

Planning and Operations Committee

May 20, 2026 | 10:30 am – 12:00 pm



Onsite:

Greater Portland Transit District
114 Valley Street, Conference Room A | Portland, ME 04102

Remote:

Please click the link below to join the webinar:
Google Meet joining info
Video call link: <https://meet.google.com/mhy-hqxx-zkk>
Or dial: (US) +1 402-882-6093 PIN: 218 574 770#

MEETING AGENDA

AGENDA ITEM	PRESENTER	ACTION or INFORMATION
1. Call Meeting to Order (10:30)	Jeff Levine, Committee Chair	N/A
2. Public Comment (10:30-10:35) The Planning & Operations Committee welcomes public comment. For items NOT listed on this agenda, the chair will recognize speakers at this point on the agenda. For items on the agenda, the chair will recognize public comment following the staff presentation. There is a 3-minute time limit per speaker.	Jeff Levine, Committee Chair	Information
3. Approval of Meeting Minutes (10:35-10:40) The committee will review and consider approving the minutes from the March meeting of the Planning and Operations Committee.	Jeff Levine, Committee Chair	Action
4. Operations Key Performance Indicators (10:40-10:55) Staff will report monthly updates on agency KPIs.	Metro Staff	Information
5. Transit Operation Training Implementation (10:55-11:10) Staff will provide details of the newly implemented approach for continuous training of bus operators, with a focus on safety, customer service, and standard operating procedures.	Metro Staff	Information

<p>6. Bus Rapid Transit Update (11:10-11:20) Staff will provide an update on the Bus Rapid Transit project, including ongoing public process, design progress, and schedule.</p>	Metro Staff	Information
<p>7. TSAP Project Updates (11:20-11:30) Staff will present an update on the locations and construction schedule for the Transit Stop Access Project, including stops in Portland, Westbrook, Falmouth, and South Portland.</p>	Metro Staff	Information
<p>8. Summer and Fall Service Updates (11:30-11:40) Staff will provide a summary of expected service changes in June and Fall 2026, including Scarborough service launch, a change to Route 8 service, Bath Iron Works service, schedule adjustments, and more.</p>	Metro Staff	Information
<p>9. Future Agenda Items (11:40-11:45) Committee members may request future agenda items.</p> <ul style="list-style-type: none"> ● Bath Iron Works Ridership ● Lewiston-Auburn-Portland service options and partnerships ● Results of South Portland public outreach ● Updates to the Metro Projects website ● Shelter and stop standards 	Jeff Levine, Committee Chair	Information
<p>10. Upcoming Meetings (11:45-11:50)</p> <ul style="list-style-type: none"> ● Planning & Ops Committee – August 19, 2026, 10:30am ● Marketing & Comms Committee – May 20, 2026, 3:30 pm ● Advocacy Committee – May 21, 2026, 3:00 pm ● Executive Committee – May 27, 2026, 3:30 pm ● Finance Committee – June 3, 2026, 3:00 pm ● Board of Directors – June 25, 2026, 4:00pm ● Facility Committee - TBD 	Jeff Levine, Committee Chair	Information
<p>11. Adjournment (11:50)</p>	Jeff Levine, Committee Chair	ACTION

As of November 9, 2022 Greater Portland METRO is holding meetings of the Board of Directors (and its committees) in hybrid format, both in person at METRO's offices and via webinar. The remote portions of all meetings are conducted in accordance with the requirements of [METRO's Remote Participation Policy](#) (adopted August 25, 2022) as well as LD 1772, PL 2022 Ch. 666, and 1 MRSA Chapter 13, Subchapter 1.



**Greater Portland Metro Executive Committee
Wednesday March 16, 2026:
DRAFT Meeting Minutes:**

Member	Municipality	Role	Status
Jeff Levine	Portland	Chair	Present
Julie Dubovsky	Yarmouth	Vice Chair	Not Present
Wes Pelletier	Portland	Member	Present
Gabe Faulkner-Macklin	South Portland	Member	No Present

Staff Present	Identified Members of the Public
Glenn Fenton – Executive Director	Ed Suslovic – Board President
Chad Heid – Chief Transportation Officer	Bill Rixon – Board Member
Mike Tremblay – Director of Transit Development	
Megan Hannan – Director of Government Affairs and Community Engagement	

- Without a Quorum in place at 2:04p, Jeff Levine recommended that staff advance the presentation of non-action items from the agenda, with priority for items #5 and #6.**

- (Agenda Item #5) Scarborough Service Plan:**

Mike Tremblay provided an update on the proposed service for Scarborough, noting the concepts were still in draft. Mike suggested that the vast majority of the routing for the fixed route plan was finalized, with some potential variations being considered at the western terminals, including Exit 42, Cabela’s, Market Basket, and Scarborough Downs. In addition to those variants, Mike detailed a concept of a routing path that would enter the Hannaford Plaza between Route 1 and Gorham Road, with the intention being a coordinated microtransit hub. It was noted that this particular concept is unlikely to be part of the initial roll out, but is something Metro, BSOOB Transit, and the Town may want to evaluate as the services deploy. The Committee was also provided boundary of the proposed microtransit zone, and a timeline for deployment. Staff made sure to note that as of this Committee meeting, there was a series of engagements with Town staff to confirm the concepts and finalize an intergovernmental agreement.

Committee members shared their appreciation for the effort and presentation and had a few specific comments and suggestions. Jeff Levine asked staff to provide the proposed frequency and span information, and staff shared that the goal is at least 45 minute frequency 7 days per

week. Ed Suslovic suggested that Metro's Advocacy Committee review the potential impacts to regional 5307 funding distribution, noting the possibility of BSOOB Transit needing these funds to operate their Scarborough route should the 5311-Intercity Funds no longer be available to that agency. Bill Rixon asked staff if there would be bike racks on the microtransit vehicles, and staff detailed that bike racks are not planned for these vans, as the target use for microtransit is the first-mile, last-mile problem, which can also be solved with a bike. Additional staff detailed that the vast majority of microtransit deployments around the country do not have bike racks, and that staff believe those that are riding bikes as a primary transportation mode are not the target user for our microtransit service. Staff expect that should a cyclist wish to connect to the fixed route service, one would ride directly to a stop.

3. (Agenda Item #6) Fare Policy Review:

Mike Tremblay presented the proposed program of fare changes that would be shared at public meetings, along with a timeline for public engagement, Metro Board review and planned adoption, and implementation. Jeff Levine asked staff to provide an update on the hardware transition, which was on target to be completed by the end of April, and also asked staff to provide more information about DiriGo card and Mobile app use patterns. Staff and Committee has discussion about the tradeoffs of each media use case.

4. (Agenda Item #7) South Portland Ridership Analysis:

Mike Tremblay detailed the ridership trends on the legacy South Portland routes, #21, #24A, #24B. He presented that there was an overall decline of 7.8% between 2024 and 2025 on these three routes. He also provided a productivity chart of riders per revenue hour and an analysis on where there are the highest levels of ridership generation in the South Portland network, as well as high ridership with low service levels and generally low ridership. Lastly, he shared some preliminary service redesign concepts for the South Portland area, noting possible extensions/reconfigurations of existing routes and resources. Jeff Levine thanked Mike for the presentation and asked about the possibility of new service to the Stroudwater neighborhood. Mike expressed that there have been requests and he will consider that area in future efforts.

5. (Agenda Item #4) Operations Key Performance Indicators:

Chad Heid shared the February month end data regarding all of the KPIs. The details are provided in the attached PowerPoint slides. During this presentation Committee Member Wes Pelletier arrived to the meeting.

6. With a Quorum in place, the meeting was officially called to Order By: Jeff Levine at 2:54 pm

7. (Agenda Item #2) Public Comment:

None

8. (Agenda Item #3) Approval of January Meeting Minutes:

The draft meeting minutes from the January 2026 committee meetings were provided in the agenda packet. **Wes Pelletier motioned to approve the meeting minutes as written, seconded by Jeff Levine. The motion passed unanimously.**

9. Future Agenda Items:

In addition to the items suggested in the Agenda, Committee members requested future agenda items include:

- Bath Iron Works Ridership
- Lewiston-Auburn-Portland service options and partnerships
- Results of South Portland public outreach
- TSAP project updates
- Updates to the Metro Projects website
- Shelter and stop standards

10. Upcoming Meetings:

Jeff Levine reviewed the details of future Committee and Board meetings as presented in the meeting packet.

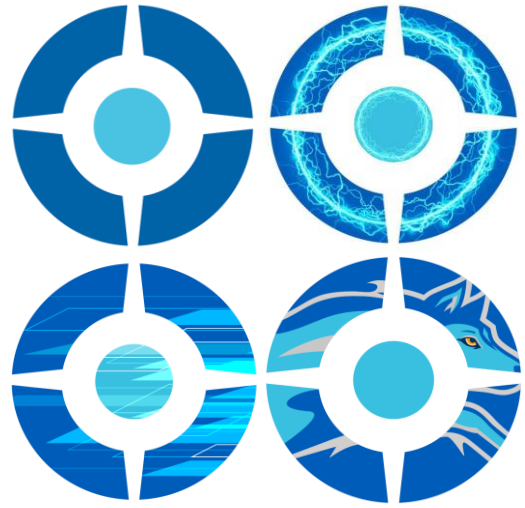
11. Adjournment:

Motion to Adjourn by Jeff Levine. Adjourned at 2:56pm.

**Greater Portland Metro
Board of Directors**

Planning and Operations Committee

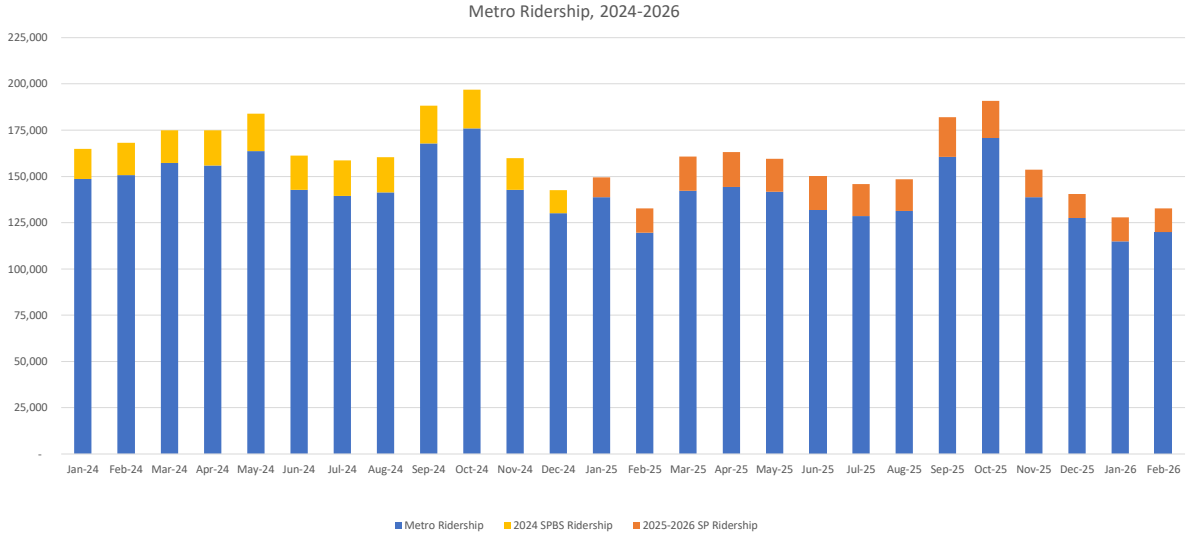
March 16, 2026



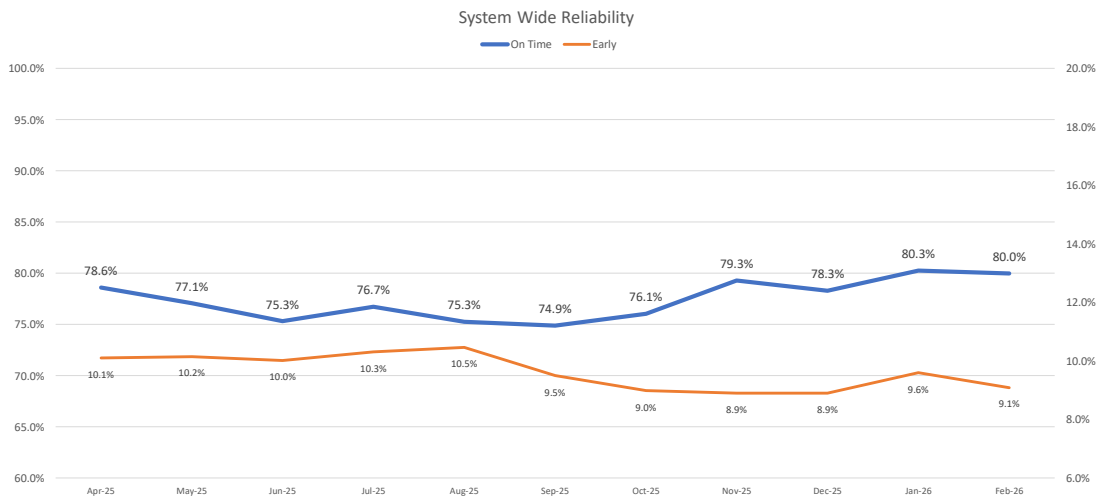
metro **CONNECT**
GREATER PORTLAND ON-DEMAND TRANSIT

