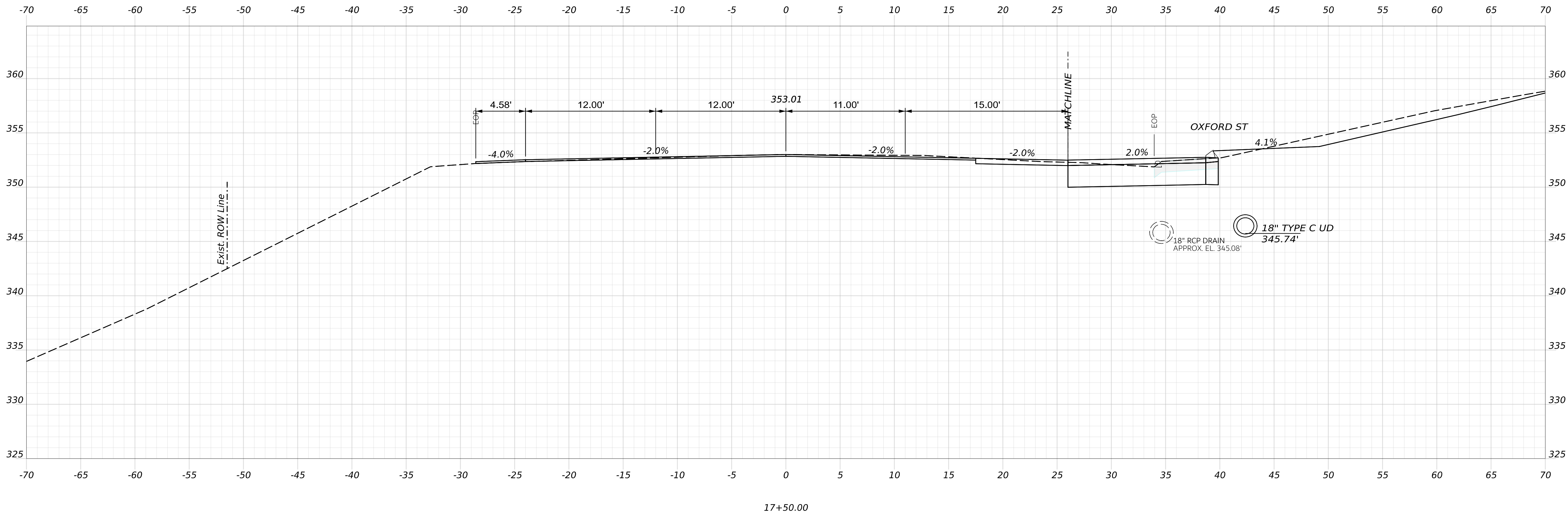
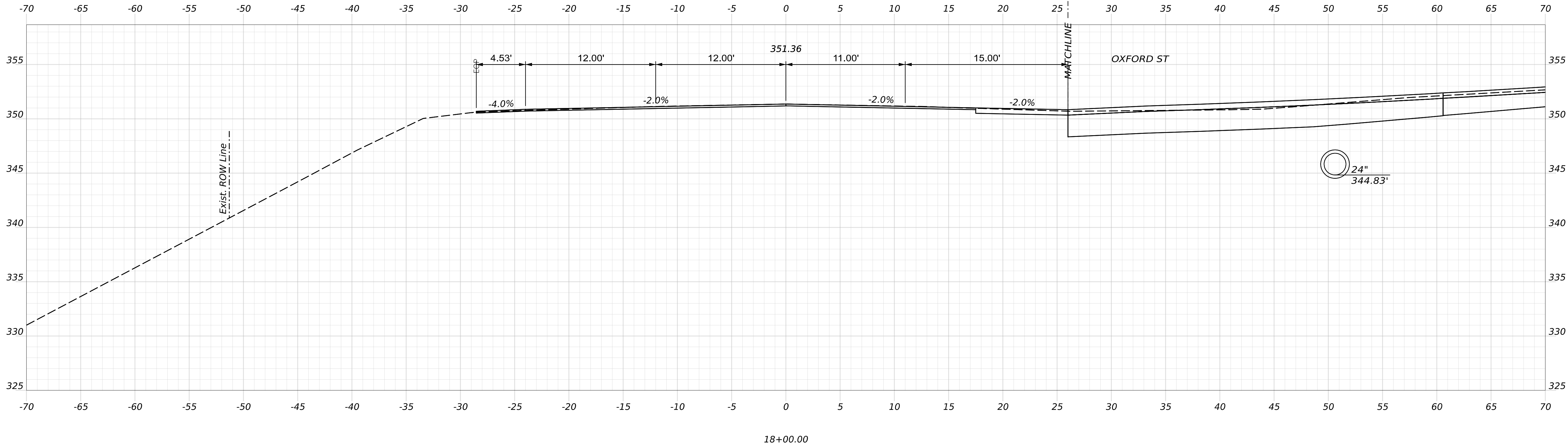
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DESIGN-DETAILED2			
DESIGN-DETAILED3			
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REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OXFORD
ROUTE 26
CROSS SECTIONS
(2 OF 6)