Item South 4: Operations KPIs

Month over Month Ridership

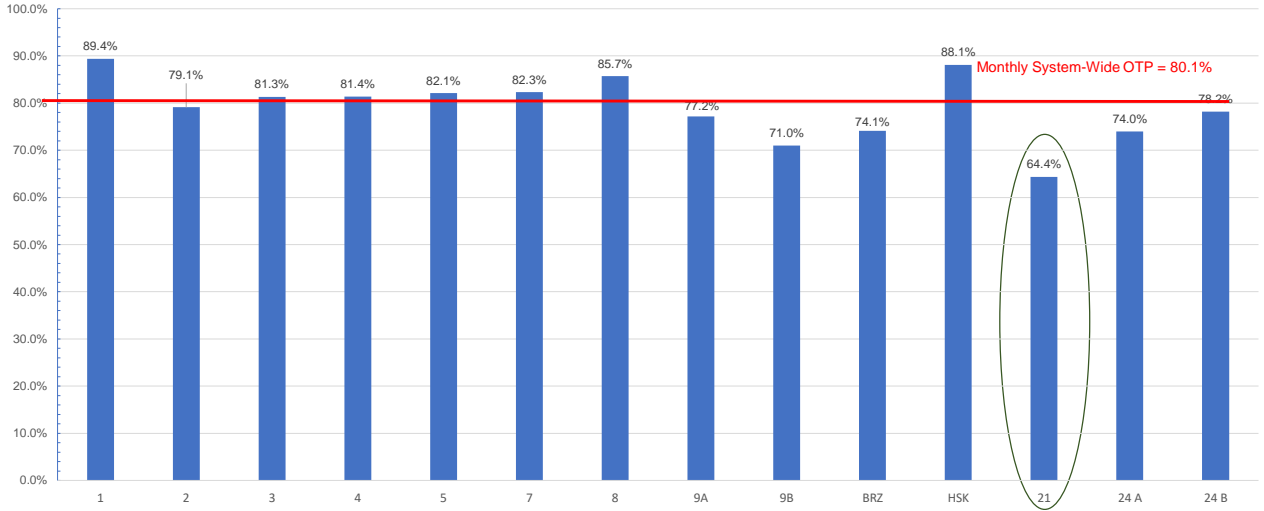


On Time Performance – System Reliability



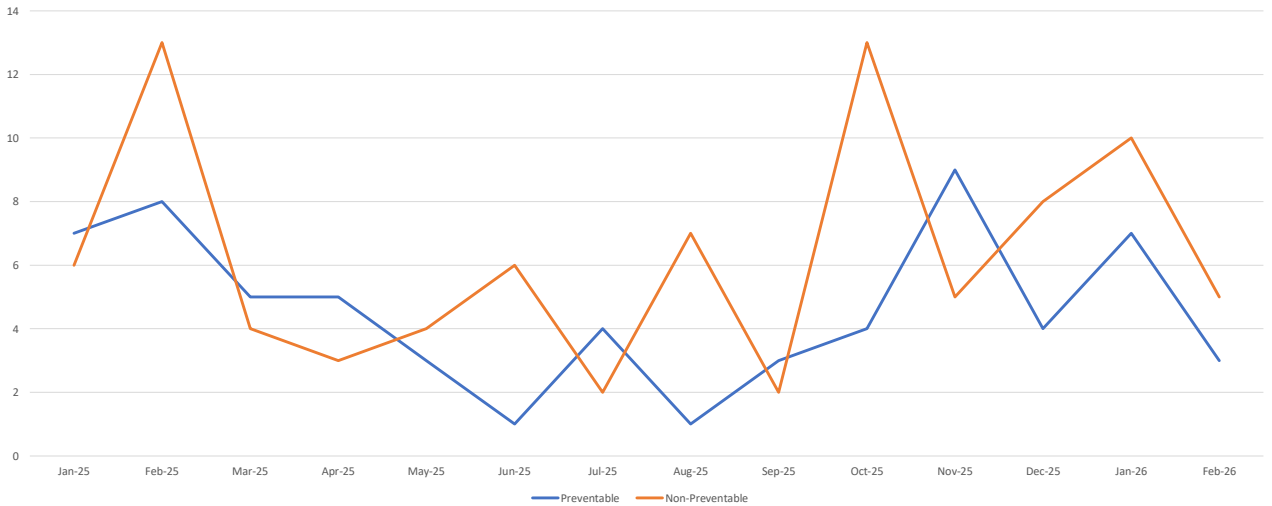
On Time Performance – Route Specific

On Time Performance by Route - February 2026



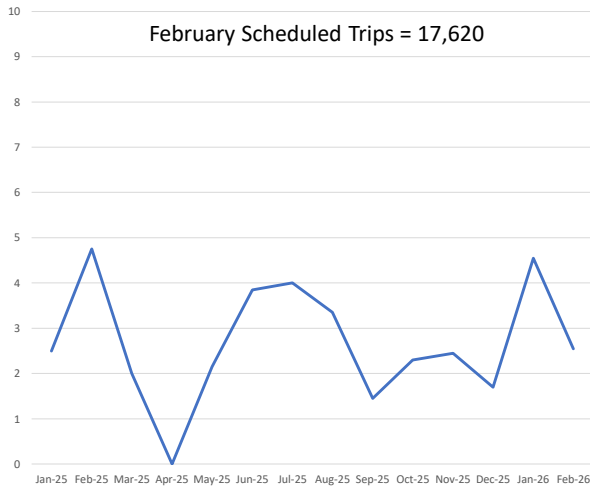
Accident Tracking

Accident Report Log

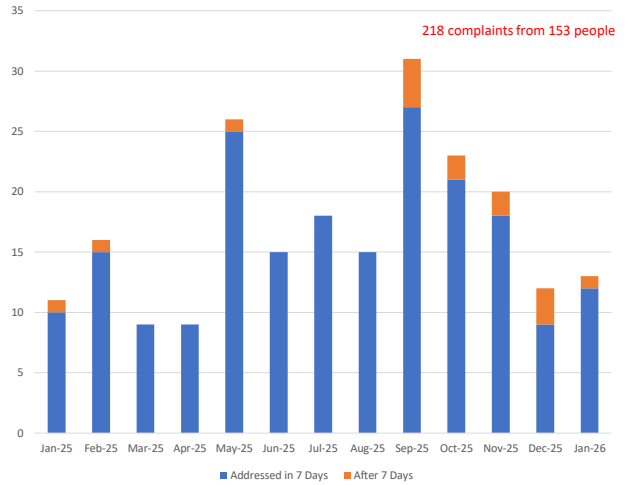


Key Performance Indicators

Missed Trips
2025-2026

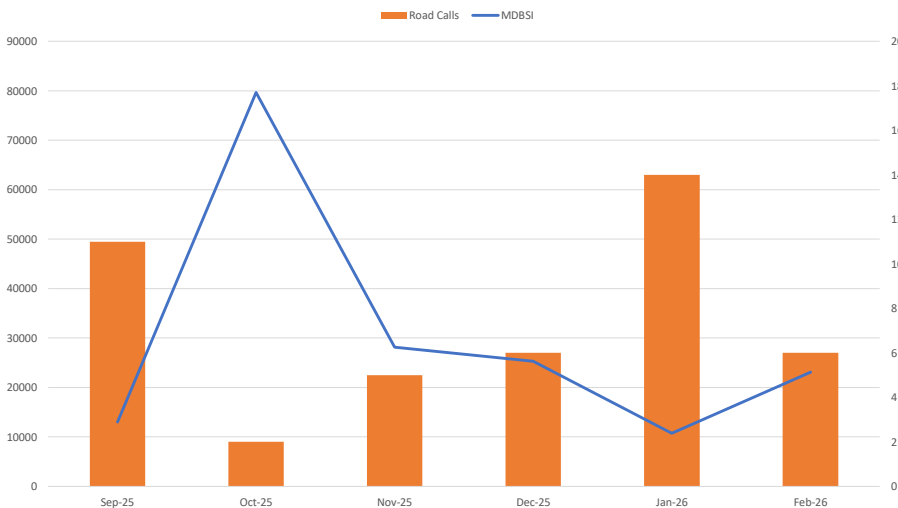


Customer Complaints - Response Time
2025-2026



Key Performance Indicators

Mean Distance Between Service Interruptions (MDBSI)



Next KPI Tasks:

- Implement PM On-Time
- Refresh Ridership / Rev Hour
- Post Data on Website

Item South 5: Scarborough Service Update

Transit in Scarborough Service Profile

Fixed Route Service

- 45 minute service 7 days per week
- Route 1 corridor
 - Exit 42 Park and Ride (most trips)
 - The Downs
 - Route 1 Scarborough
 - MaineHealth Scarborough (weekdays when open)
 - Route 1 South Portland
 - VA Outpatient Clinic
 - State Street/High Street
 - Congress Street



Microtransit

- Launch serving area east of I-95

Transit in Scarborough

Service Profile

Considerations

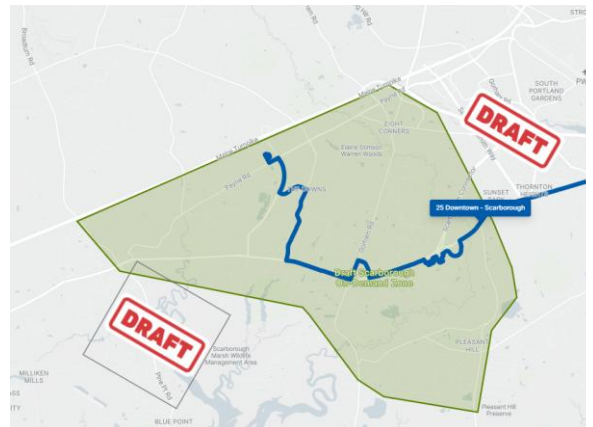
- BSOOB/Metro/microtransit transfer hub
- Hannaford Drive
- Level of service to Exit 42 Park and Ride
- Microtransit launch ahead of fixed route launch?
- Any Scarborough service would launch fare-free until new fare policy is in place



Transit in Scarborough

Timeline

- March 24: Transportation Committee
- April 1: Scarborough Town Council
- June: Public meetings
- July: Scarborough microtransit launch
- **July or September**: Fixed-route launch



Item South 6: Fare Policy Review

Item 6: Fare Policy Evaluation

Fare Policy Topics

Fares

Base fare

Reduced fare (50% or less than base fare)

Express fare premium (currently 200% of base fare)

Fare capping

Are current thresholds (3 rides/day and 30 rides/month) appropriate?

Changes to fare capping periods (add weekly?)

Other pass types?

Other considerations

Transfers

- Transfer window
- Do we eliminate free transfers?

Passbacks

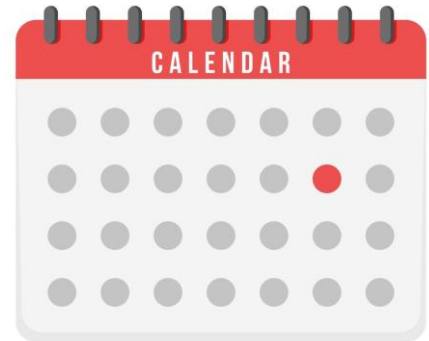
Open Fare Payment considerations

Item 6: Fare Policy Evaluation

Timeline

Public Participation Plan

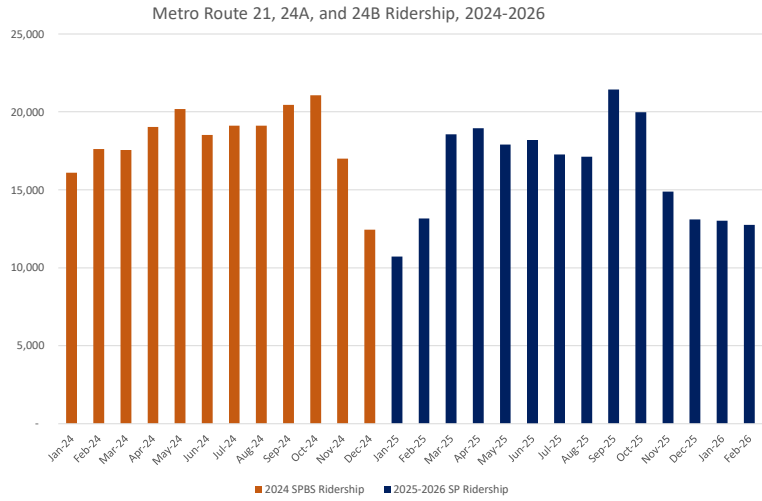
- March 2026: Advertisement of public meetings
- April 2026: Public meetings
 - April 9: Portland Public Library
 - April 11: Westbrook Community Center
 - April 14: Virtual
- April-May 2026
 - Planning and Operations Committee update (April/May)
 - Finalization of draft plan
 - Executive Committee recommendation (late May)
- June 2026
 - Preparation of materials
 - Board approval
- Summer 2026
 - Launch open fare payment (June pilot, July launch)
 - Base fare and fare policy changes (by September 1, possibly sooner)



Item South 7: South Portland Ridership Analysis

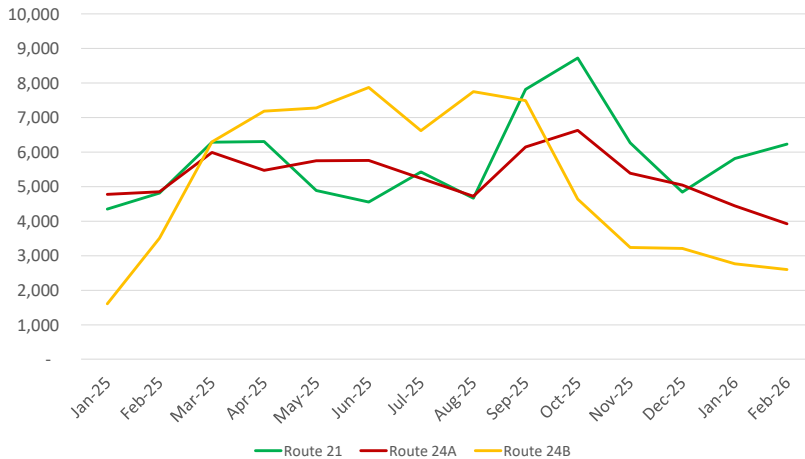
Transit in South Portland Ridership

- 218,200 rides in 2024
- 201,300 rides in 2025
 - 7.8% decline



Transit in South Portland Ridership

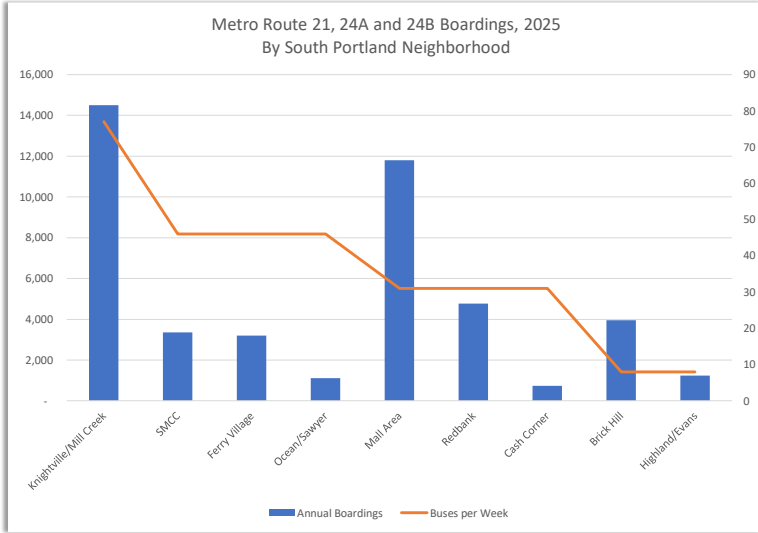
Metro Ridership on Route 21, 24A, and 24B
January 2025 - February 2026



Route	Annual Ridership (2025)	Total Annual Hours	Ridership /Hour
Route 21	71,800	5,500	13.1
Route 24A	64,500	5,500	11.7
Route 24B	67,000	4,000	16.8

Transit in South Portland

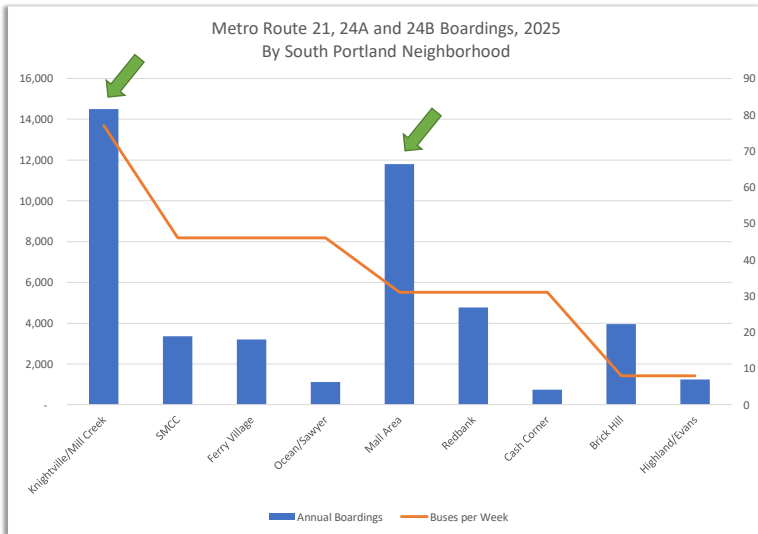
Where are people riding?



Transit in South Portland

Where are people riding?

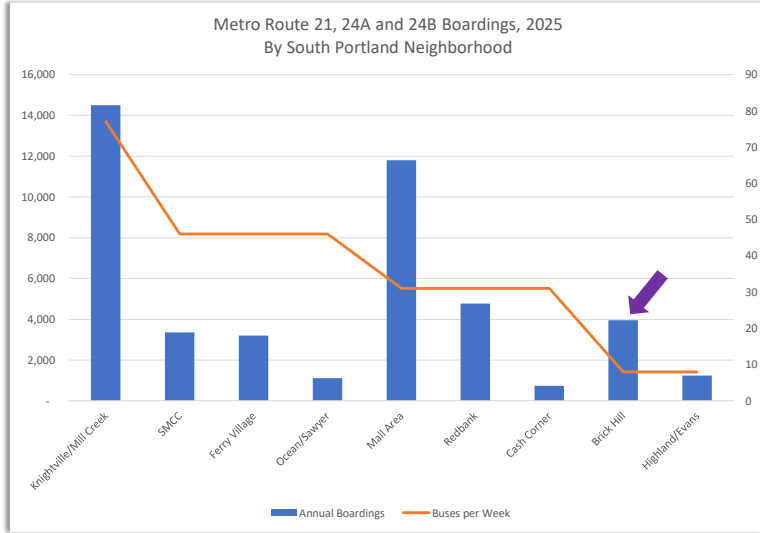
- Where are people riding most?



Transit in South Portland

Where are people riding?

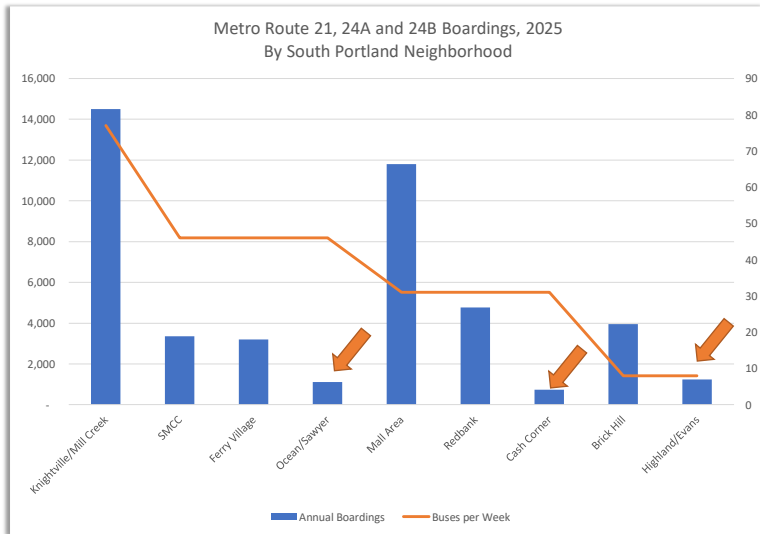
- Where are people riding most?
- Where are people riding a lot – despite low levels of service?



Transit in South Portland

Where are people riding?

- Where are people riding most?
- Where are people riding a lot – despite low levels of service?
- Where is ridership suffering – and why?

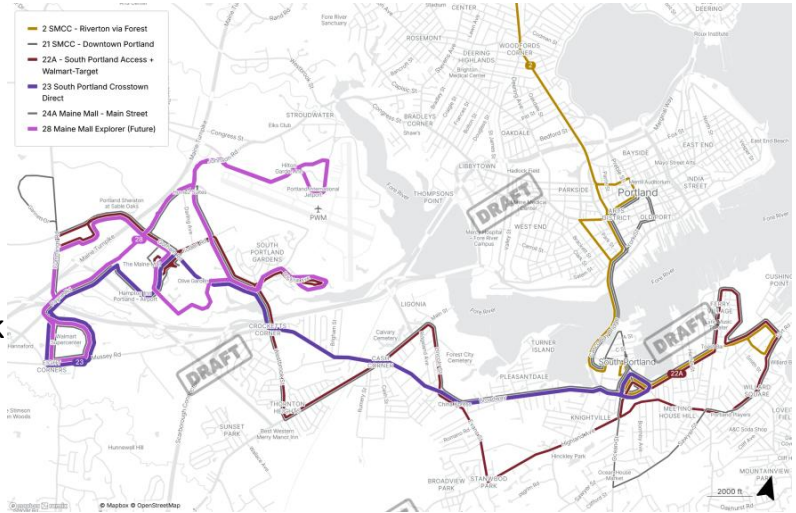


Transit in South Portland

Service Change Proposals

Service Change Proposals

- Route 2 extension to SMCC
- Route 22 “Access”
- Route 23 “Crosstown”
- Route 28 “Mall Circulator”
- All services 7 days per week
- Hours aligning with standard Metro service



Transit in South Portland

Route Realignment Goals

- Route 2 extension to SMCC
 - Provide direct service to SMCC into Portland and beyond
 - USM
 - Woodford’s Corner
 - Morrill’s Corner
 - Riverton
 - Consistent, frequent connections between Mill Creek and downtown Portland
 - 30 minutes weekdays
 - 45 minutes weekends

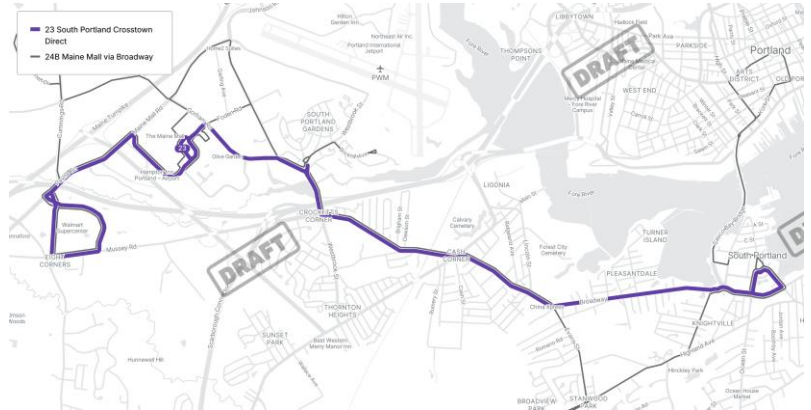


Transit in South Portland

Route Realignment Goals

- “Route 23” -- Fast, frequent and direct cross-town service

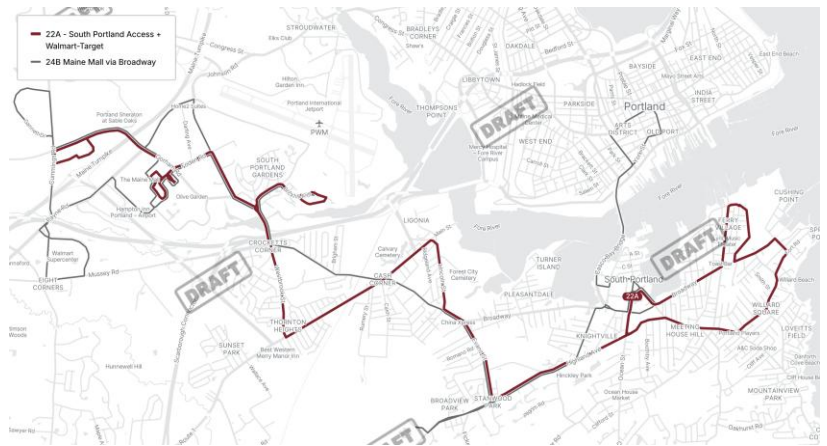
- More frequent east-west trips between Mill Creek, Maine Mall, and Walmart via Broadway
 - Target 60 minute service initially
 - Expand to 30 minute service with future investment
 - Expand to SMCC with future investment



Transit in South Portland

Route Realignment Goals

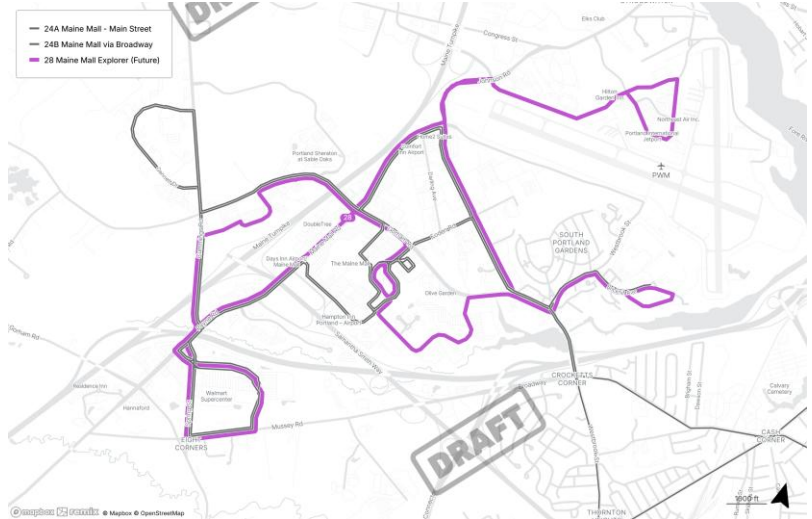
- “Route 22” - Comprehensive coverage-based service focused in South Portland
 - Consistent, 7-day service to Brickhill, South Portland High School, Community Center
 - Current service is weekdays only
 - Full east-west coverage



Transit in South Portland

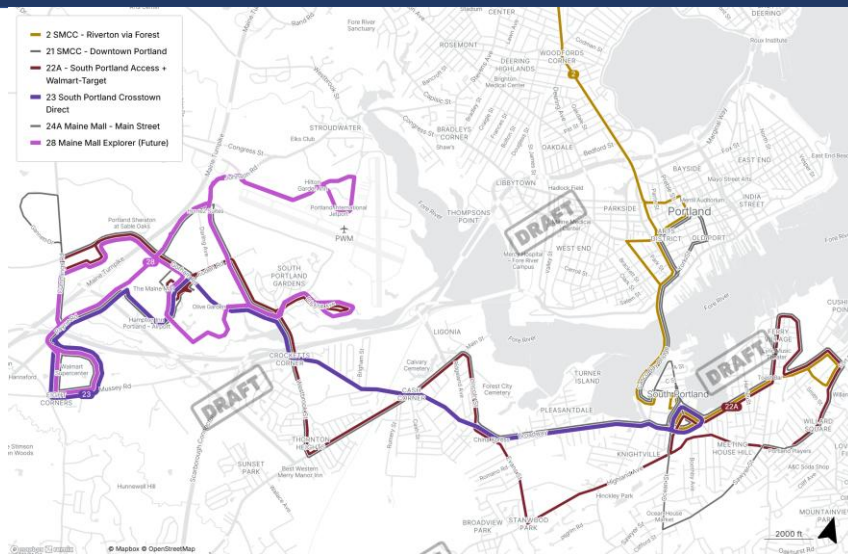
Route Realignment Goals

- “Route 28” – Mall-area circulator
 - Connect high-ridership hubs with all mall-area destinations
 - Potential to add service to Jetport/DHHS
 - Hourly service
 - **Not feasible under current budget constraints**
 - TIF funding?



Transit in South Portland

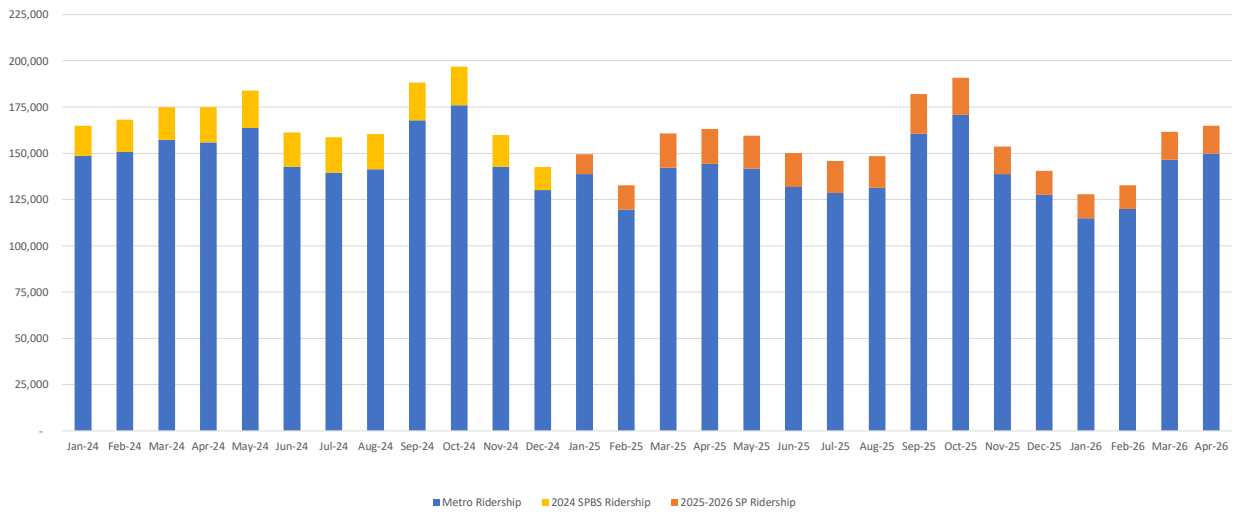
Draft Service Changes



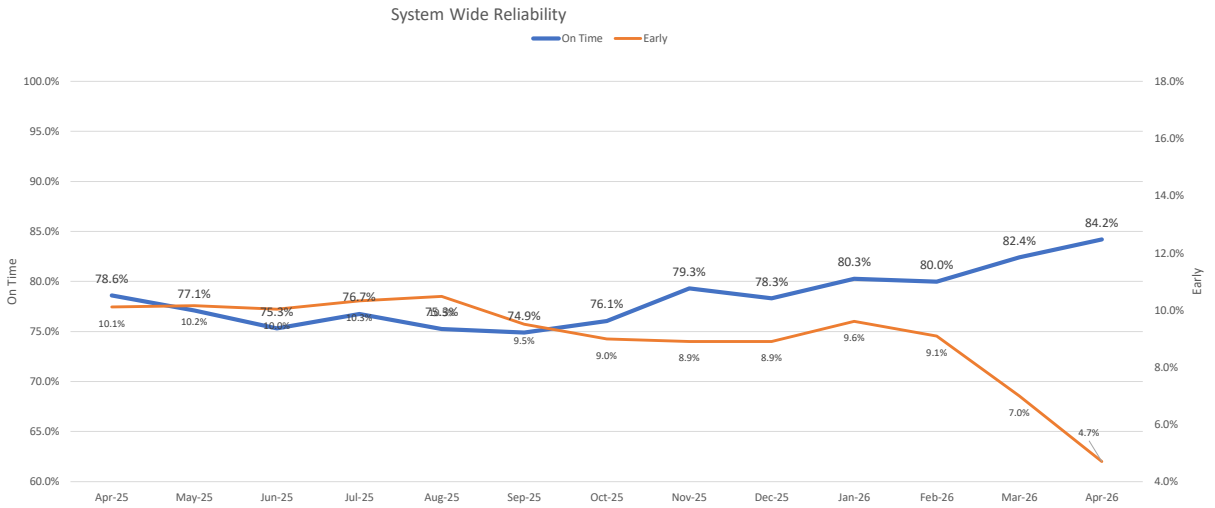
Item South 4: Operations KPIs April 2026