v h b	
PROJ. MANAGER	BRIAN KEEZER
DESIGN-DETAILED	JBD
CHECKED-REVIEWED	SRP
DESIGN-DETAILED2	
DESIGN-DETAILED3	
REVISIONS 1	
REVISIONS 2	
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REVISIONS 4	
FIELD CHANGES	

OXFORD
ROUTE 26
CROSS SECTIONS
(3 OF 6)



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN 027044.00
HIGHWAY PLANS

PROJ. MANAGER	BRIAN KEEZER	BY	DATE
DESIGN-DETAILED	JBD	BRT	9/15/2026
CHECKED-REVIEWED	SRP	JR	9/15/2026
DESIGN-DETAILED2			
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FIELD CHANGES			

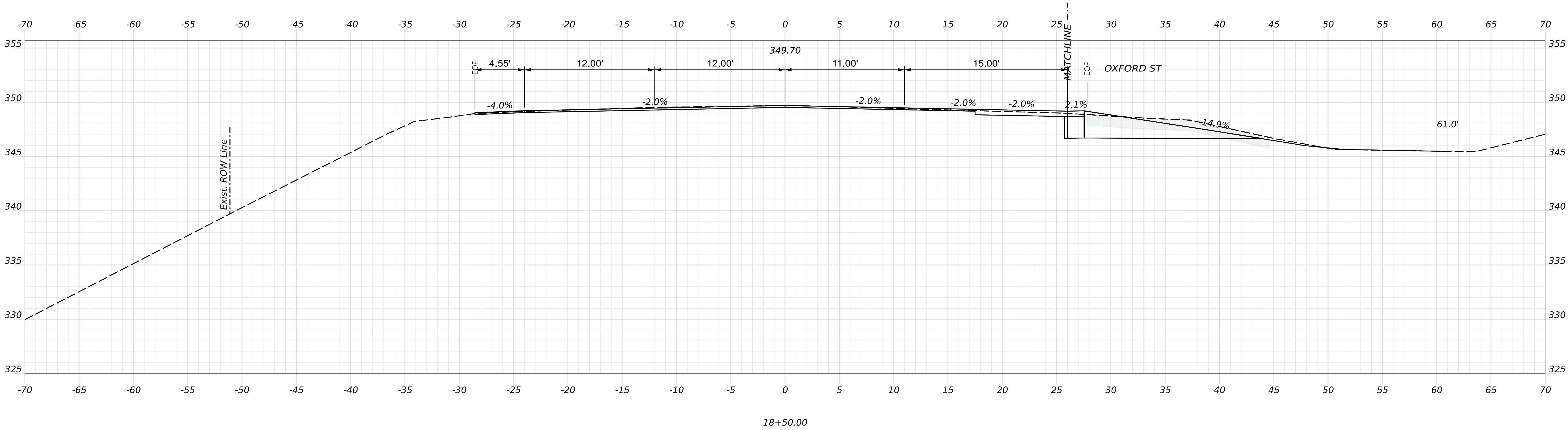
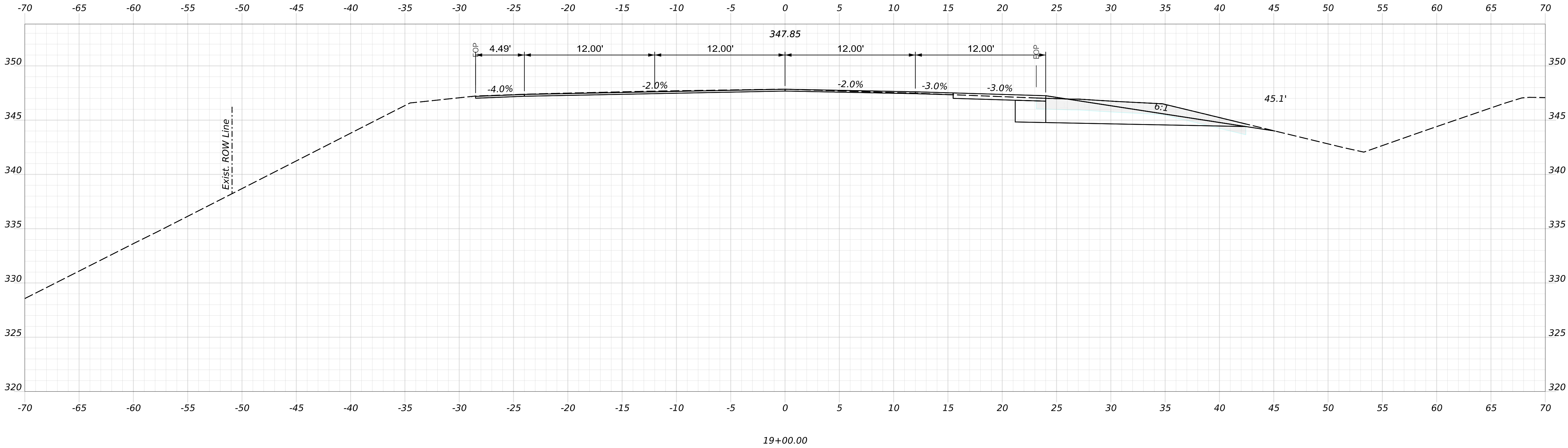
OXFORD
ROUTE 26

CROSS SECTIONS
(4 OF 6)

SHEET NUMBER

12

OF 19



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

CAPITAL PROJECTS

WIN
027044.00
HIGHWAY PLANS

PROJ. MANAGER	BRIAN KEEZER	BY	DATE
DESIGN-DETAILED	JBD	BRT	9/15/2026
CHECKED-REVIEWED	SRP	JR	9/15/2026
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DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