Month over Month Ridership

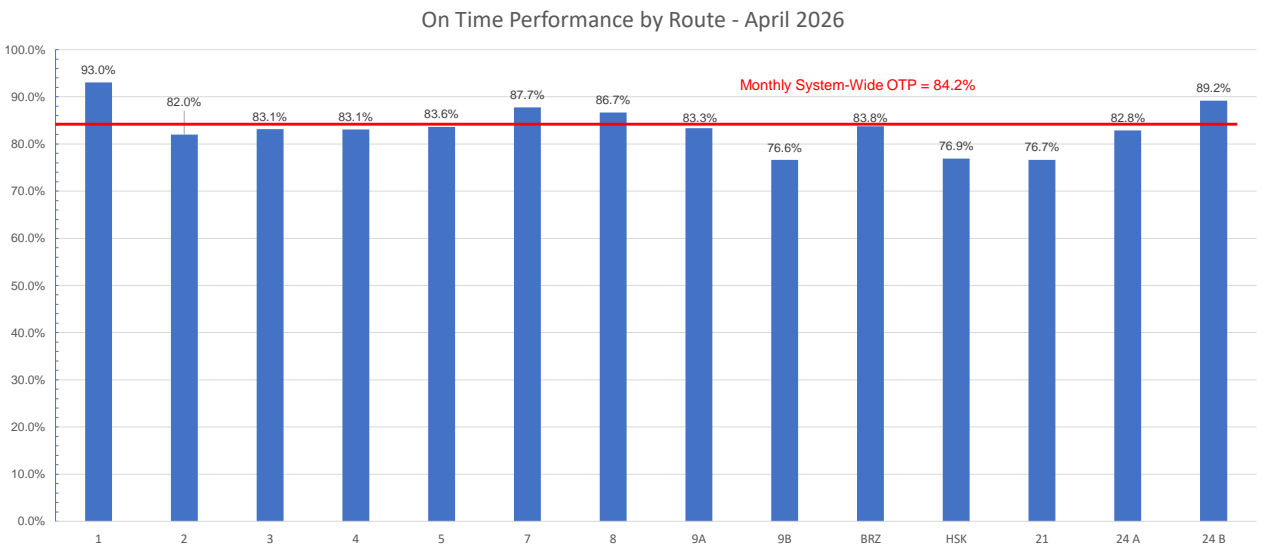
Metro Ridership, 2024-2026



On Time Performance – System Reliability

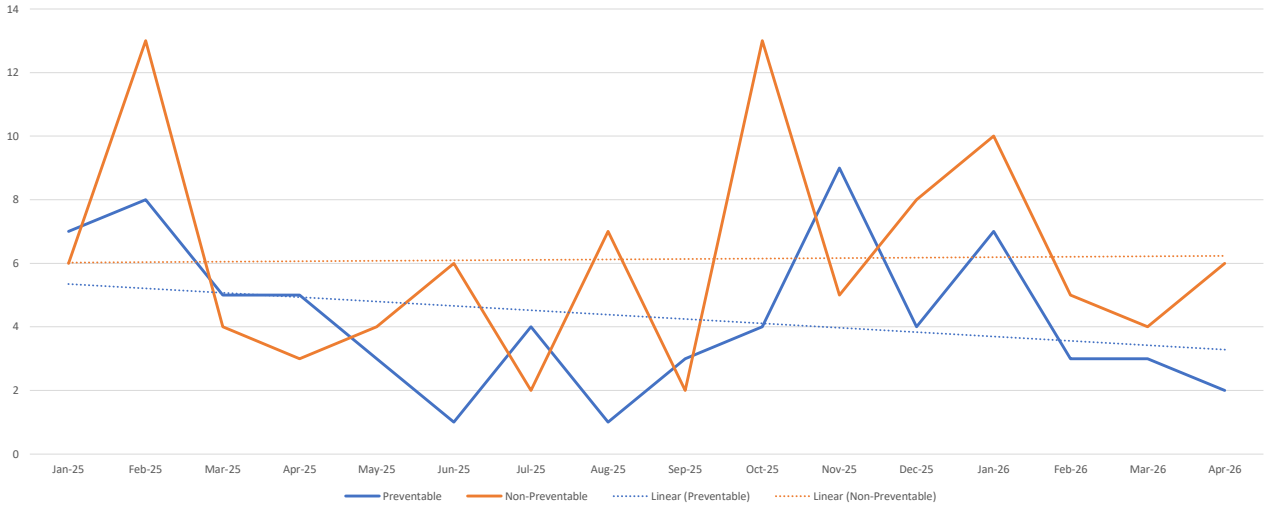


On Time Performance – Route Specific



Accident Tracking

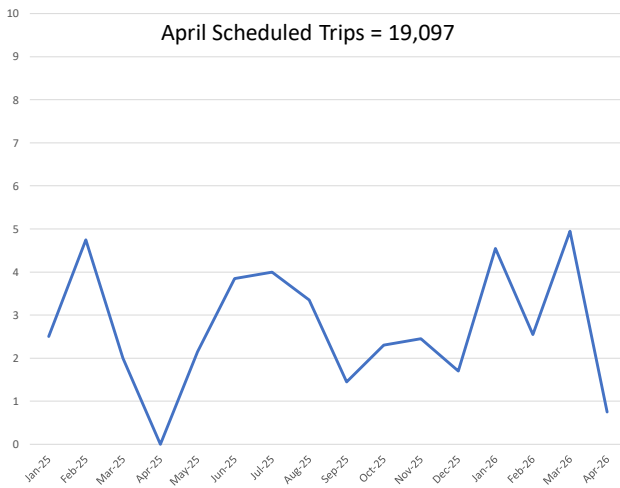
Accident Report Log



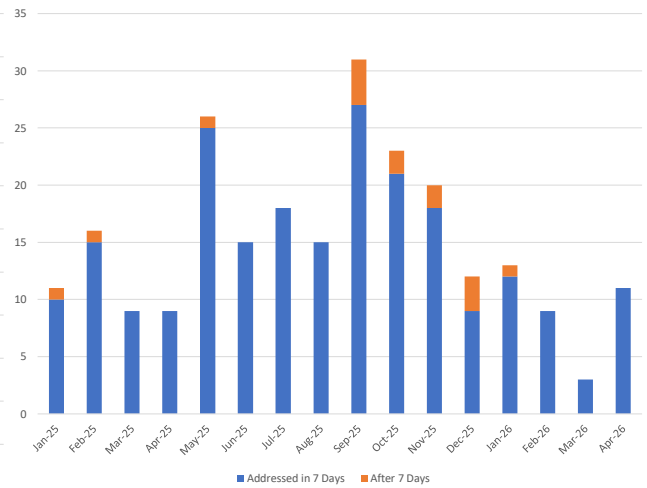
Key Performance Indicators

Missed Trips
2025-2026

April Scheduled Trips = 19,097

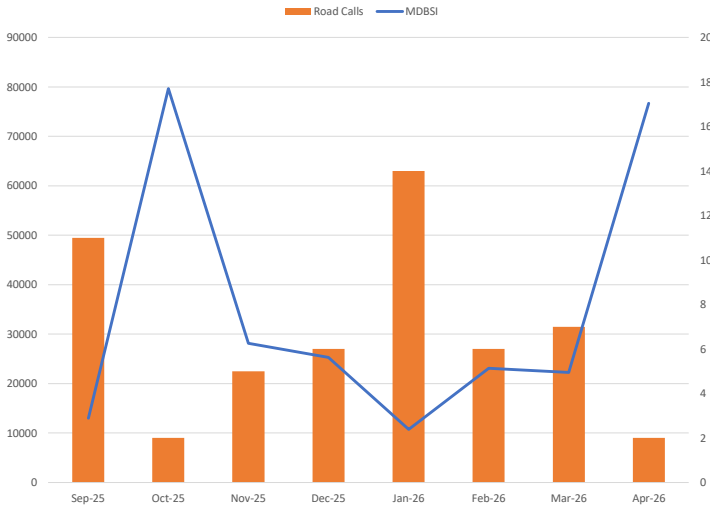


Customer Complaints - Response Time
2025-2026



Key Performance Indicators

Mean Distance Between Service Interruptions (MDBSI)



Preventive Maintenance OTP

Month	Total Completed	On Time %
March 2026	92	73%
April 2026	85	71%

- Maintenance Management System (MMIS) configuration and deployment not yet complete.
- All PM schedules are functioning.
- Reporting on FTA Mandated "A/B/C" PM schedule adherence.

DATE

May 18, 2026

SUBJECT

Transit Operation Training Implementation

PURPOSE

Staff will detail the deployment of the new "Bus Briefs" microlearning training program, which replaces the historical annual classroom training approach for transit operators, and review the initial results of the program's rollout.

BACKGROUND/ANALYSIS

Historically, GPMetro has utilized an annual classroom training model for its operators. To improve engagement and knowledge retention, the agency is transitioning to a microlearning approach branded as "Bus Briefs". This program delivers high-impact, 10–15 minute training bursts that operators can complete during naturally occurring downtime. The training packets are designed to be reviewed during breaks, while parked and waiting for a time-point, or at the beginning of the day before starting a route.

The Shift to Microlearning

Transitioning from an 8-hour marathon session to smaller, thematic blocks avoids overload. Industry research consistently demonstrates that microlearning significantly improves knowledge retention by reinforcing specific concepts regularly rather than overwhelming staff once a year. It also allows training to be highly agile, enabling management to address immediate operational needs, seasonal safety concerns, or recent maintenance trends directly through targeted modules.

Session One: Passenger Safety & Pre-Trip Inspections

The first deployment of the program, which occurred in April, focused on safety with a heavy emphasis on pre-trip and post-trip inspections. Pre-trip inspections are an essential operational task; they function to identify vehicle issues early and feed the maintenance department with critical items to address.

The engagement and results from this first session were highly successful. 89% of operators completed the session on time. Furthermore, the operators achieved an average quiz score of 91%. Management was also able to use the debrief to clarify the most frequently missed question regarding the potential locations of vehicle leaks.

Session Two: ADA and Sensitivity

The second month's deployment will focus on ADA engagement and sensitivity to customer needs. This session will provide operators with guidelines for interacting respectfully with riders. The packet also covers detailed instructions for securing wheelchairs and mobility scooters, as well as proper protocols for interacting with passengers who use service animals or have visual and hearing disabilities.

Frequency and Structure

Moving forward, these microlearning touchpoints will be delivered monthly at a minimum. Each "Bus Briefs" session consists of a similarly themed packet containing 4 to 8 training cards. Every card features training information on the front and a corresponding quiz on the back to check for understanding. After a session period closes, management will evaluate the quizzes and share insights on the group's overall performance to reinforce the learning objectives.

FISCAL IMPACT

None

RECOMMENDATION

This item is for information and discussion only.

CONTACT

Chad Heid
Chief Transportation Office
(207) 517-3029
cheid@gpmetro.org

ATTACHMENTS

None



PLANNING AND OPERATIONS COMMITTEE

AGENDA ITEM 6

DATE

May 18, 2026

SUBJECT

Bus Rapid Transit Update

PURPOSE

To provide an update on the Bus Rapid Transit Preliminary Design project, including ongoing public process, design progress, and schedule.

BACKGROUND/ANALYSIS

In January 2024, the Portland Area Comprehensive Transportation System (PACTS) approved a Locally Preferred Alternative (LPA) for Gorham-Westbrook-Portland Rapid Transit corridor, which identified Bus Rapid Transit along the Congress Street-Brighton Avenue-Main Street corridor as the preferred mode and alignment for a rapid transit corridor in these communities. In September 2026, after a competitive RFQ process, Metro entered into a contract with Nelson\Nygaard to advance the project through the Preliminary Design Stage.

Over the past 8+ months, Metro staff have been working with Nelson Nygaard and our municipal, regional, and statewide partners to advance the design of the project, with a goal of having preliminary design completed by the end of 2026.

FISCAL IMPACT

None

RECOMMENDATION

This item is for information and discussion only.

CONTACT

Mike Tremblay
Director of Transit Development
(207) 517-3023
mtremblay@gpmetro.org

ATTACHMENTS



PLANNING AND OPERATIONS COMMITTEE

AGENDA ITEM 7

DATE

May 18, 2026

SUBJECT

TSAP Project Updates

PURPOSE

Staff will present an update on the locations and construction schedule for the Transit Stop Access Project (TSAP) including stops in Portland, Westbrook, Falmouth, and South Portland.

BACKGROUND/ANALYSIS

The Transit Stop Access Project has been ongoing for approximately 10 years, beginning with an identification and prioritization process in 2018-2019, engineering and design, numerous revisions and funding complexities. In 2025, Metro completed two TSAP locations in South Portland, and in 2026, Metro's contractor will implement improvements at approximately 23 additional bus stop locations. Typically, bus stop improvements include accessible landing areas and benches; however, in practice, achieving accessibility often requires more substantial reconstruction of existing sidewalks, curb ramps, and crosswalks, increasing complexity and cost. In future construction years, additional stop locations will be reconstructed under the TSAP project.

FISCAL IMPACT

The estimated construction costs for 2026 work is estimated at \$1,426,485.00. Funding sources include numerous grant sources, including 5307 formula funding, ARPA funding, previously collected local match.

RECOMMENDATION

This item is for information and discussion.

CONTACT

Mike Tremblay
Director of Transit Development
(207) 517-3023
mtremblay@gpmetro.org

ATTACHMENTS

Attachment A: TSAP 2026 Bid Set

Date: 4/4/2025

Username: twolfel

Division: HIGHWAY

Filename: ... \MSTA\Title_Plan_Set_1A.dgn

LIST OF STOPS

STOP LOCATION	STOP ID	PAGE #
FALMOUTH		
CLEARWATER DRIVE & 202 ROUTE 1	704	5
CLEARWATER DRIVE & WALMART	900	5
PORTLAND		
ALLEN AVE & 50 ALLEN AVE	11	6
CONGRESS ST & STEVENS AVE	176	7
DANFORTH ST & HIGH ST	201	8
DANFORTH ST & HIGH ST	201A	8
DANFORTH ST & SCHOOL ST	203	9
EASTERN PROMENADE & WALNUT ST	218	10
FOREST AVE & BAXTER BLVD/USM	245	11
FOREST AVE & BEDFORD ST/USM	247	11
FOREST AVE & FALMOUTH ST	256	12
FOREST AVE & PREBLE ST EXT	279	12
PREBLE ST EXT & 295 FOREST AVE	301	13
PREBLE ST EXT & 295 FOREST AVE	301A	13
NORTH ST & QUEBEC ST	394	14
PARK AVE & 189 PARK AVE	410	15
TEMPLE ST & FEDERAL ST	535	16
WASHINGTON AVE & MARION ST	607	17
WASHINGTON AVE & NORTHPORT DR	612	18
WASHINGTON AVE & E. PROMENADE (NB)	621	19
CUMBERLAND AVE & FRANKLIN ST	682	20
WESTBROOK		
MAIN ST & YORK ST	353	21
MAIN ST & RIVERSIDE ST	486	22
SOUTH PORTLAND		
WESTBROOK ST & REDBANK (MINI-HUB)	1142	23
FORT RD & SMCC	1158	24
WESTERN AVE & 371 WESTERN AVE	1178	25

GREATER PORTLAND METRO

FALMOUTH, PORTLAND, WESTBROOK, SOUTH PORTLAND

TRANSIT STOP ACCESS PRIORITIZATION PROJECT PHASE IIB -2025

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Travis J. Wolfel
 SIGNATURE
 13743
 P.E. NUMBER
 4/4/2025
 DATE

PROJECT INFORMATION	
PROGRAM	TSAP
PROJECT MANAGER	IMKE TREMBLAY
DESIGNER	TRAVIS WOLFEL PE
CONSULTANT	STANTEC CONSULTING INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

TRANSIT STOP ACCESS
 PROJECT PHASE IIB - 2025
TITLE SHEET

SHEET NUMBER

1

OF 26

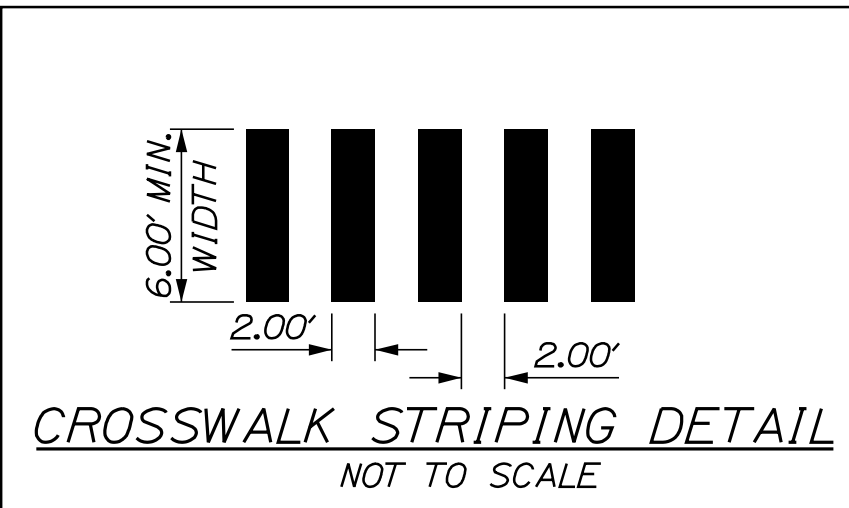


Date: 4/4/2025

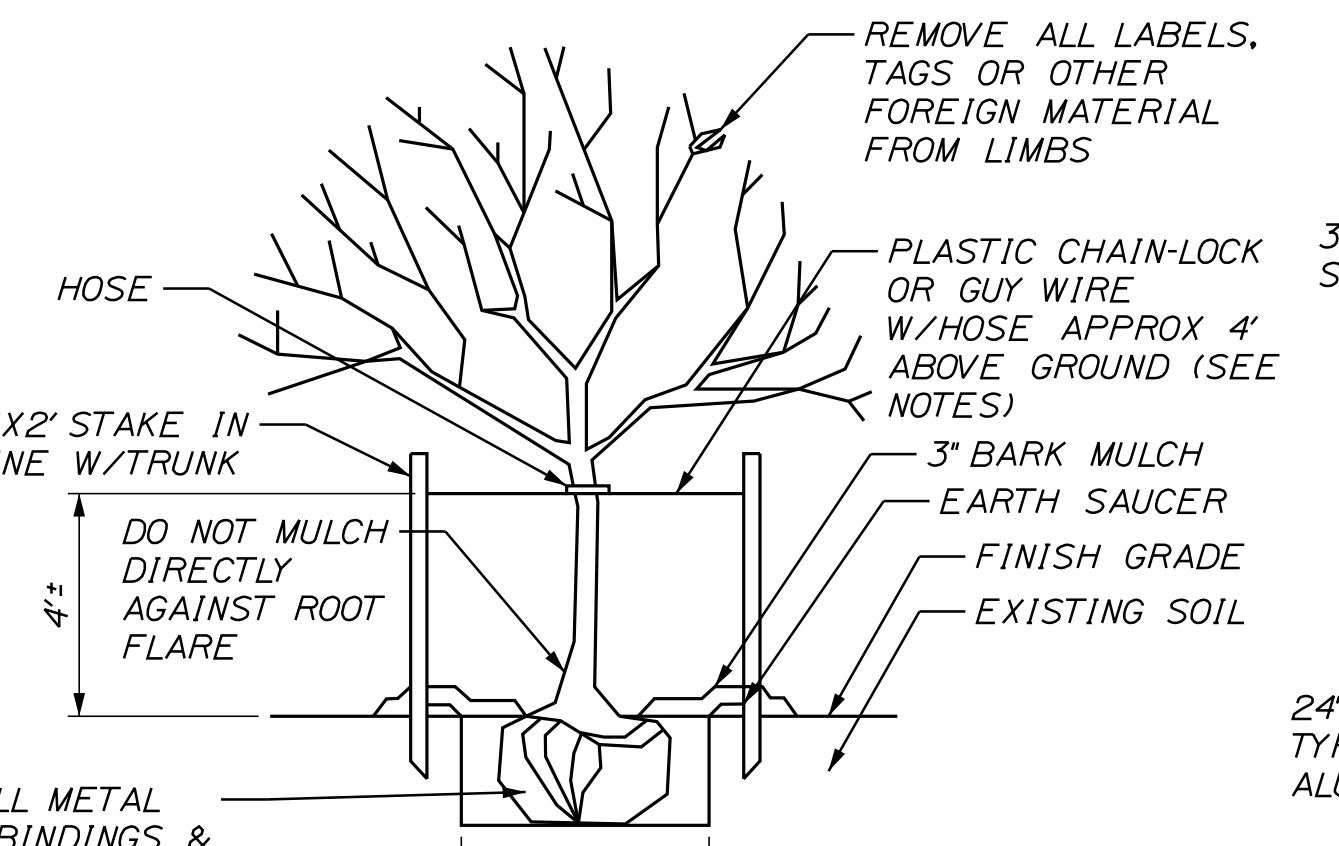
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Division: HIGHWAY

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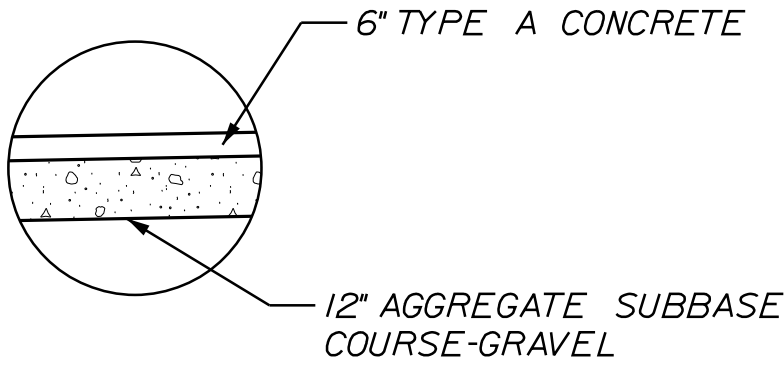
FOR ALL GREATER PORTLAND METRO LOCATIONS



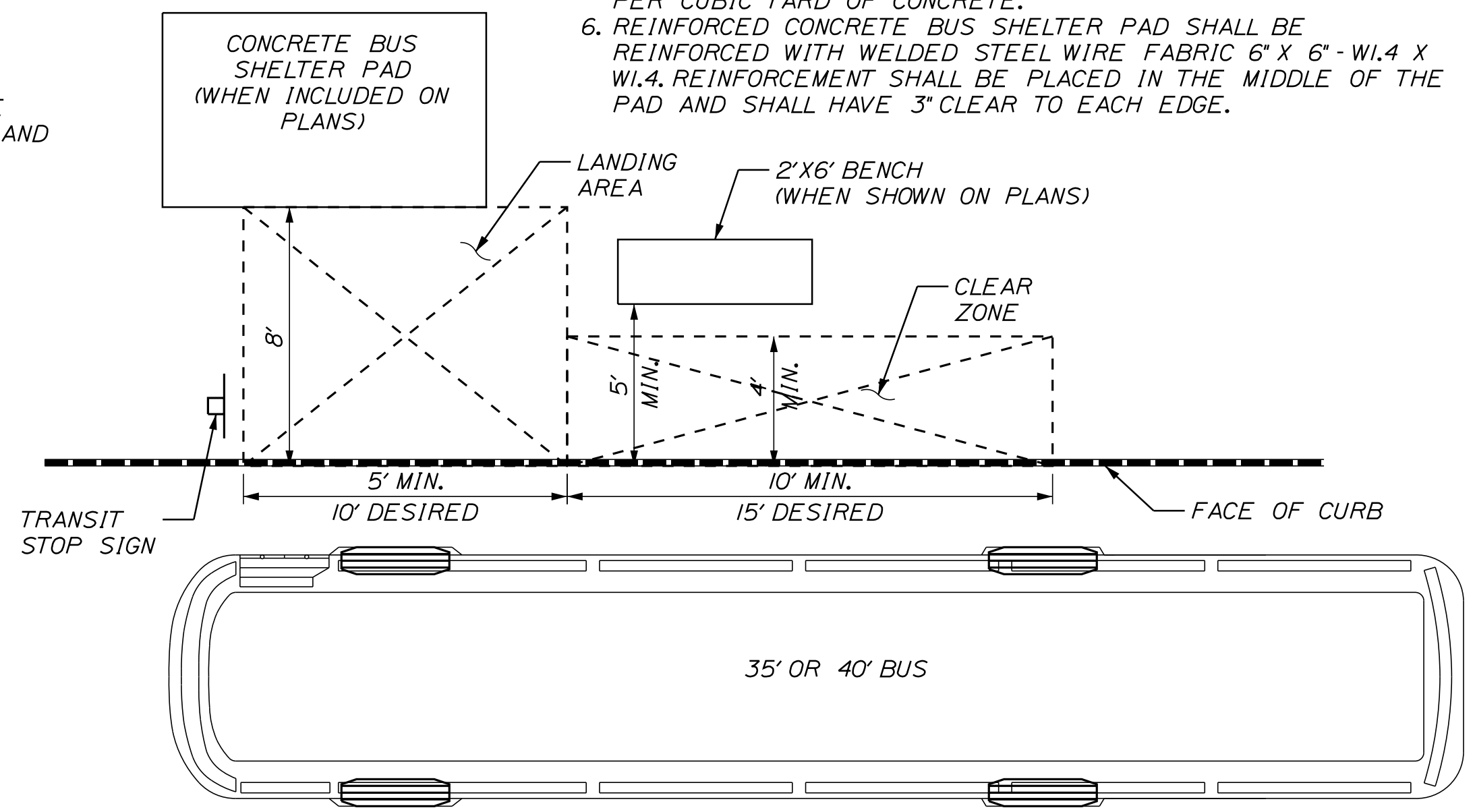
REMOVE ALL METAL OR ROPE BINDINGS & WRAP FROM TOP 1/2 OF ROOT BALL

TREE PIT WIDTH: 3X THE DIAMETER OF ROOT BALL WITH SOIL PROVIDED BY THE CITY

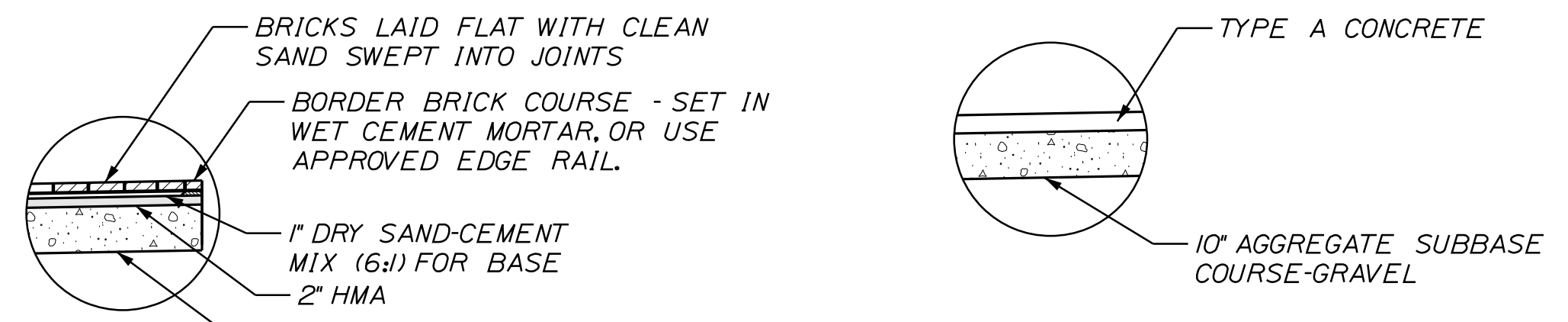
REINFORCED CONCRETE BUS SHELTER PAD



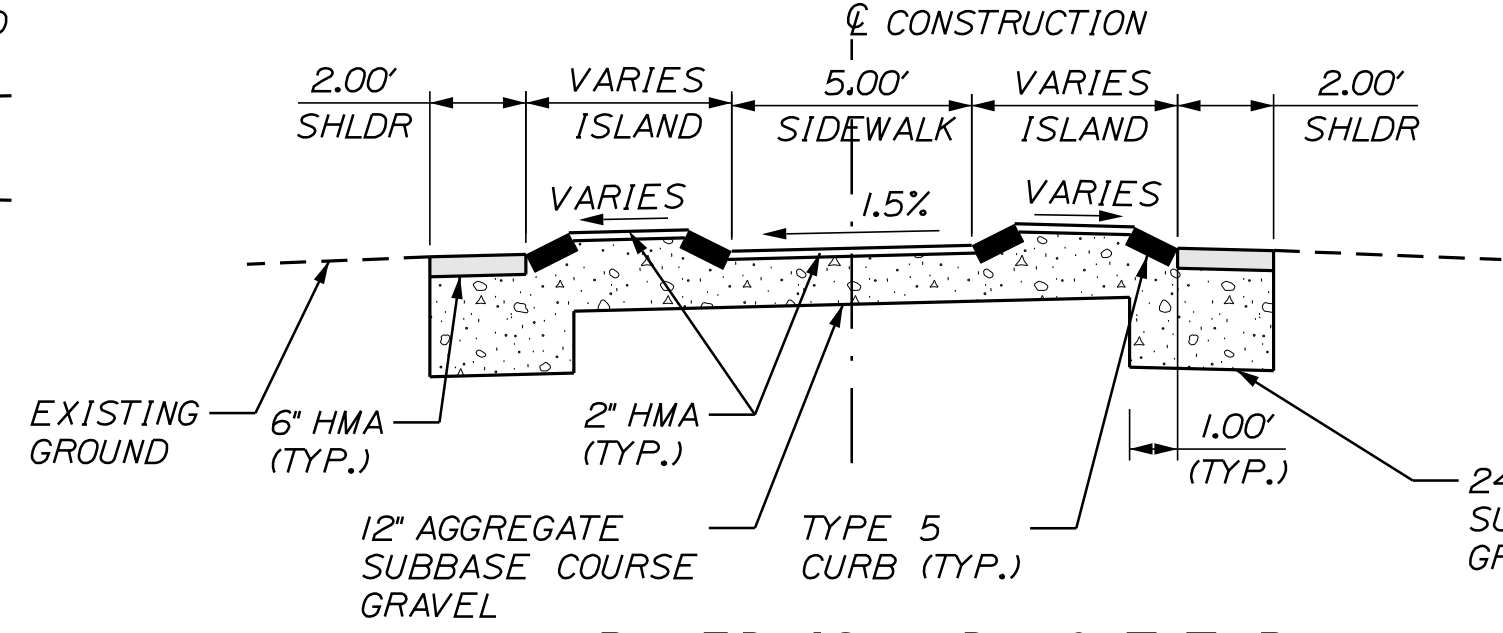
- NOTES:**
- CROSS SLOPE OF SIDEWALK LANDING AREA, AND CLEAR ZONE SHALL BE 1.5% WITH A 0.5% MIN. AND 2.0% MAX CROSS SLOPE.
 - THE LANDING AREA AND CLEAR ZONE SHALL BE FREE OF ALL OBSTACLES AND HAVE SAME SURFACE AS ADJACENT SIDEWALK.
 - TYPE 1 CURBING SHALL BE SET IN A 6-INCH BED OF POURED IN PLACE MAINDOT TYPE A CONCRETE MIX. CONCRETE MIX SHALL BE INCIDENTAL TO THE CURB.
 - BUS SHELTER PADS SHALL BE 10' X 6' UNLESS OTHERWISE NOTED IN THE PLANS.
 - REINFORCED CONCRETE SIDEWALK SHALL BE MICROFIBER REINFORCED AT DOSAGE RATE OF THREE POUNDS OF FIBER PER CUBIC YARD OF CONCRETE.
 - REINFORCED CONCRETE BUS SHELTER PAD SHALL BE REINFORCED WITH WELDED STEEL WIRE FABRIC 6" X 6" W1.4 X W1.4. REINFORCEMENT SHALL BE PLACED IN THE MIDDLE OF THE PAD AND SHALL HAVE 3" CLEAR TO EACH EDGE.