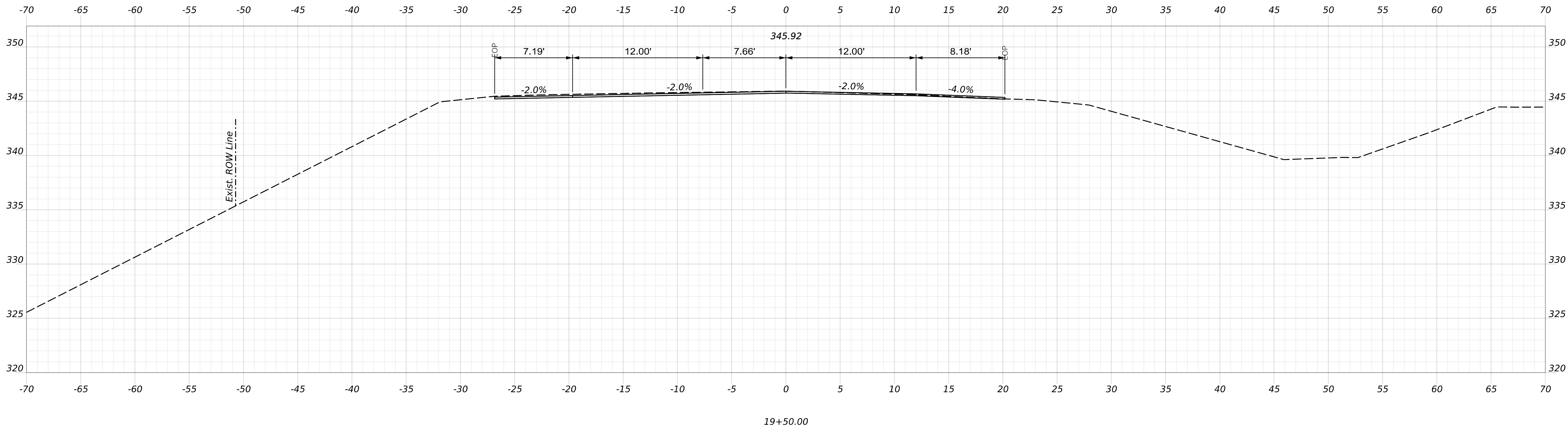
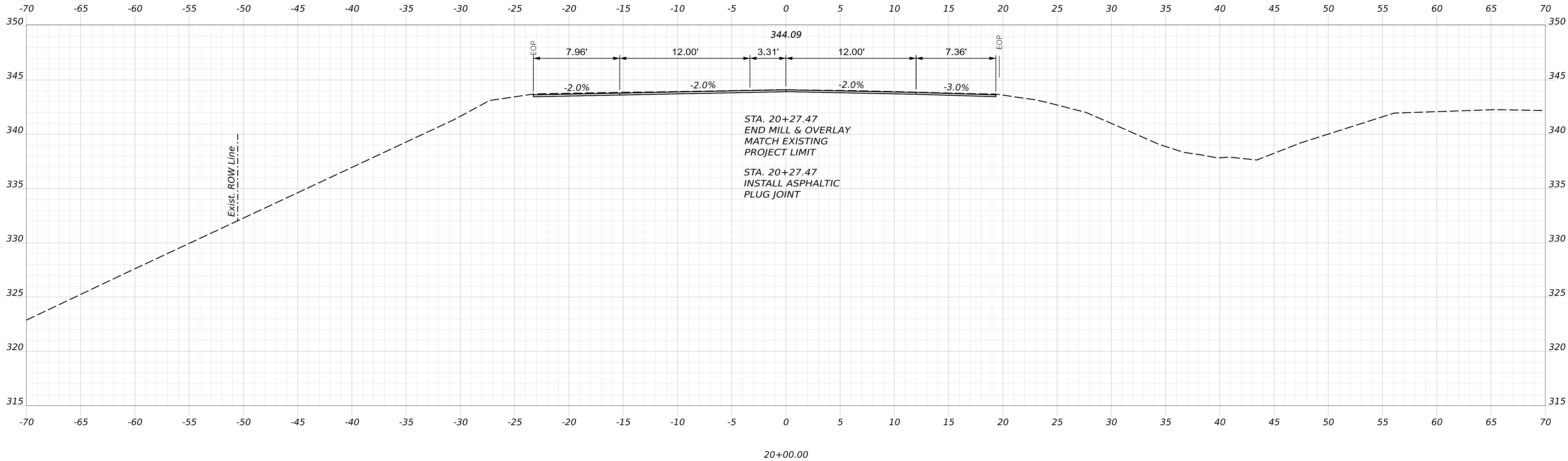
OXFORD
ROUTE 26

CROSS SECTIONS
(5 OF 6)