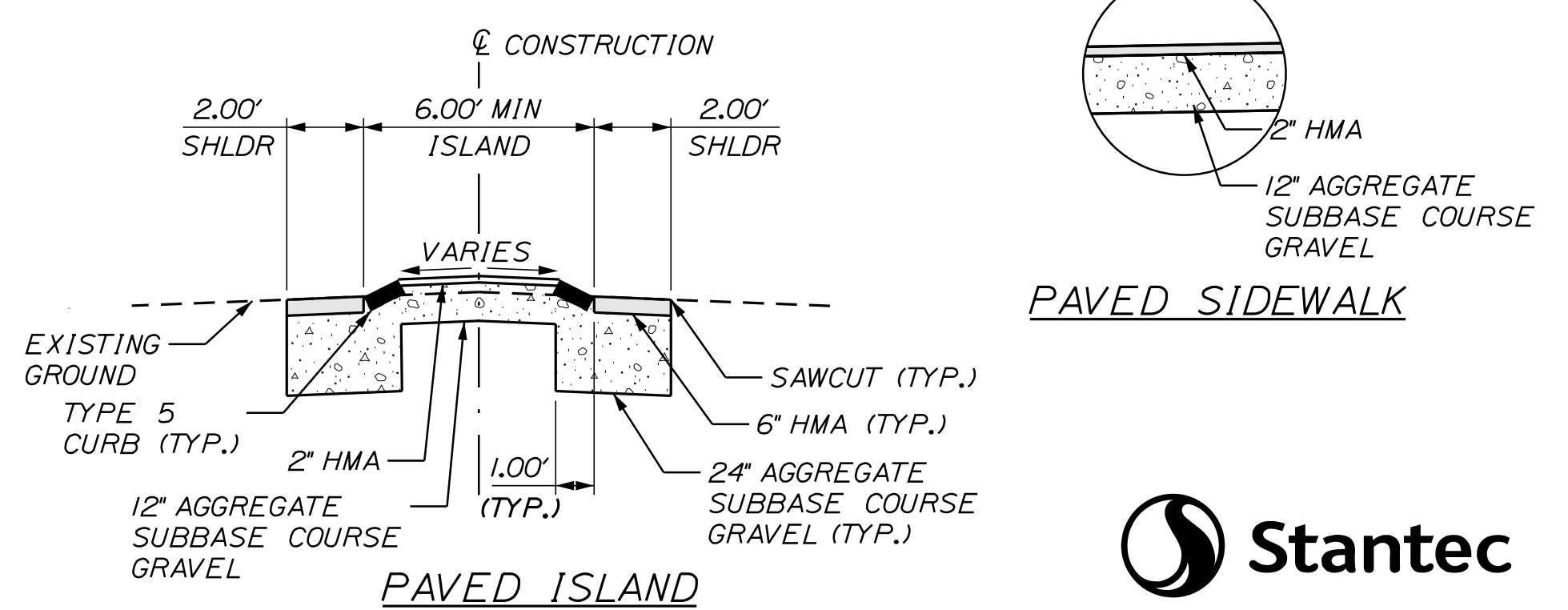
REINFORCED CONCRETE SIDEWALK



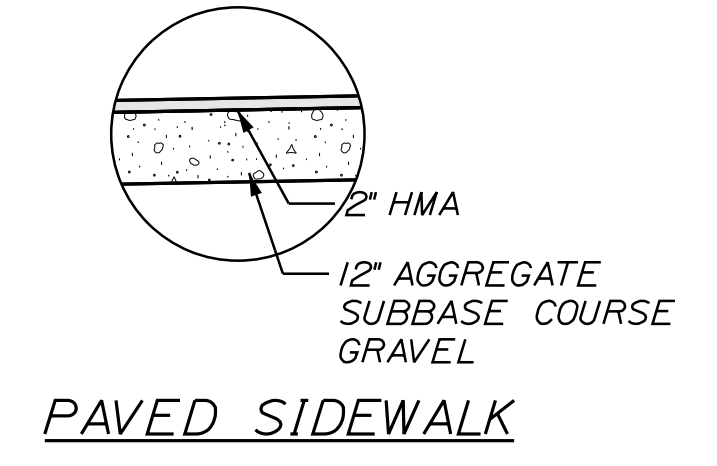
BRICK SIDEWALK



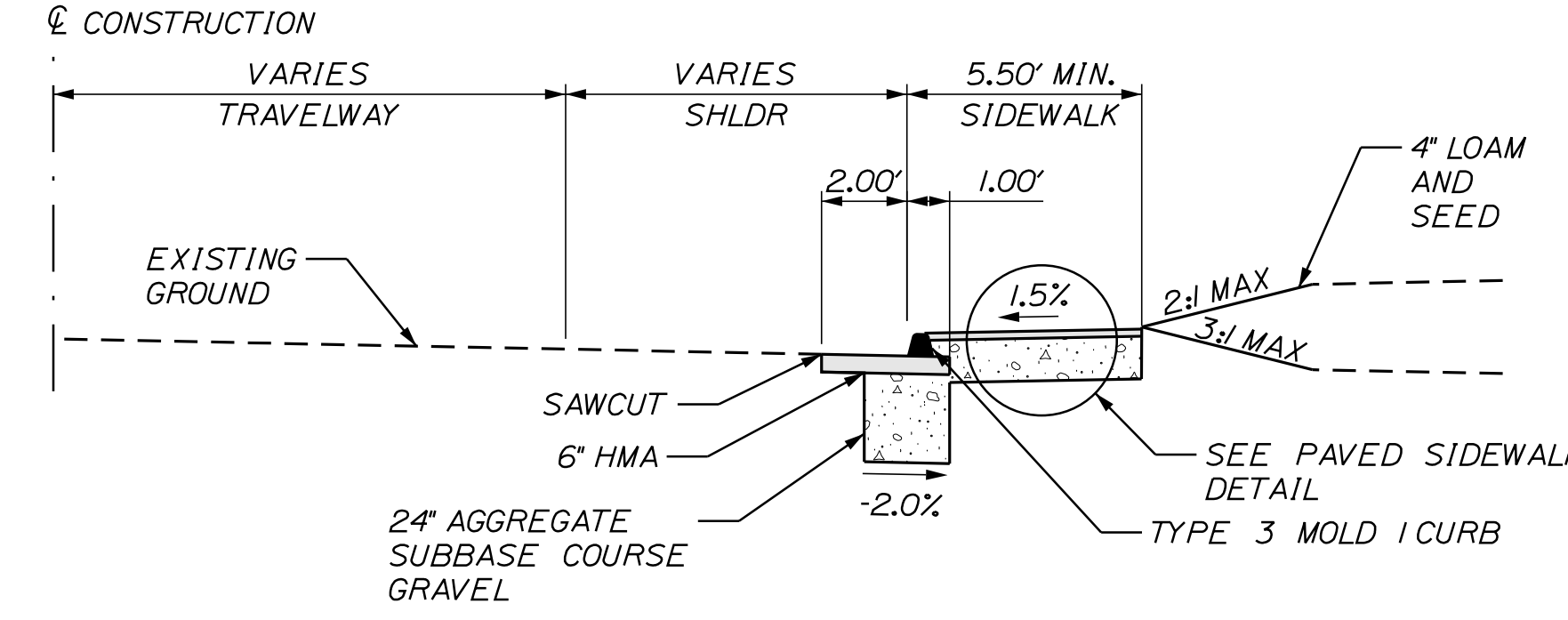
PAVED ISLAND - CUT THRU DETAIL



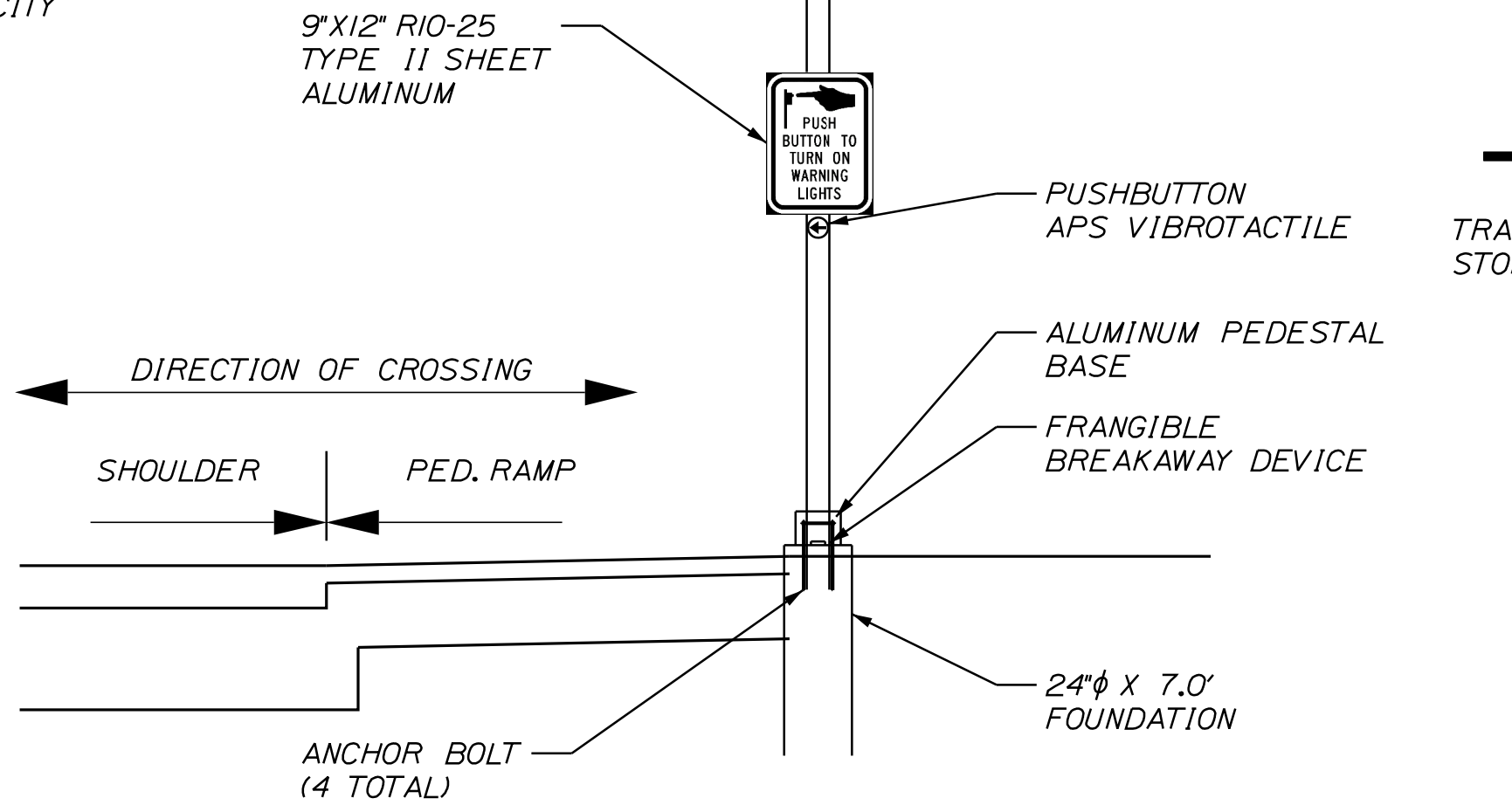
PAVED ISLAND



PAVED SIDEWALK

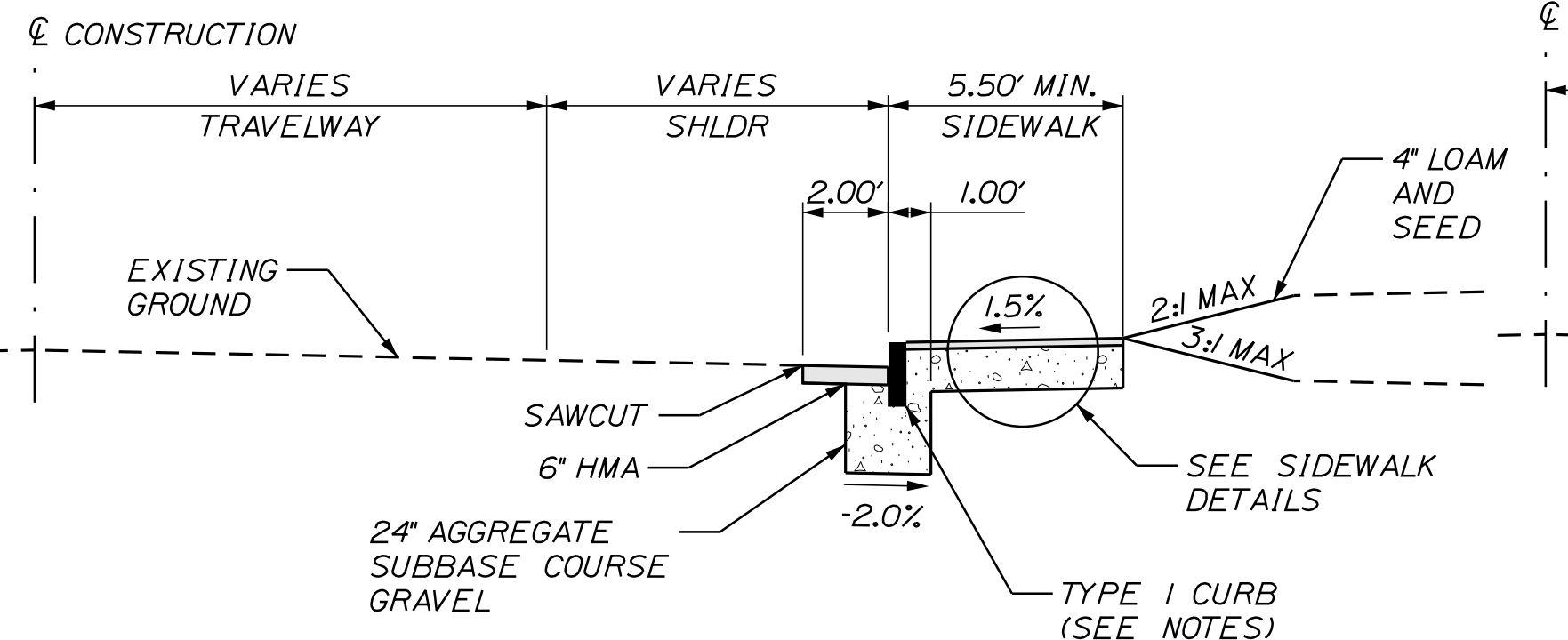


PAVED SIDEWALK AND TYPE 3 CURB RECONSTRUCTION

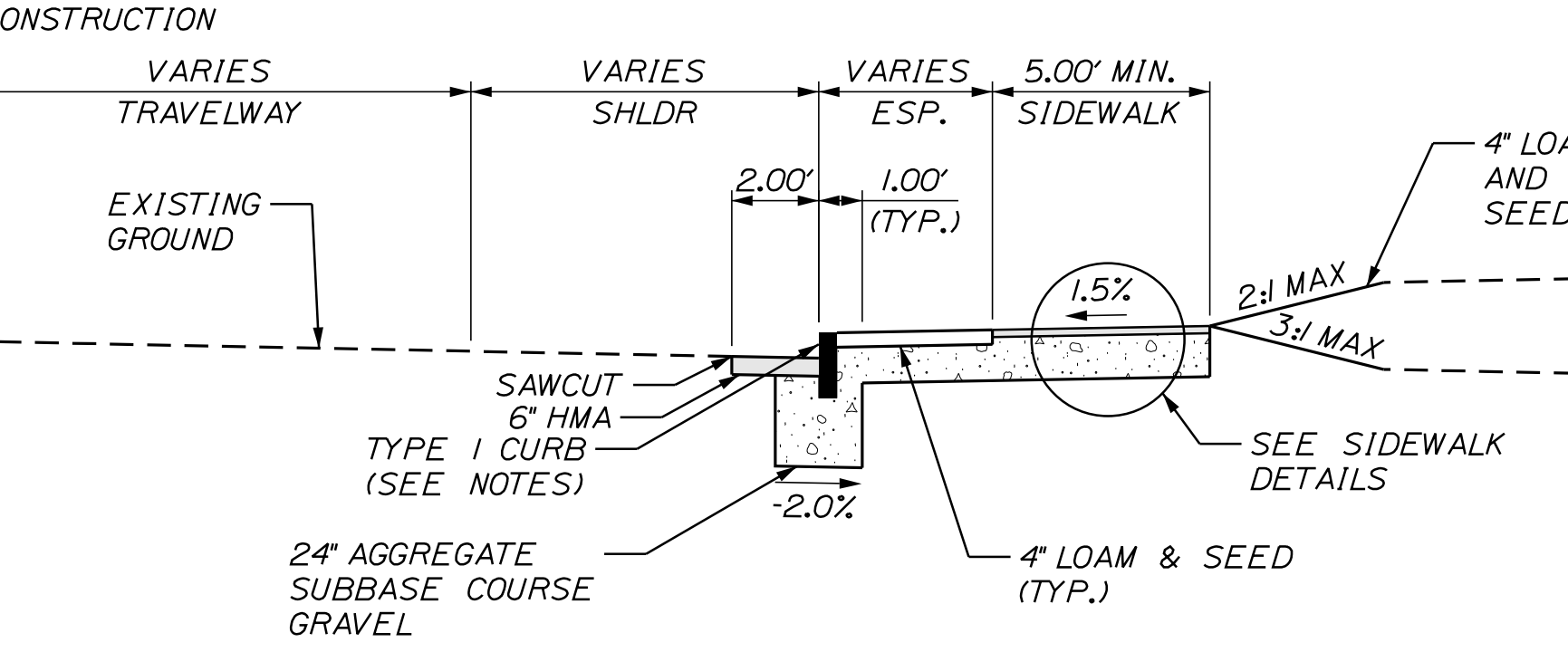


RECTANGULAR RAPID FLASHING BEACON NOT TO SCALE

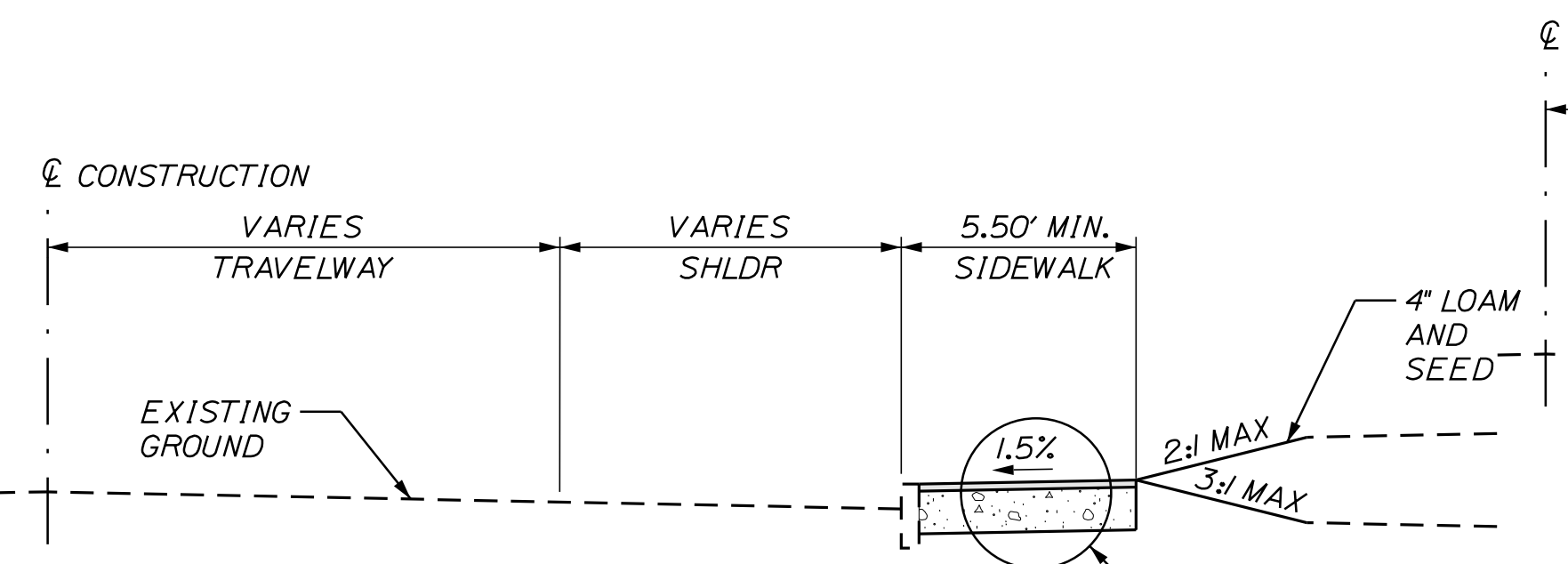
SIDEWALK WITH ESPLANADE AND CURB RECONSTRUCTION



SIDEWALK AND TYPE 1 CURB RECONSTRUCTION



SIDEWALK WITH ESPLANADE RECONSTRUCTION



SIDEWALK RECONSTRUCTION



PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
THG	MAR 2025	JRH	MAR 2025			

DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES

TRANSIT STOP ACCESS
PROJECT PHASE IIB - 2025
TYPICAL SECTIONS 1

SHEET NUMBER

2

OF 26



ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	UNIT	QUANTITY AT STOPS																												TOTAL
			704	900	11	176	201	201A	203	218	245	247	256	279	301	301A	394	410	535	607	612	621	682	353	486	1142	1158	1178			
201.23	REMOVING SINGLE TREE TOP ONLY	EA	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1			
201.24	REMOVING STUMP	EA	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1			
203.20	COMMON EXCAVATION	CY	73	55	17	13	-	21	9	50	33	17	6	8	28	9	11	18	-	8	11	14	150	11	11	52	140	83	848		
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	CY	59	44	15	10	-	14	6	34	24	11	4	6	14	7	7	12	-	5	10	9	110	10	9	43	105	69	637		
403.208	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE	T	9	2	1	1	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	7	-	-	3	8	4	37			
403.209	HOT MIX ASPHALT, 9.5 MM NOMINAL MAXIMUM SIZE (INCIDENTALS)	T	4	12	4	4	-	-	-	3	-	-	-	-	2	-	-	-	-	-	4	-	2	4	3	8	13	15	78		
403.213	HOT MIX ASPHALT, 12.5 MM NOMINAL MAXIMUM SIZE (BASE AND INTERMEDIATE COURSE)	T	17	3	2	2	-	2	2	2	-	-	-	-	-	-	-	-	-	-	-	13	-	-	6	15	8	72			
409.15	BITUMINOUS TACK COAT, APPLIED	G	2	1	1	1	-	1	-	1	-	-	-	-	-	-	-	-	-	-	-	2	-	-	1	2	1	13			
604.161	ALTERING CATCH BASIN	EA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	3			
604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	EA	-	-	-	-	-	-	-	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	3			
607.291	REMOVE AND RESET STONE WALL	LF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	23	-	-	-	23			
608.08	REINFORCED CONCRETE SIDEWALK	SY	-	-	-	21	-	-	-	-	85	-	14	20	31	22	-	7	-	-	-	250	-	-	10	44	-	504			
608.15	BRICK SIDEWALK WITH BITUMINOUS BASE	SY	-	-	-	-	-	-	19	84	-	39	-	-	-	-	25	35	-	17	-	31	-	-	-	39	-	289			
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	12	35	-	-	-	-	-	28	-	-	-	-	-	-	-	-	-	-	10	130	-	-	35	90	47	387			
609.11	VERTICAL CURB TYPE 1	LF	-	-	-	10	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	32	-	-	-	59	-	101			
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	LF	-	7	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	51	-	-	-	63	-	121			
609.221	TERMINAL CURB TYPE 1	LF	16	24	-	24	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	61	-	-	8	67	22	222			
609.222	TERMINAL CURB TYPE 1 - CIRCULAR	LF	-	-	-	-	-	-	-	12	-	-	-	-	-	-	-	-	-	-	-	53	-	-	28	12	105				
609.31	CURB TYPE 3	LF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	71	-	71				
609.34	CURB TYPE 5	LF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	56	56			
609.35	CURB TYPE 5 - CIRCULAR	LF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	44	44			
609.38	RESET CURB TYPE 1	LF	-	-	25	-	-	35	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60			
621.285	LARGE DECIDUOUS TREE (3 INCH - 3.5 INCH CALIPER) GROUP A	EA	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	1			
626.11	PRECAST CONCRETE JUNCTION BOX	EA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	4	-	-	-	-	-	4			
626.22	NON-METALLIC CONDUIT	LF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	60	-	-	-	-	-	60			
626.36	REMOVE OR MODIFY CONCRETE FOUNDATION	EA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	-	-	-	-	-	3			
626.421	24-INCH DIAMETER FOUNDATION	LF	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	35	-	-	-	-	14	63			
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	SF	120	310	-	-	-	-	-	190	-	-	-	-	-	-	-	-	-	-	-	710	-	-	250	60	330	1970			
629.05	HAND LABOR, STRAIGHT TIME	HR	5	5	1	1	-	-	1	5	2	1	-	2	5	5	1	2	-	2	2	2	5	2	2	5	10	5	71		
631.122	MINI ALL-PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	5	5	1	1	-	-	1	5	2	1	-	2	5	5	1	2	-	2	2	2	5	2	2	5	10	5	71		
631.171	TRUCK - SMALL (INCLUDING OPERATOR)	HR	5	5	1	1	-	-	1	5	2	1	-	2	5	5	1	2	-	2	2	2	5	2	2	5	10	5	71		
641.12	BENCH	EA	-	1	1	-	-	1	-	1	1	1	1	-	1	1	-	-	1	1	1	1	1	1	1	2	-	1	18		
643.621	RECTANGULAR RAPID FLASHING BEACON	EA	2	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	2	4			
643.71	TRAFFIC SIGNAL MODIFICATION: FRANKLIN STREET SOUTHBOUND AT CUMBERLAND AVENUE	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	1			
645.106	DEMOUNT REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN	EA	-	-	-	1	1	-	3	1	-	-	1	-	-	-	-	1	2	-	1	-	1	-	1	3	1	17			
645.108	DEMOUNT POLE	EA	-	-	-	1	1	-	1	1	-	-	1	-	-	-	-	1	2	-	1	-	1	-	1	3	1	15			
645.116	REINSTALL REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGN	EA	-	-	-	1	1	-	3	1	-	-	1	-	1	1	-	2	2	-	1	-	1	-	1	3	1	21			
645.118	REINSTALL POLE	EA	-	-	-	1	2	-	1	1	-	-	1	-	-	-	-	1	2	-	1	-	1	-	1	3	1	16			
645.271	REGULATORY, WARNING, CONFIRMATION AND ROUTE ASSEMBLY SIGN, TYPE 1	SF	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	8	-	-	66	-	43	117				
652.312	TYPE III BARRICADE	EA	2	2	2	2	-	2	2	3	2	2	2	2	2	2	2	2	-	2	2	2	4	2	2	4	4	4	57		
652.33	DRUM	EA	10	15	10	5	5	5	5	10	10	10	10	10	5	5	5	10	5	5	10	10	30	5	10	10	20	245			