SHEET NUMBER

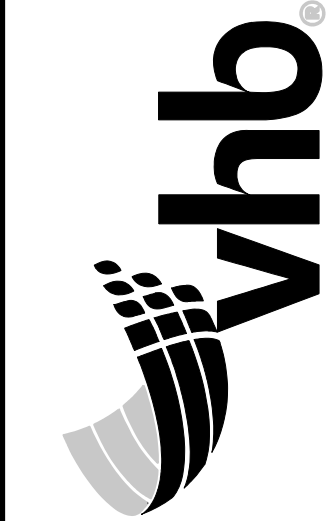
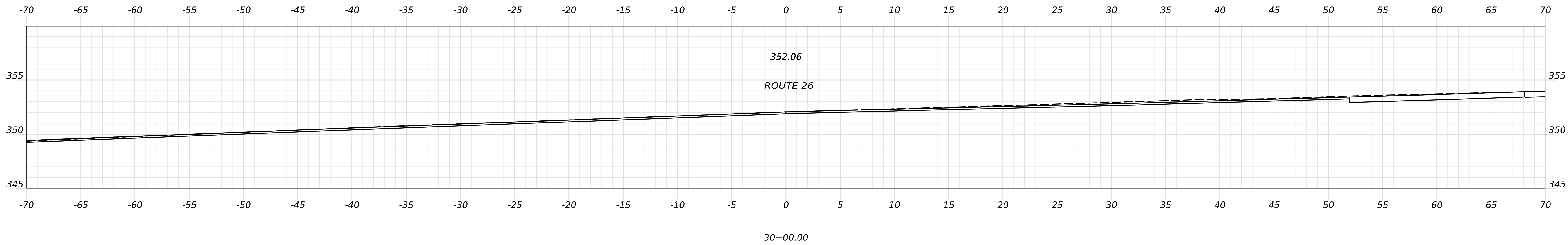
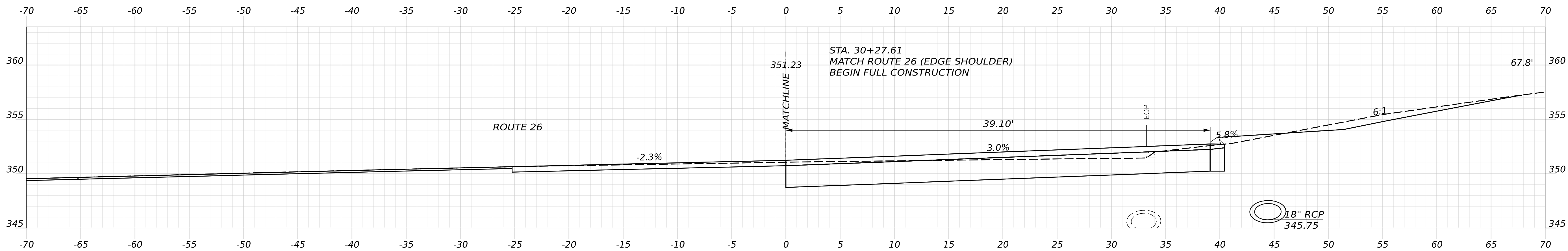
13

OF 19



PROJ. MANAGER	BRIAN KEEZER	BY	DATE
DESIGN-DETAILED	JBD	BRT	9/15/2026
CHECKED-REVIEWED	SRP	JR	9/15/2026
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REVISIONS 1			
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REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

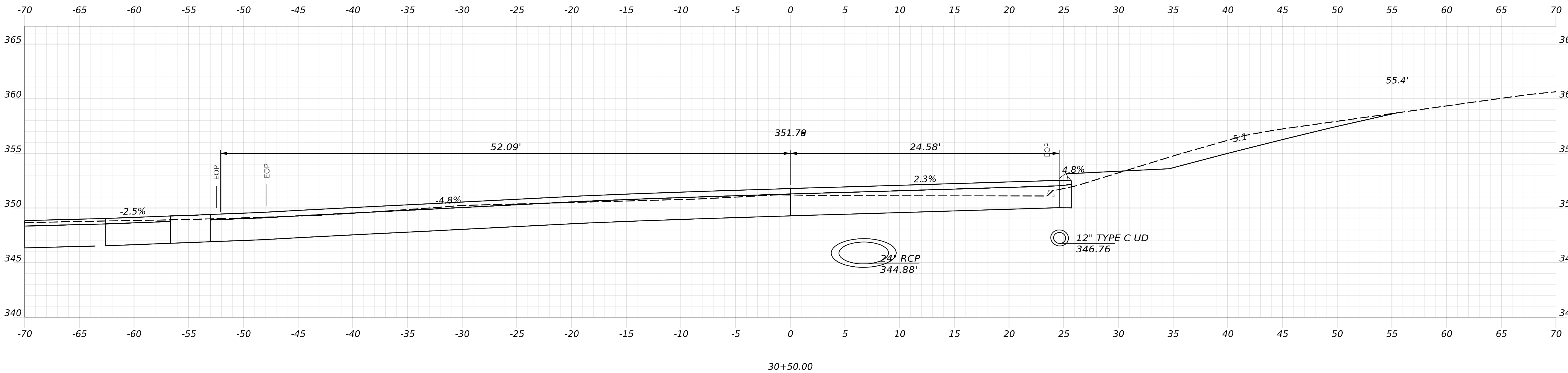
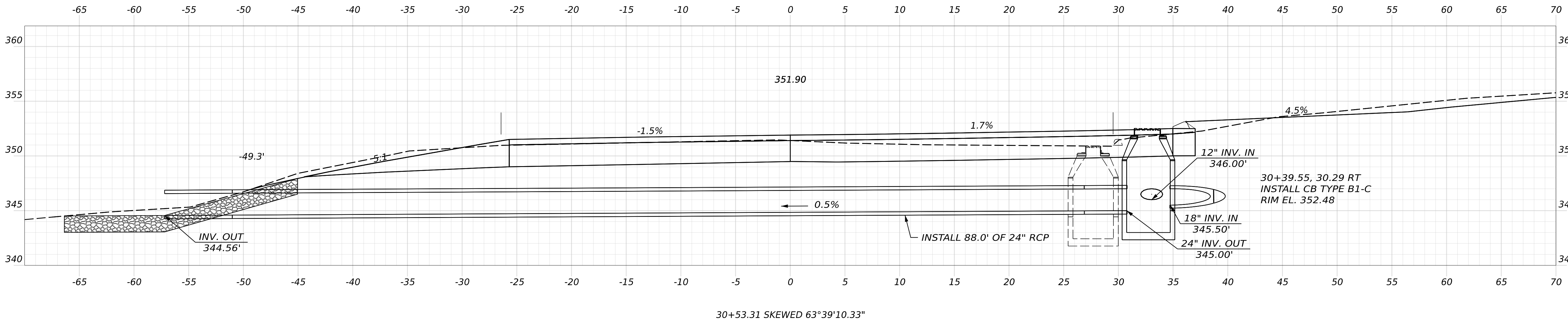
OXFORD
ROUTE 26
CROSS SECTIONS
(6 OF 6)



PROJ. MANAGER	BRIAN KEEZER	BY	DATE
DESIGN-DETAILED	JBD	BRT	9/15/2026
CHECKED-REVIEWED	SRP	JR	9/15/2026
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OXFORD
OXFORD ST

CROSS SECTIONS
(1 OF 5)