652.34	CONE	EA	10	15	10	5	5	5	5	10	10	10	10	10	5	5	5	10	5	5	10	10	30	5	10	10	20	245			
652.35	CONSTRUCTION SIGNS	SF	98	150	56	48	28	28	48	102	62	62	98	98	106	106	48	56	20	48	48	48	106	48	56	106	160	1994			
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	10	15	5	2	1	5	3	10	5	5	5	10	5	5	5	10	1	3	5	2	15	2	5	10	5	169			
652.38	FLAGGERS	HR	60	60	40	-	-	-	-	80	20	20	40	40	40	40	-	-	-	-	-	100	-	-	20	60	200	820			
656.75	TEMP SOIL EROSION & WATER POLLUTION CONTROL	LS	0.04	0.04	0.04	0.04	0.04	0	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	1			
659.10	MOBILIZATION	LS	0.04	0.04	0.04	0.04	0.04	0	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	0.04	1			
890.07	BIKE RACKS	EA	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1			



THG
JRH
DATE
MAR 2025
MAR 2025
SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER
M. TREMBLAY
CHECKED-REVIEWED
DESIGNS DETAILED
DESIGNS DETAILED
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

TRANSIT STOP ACCESS
PROJECT PHASE IIB - 2025
ESTIMATED QUANTITIES

SHEET NUMBER
3
OF 26

GENERAL NOTES

1. TRIM ALL BRANCHES TO 20 FEET ABOVE THE PAVEMENT AND 8 FEET ABOVE SIDEWALKS. TREE TRIMMING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. ANY TREE BRANCHES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE TRIMMED AT THE CONTRACTOR'S EXPENSE.
2. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
3. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
4. 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.
5. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE - GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
6. THE FOLLOWING SHALL BE INCIDENTAL TO THE STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS:
 - A. ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS;
 - B. ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT;
 - C. ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES;
 - D. EXISTING FLOW LINES MAY BE CHANGED BY UP TO 1.5 FEET
7. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
8. ALL TYPE A CATCH BASINS PLACED ON A TYPE 1 CIRCULAR CURB SHALL HAVE THE CURB INLET CUT AT THE SAME RADIUS AS ADJACENT CIRCULAR CURB. PAYMENT SHALL BE INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS.
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 SHALL BE PLACED AT DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT. ALL LOAM SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.
11. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED. SEEDING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.
12. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.
13. MULCH AND BARK MULCH SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.
14. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
15. 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.
16. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
17. ANY EXISTING PAVED, CONCRETE, OR BRICK BUS STOP SHALL HAVE A TEMPORARY BUS STOP WITH A GRAVEL SURFACE. GRAVEL FOR TEMPORARY BUS STOP LOCATIONS SHALL HAVE A 2" MAXIMUM AGGREGATE SIZE AND 12" DEPTH. REMOVE GRAVEL AND PLACE LOAM, AND SEED ONCE NEW STOP IS IN OPERATION.
18. CONTRACTOR SHALL MAINTAIN PEDESTRIAN ACCESS AT ALL TIMES DURING CONSTRUCTION. ANY TEMPORARY RAMPS OR OTHER DEVICES NECESSARY FOR MAINTAINING ACCESS SHALL BE ADA COMPLIANT AND WILL BE INCLUDED IN THE MAINTENANCE OF TRAFFIC CONTROL DEVICES PAY ITEM.
19. GRADING OF PEDESTRIAN RAMPS SHALL AS SHOWN IN THE PLANS. ANY FIELD MODIFICATIONS SHALL BE CONSTRUCTED IN ACCORDANCE TO THE LATEST MAINEDOT STANDARD DETAILS.
20. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY OR DRAINAGE STRUCTURES SHALL BE A 9.5 mm OR 12.5 mm MAINEDOT APPROVED MIX DESIGN. EXCLUDING WATER AND GAS GATE VALVES, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT FOR THE PATCH AT LEAST TWO FEET AWAY FROM THE NEAREST EDGE OF THE STRUCTURE. THE CONTRACTOR SHALL PLACE HMA IN LIFTS OF 2 INCHES OR LESS TO MATCH THE EXISTING PAVEMENT DEPTH OR A MAXIMUM OF 6 INCHES, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF A 150-POUND PLATE COMPACTOR.



PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN-DETAILED	THG	THG	MAR 2025
CHECKED-REVIEWED	JRH	JRH	MAR 2025
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

TRANSIT STOP ACCESS
PROJECT PHASE IIB - 2025

GENERAL NOTES

SHEET NUMBER

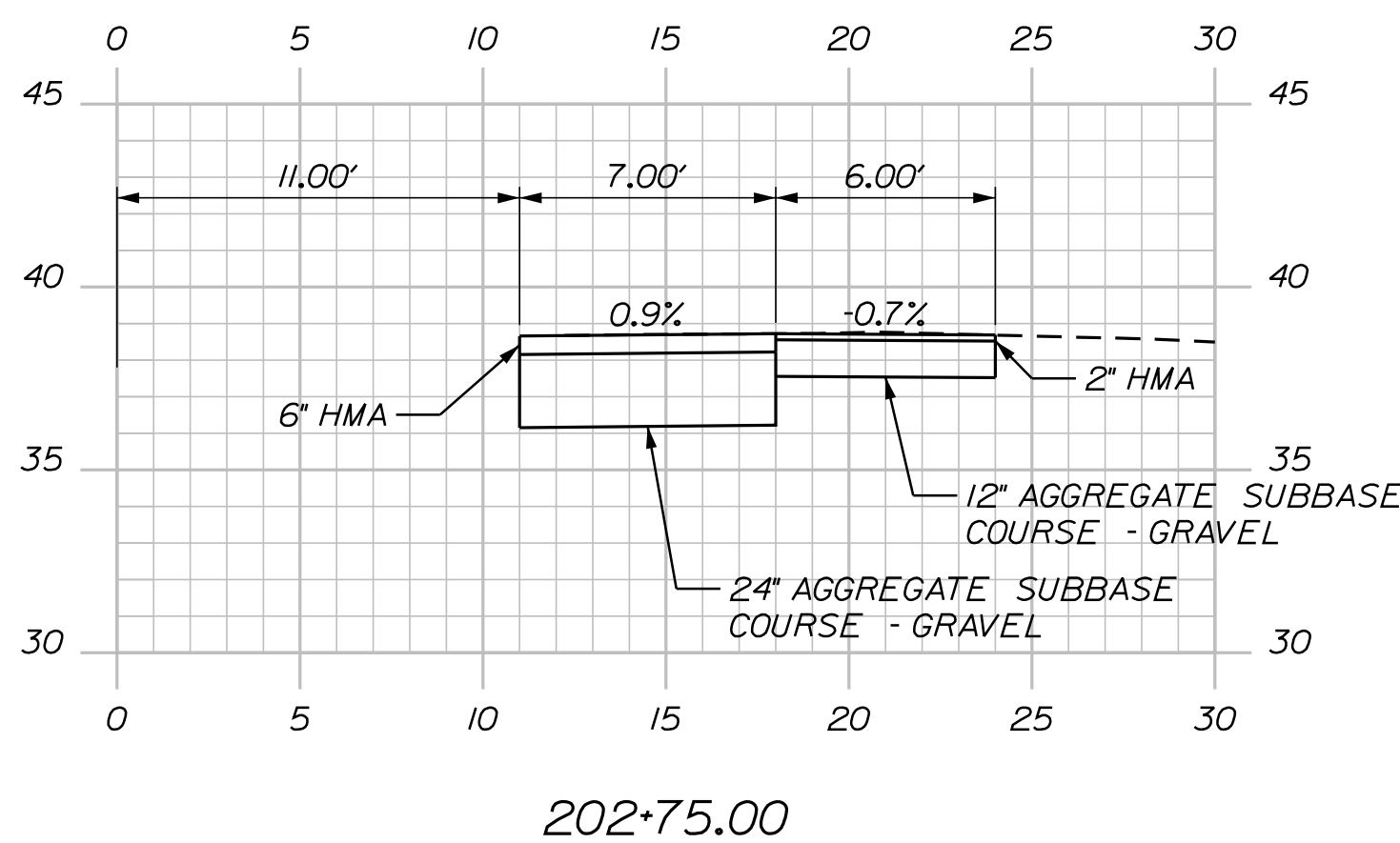
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OF 26



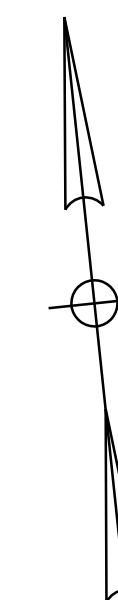


LOCATION MAP



PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	202-09.04, 11.56' LT.	101	202-16.63, 11.50' LT.	8.00	375.00	TDI
102	202-22.32, 11.50' LT.	103	202-28.12, 12.67' LT.	6.28	18.00	TDI
103	202-28.12, 12.67' LT.	104	202-33.07, 16.00' LT.	6.28	18.00	TDI
105	202-36.43, 20.87' LT.	106	202-37.88, 24.54' LT.	4.00	-	TDI
106	202-37.88, 24.54' LT.	107	202-39.28, 28.21' LT.	4.00	-	TDI
110	202-79.18, 15.46' LT.	111	202-82.72, 13.68' LT.	4.00	18.00	TDI
111	202-82.72, 13.68' LT.	112	202-89.01, 12.59' LT.	6.41	18.00	I
113	202-74.58, 20.41' LT.	114	202-72.76, 23.87' LT.	4.00	-	TDI
114	202-72.76, 23.87' LT.	115	202-72.00, 28.32' LT.	4.00	-	TDI
200	202-07.79, 12.62' RT.	201	202-02.19, 13.09' RT.	4.00	-	TDI
201	202-02.19, 13.09' RT.	202	202-16.27, 13.47' RT.	4.00	-	TDI
203	202-22.70, 13.47' RT.	204	202-26.84, 14.38' RT.	4.00	-	TDI
204	202-26.84, 14.38' RT.	205	202-31.05, 15.22' RT.	4.00	-	TDI

I = TYPE I GRANITE CURB
TDI = TYPE I GRANITE CURB TIPDOWN

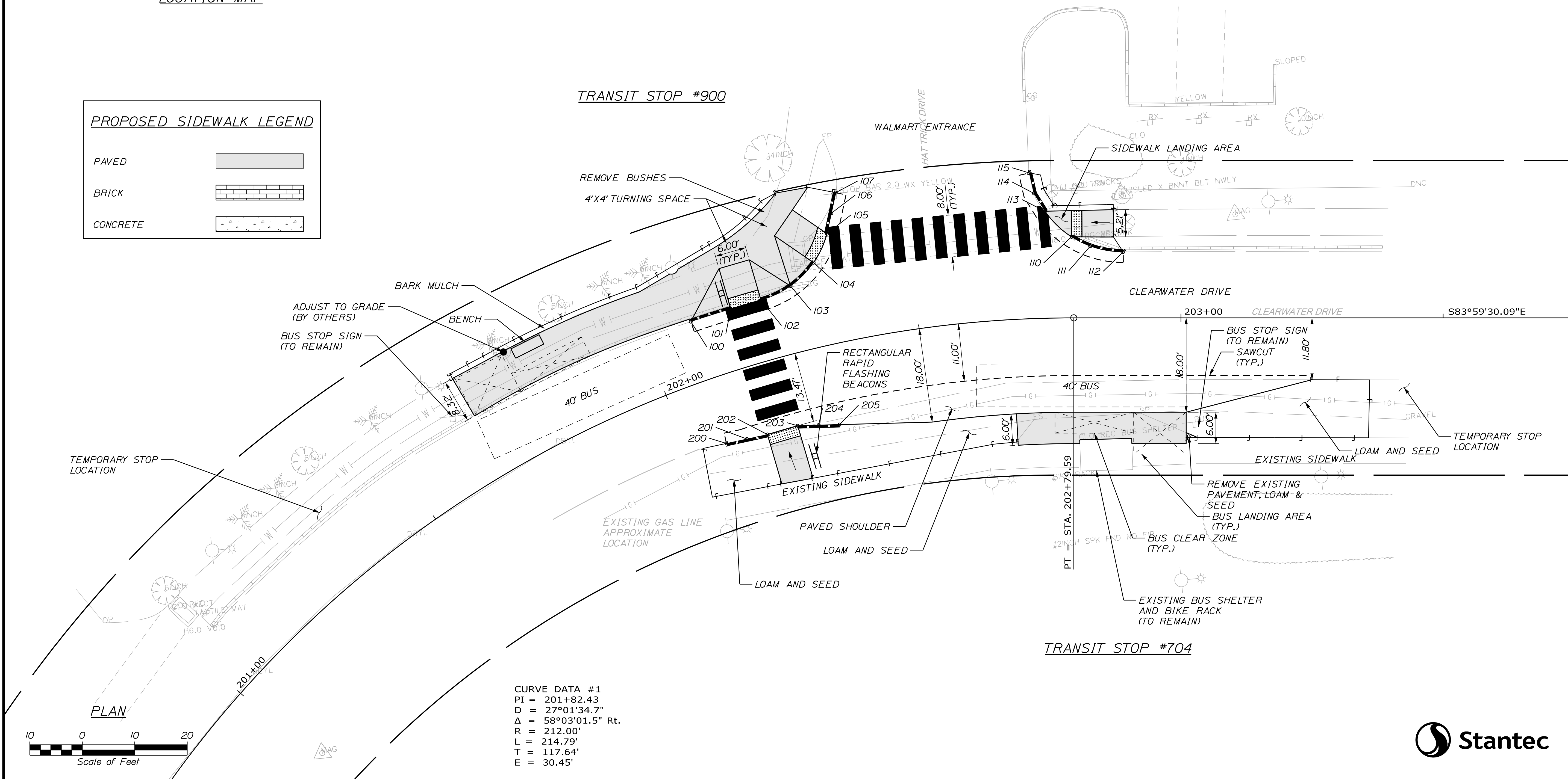


DATE	BY	REVISION	SIGNATURE	P.E. NUMBER	DATE
MAR 2025	THG	DESIGN DETAILED			
MAR 2025	JRH	CHECKED-REVIEWED			

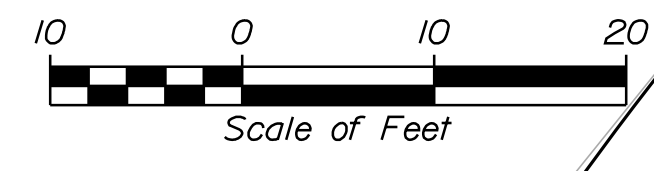
PROJ. MANAGER	M. TREMBLAY	DESIGN DETAILED	PLP
CHECKED-REVIEWED	TJW	DESIGN DETAILED	
DESIGN DETAILED		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	