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

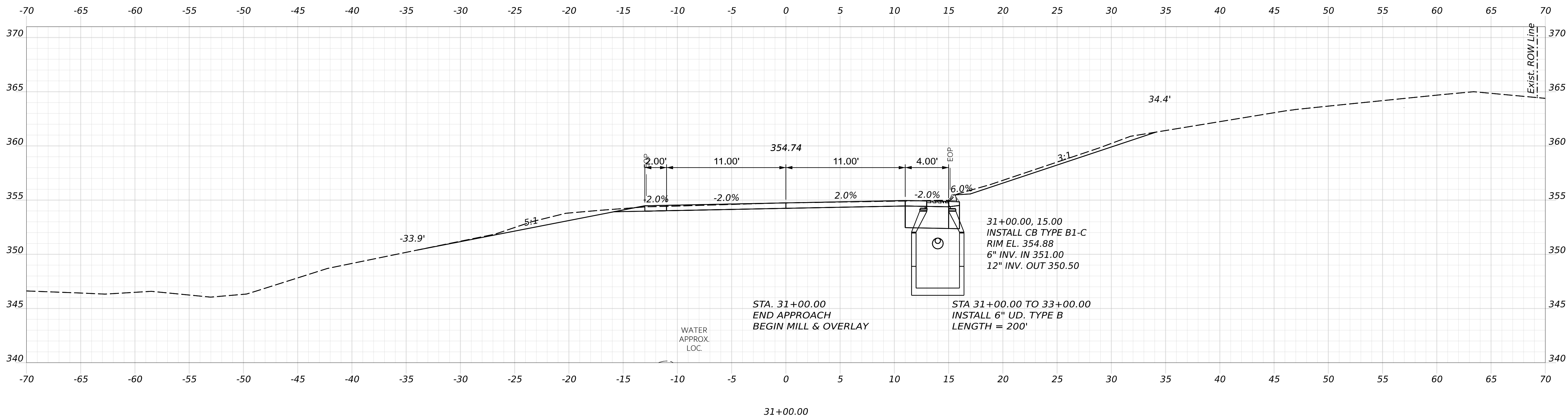
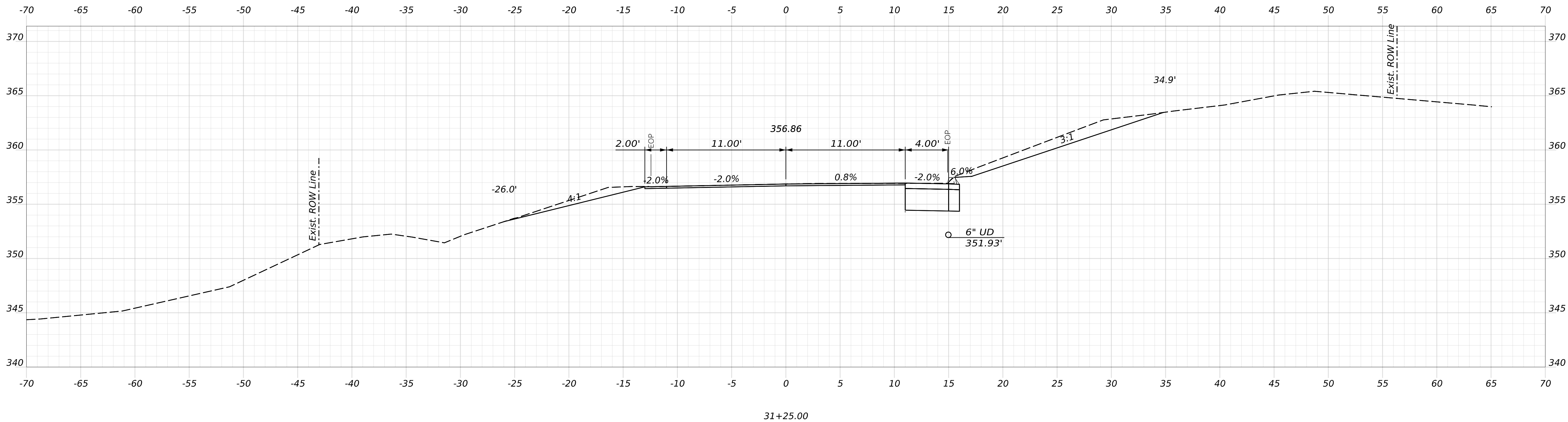
CAPITAL PROJECTS

WIN 027044.00
HIGHWAY PLANS

PROJ. MANAGER	BRIAN KEEZER	BY	DATE
DESIGN-DETAILED	JBD	BRT	9/15/2026
CHECKED-REVIEWED	SRP	JR	9/15/2026
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REVISIONS 1			
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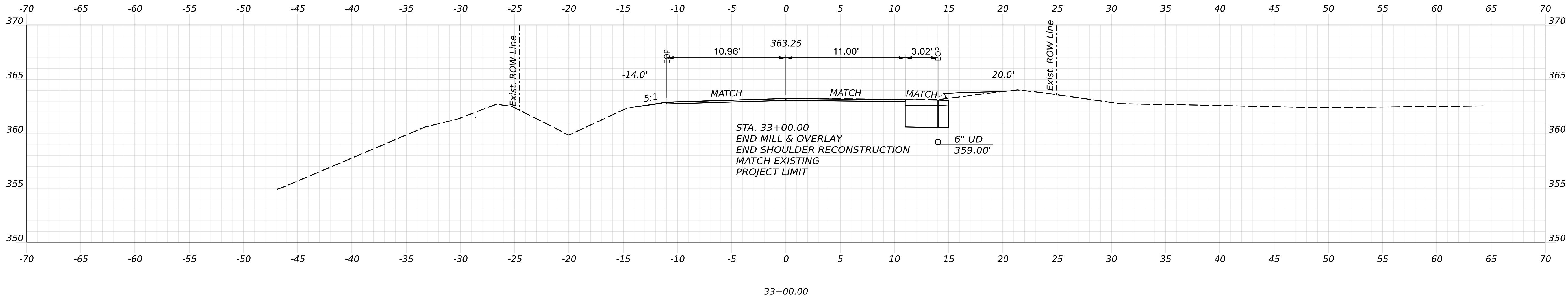
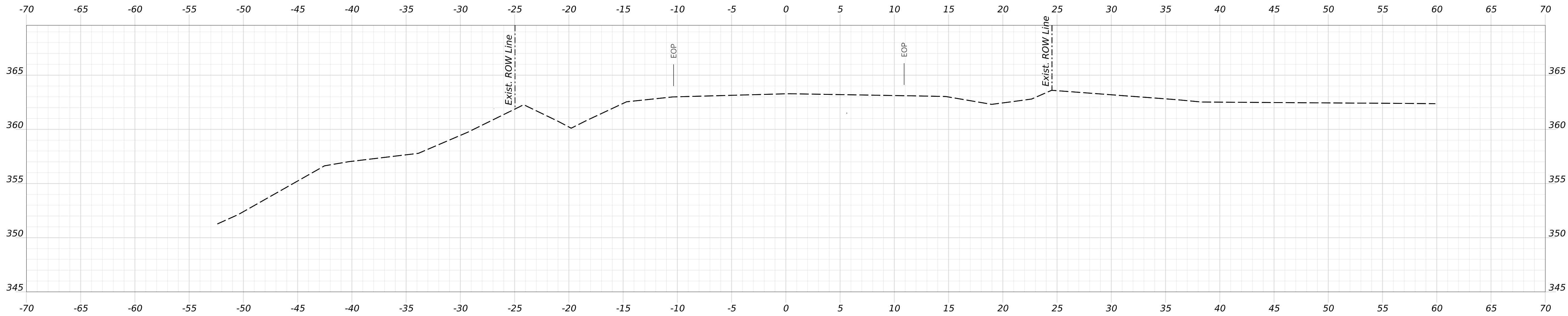
OXFORD
OXFORD ST
CROSS SECTIONS
(2 OF 5)

SHEET NUMBER
16
OF 19



PROJ. MANAGER	BRIAN KEEZER	BY	DATE
DESIGN-DETAILED	JBD	BRT	9/15/2026
CHECKED-REVIEWED	SRP	JR	9/15/2026
DESIGN-DETAILED2			
DESIGN-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

OXFORD
OXFORD ST
CROSS SECTIONS
(3 OF 5)



PROJ. MANAGER	BY	DATE
BRIAN KEEZER	BRT	9/15/2026
DESIGN-DETAILED	JBD	9/15/2026
CHECKED-REVIEWED	SRP	
DESIGN-DETAILED2		
DESIGN-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

OXFORD
OXFORD ST
CROSS SECTIONS
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