FALMOUTH DRIVE
CLEARWATER DRIVE
STOP ID NO. 704 & NO. 900

SHEET NUMBER
5
OF 26



CURVE DATA #1
PI = 201+82.43
D = 27°01'34.7"
Δ = 58°03'01.5" Rt.
R = 212.00'
L = 214.79'
T = 117.64'
E = 30.45'



Date: 4/14/2025

Username: twolfel

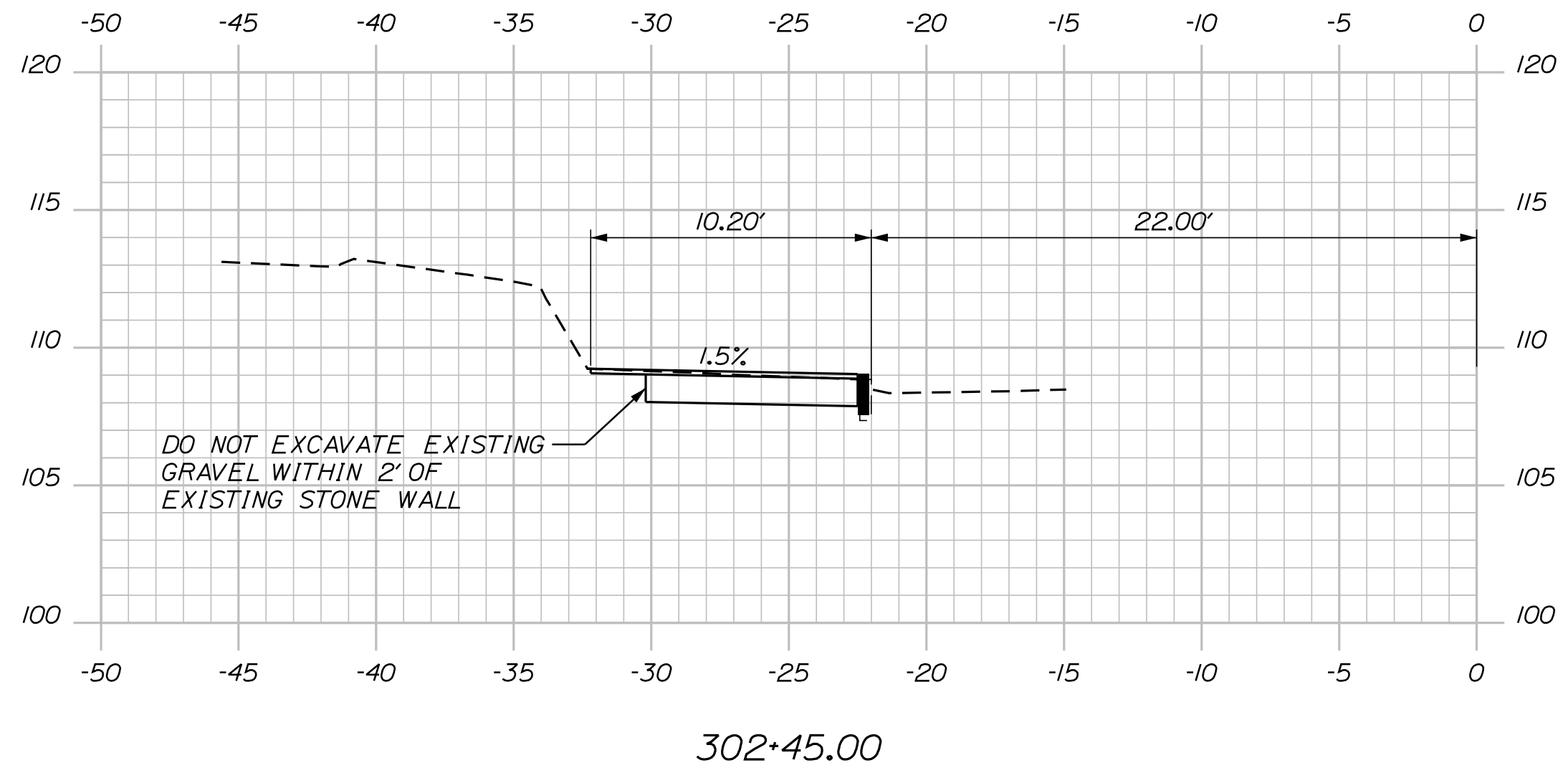
Filename: ... \MSTA\Falmouth_Stop704&900.dgn Division: HIGHWAY

Date: 4/4/2025

Username: twolfel

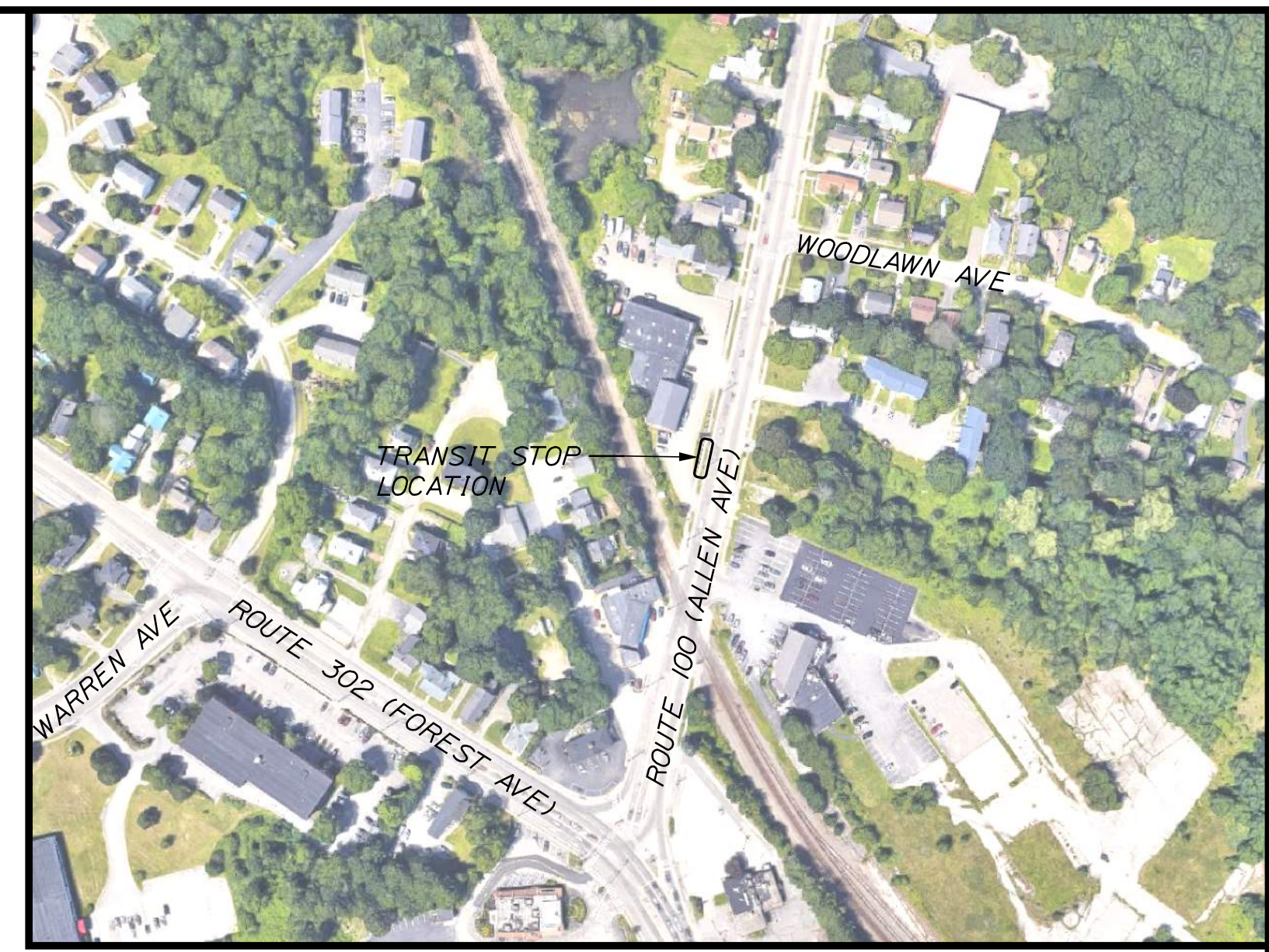
Division: HIGHWAY

Filename: ... \MSTA\Portcendng_Stop11.dgn



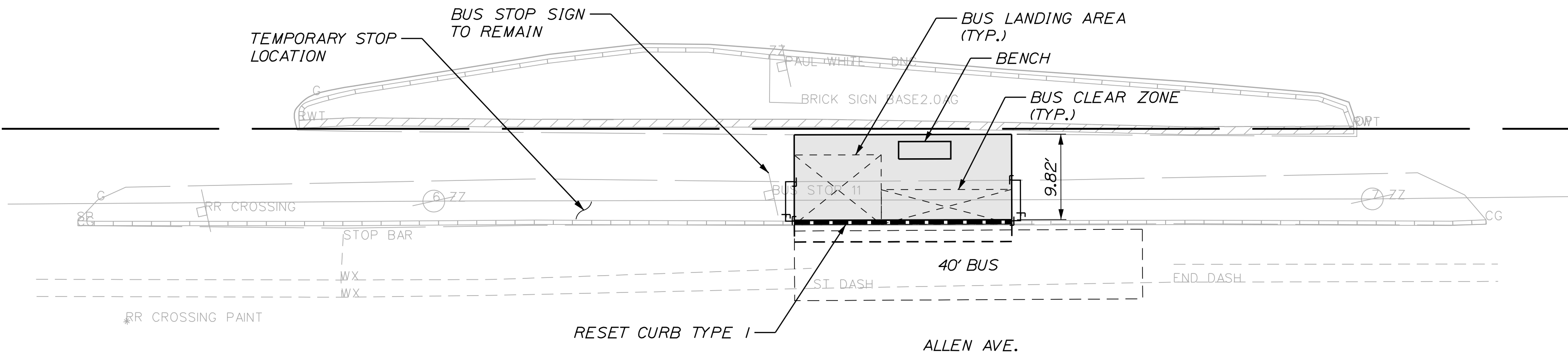
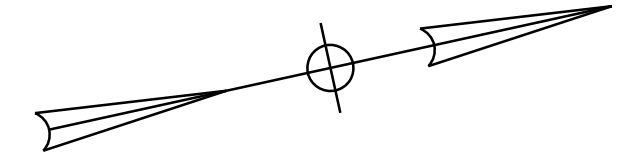
PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	



LOCATION MAP

TRANSIT STOP #11



301+00 302+00 303+00 ALLEN AVENUE N12°23'02.18"E

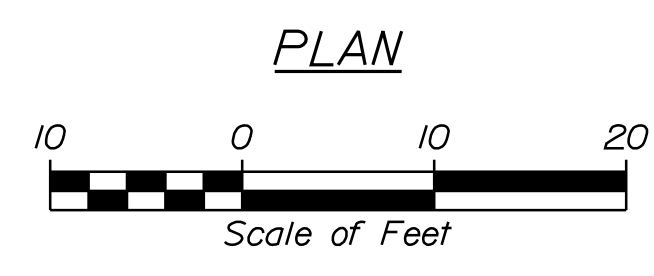
PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN-DETAILED	PIP	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
ALLEN AVENUE
STOP ID NO. 11

SHEET NUMBER

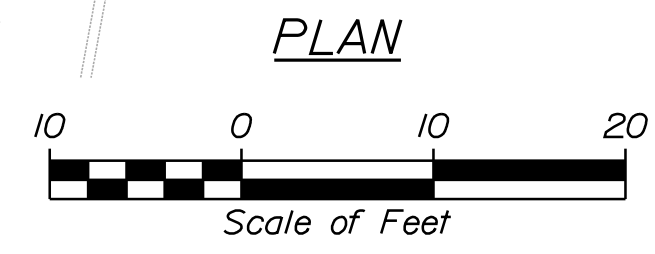
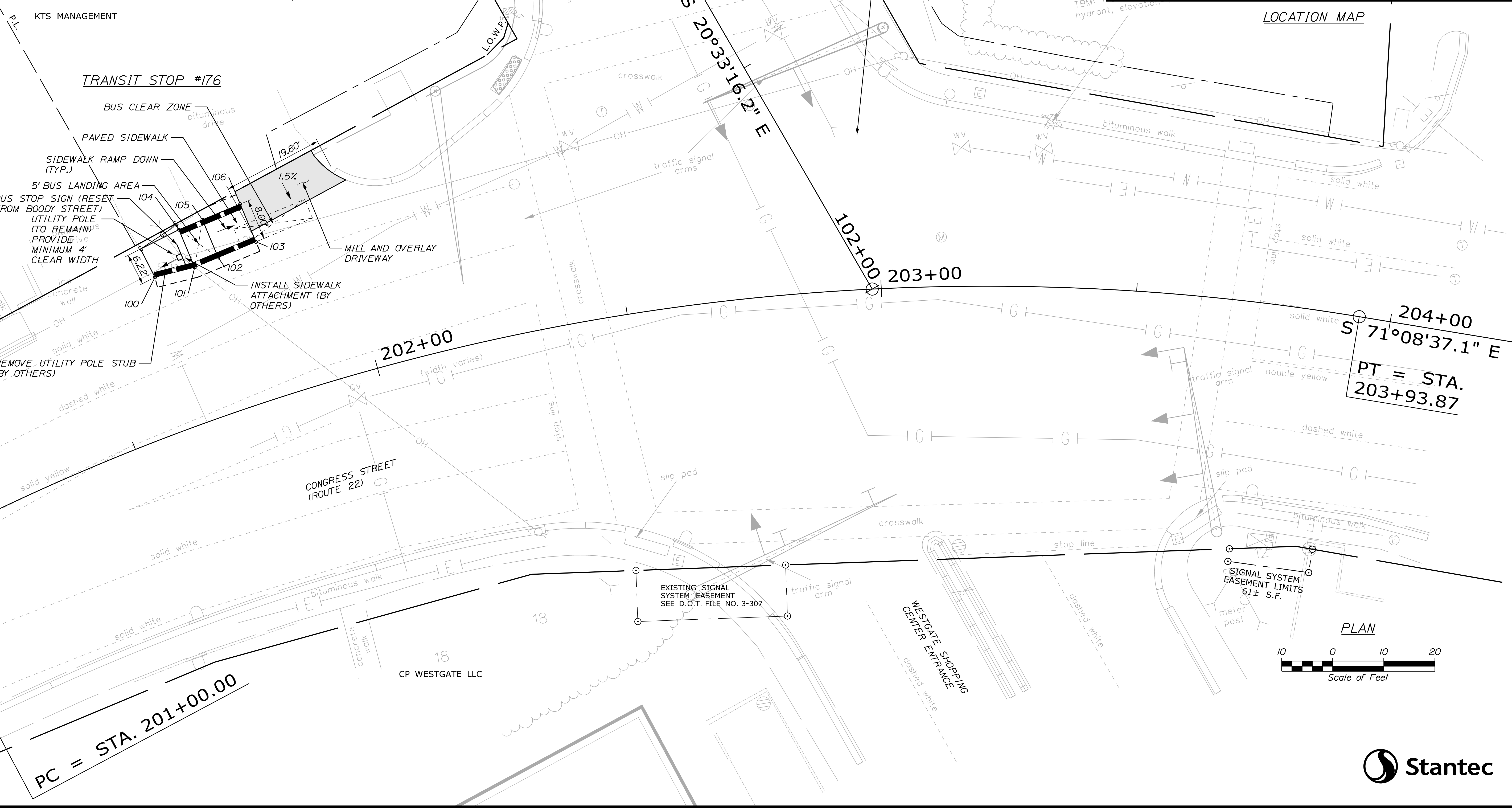
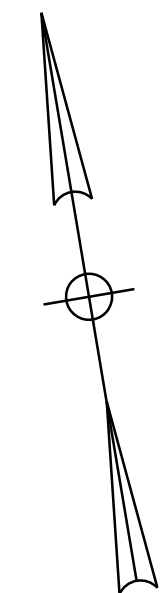
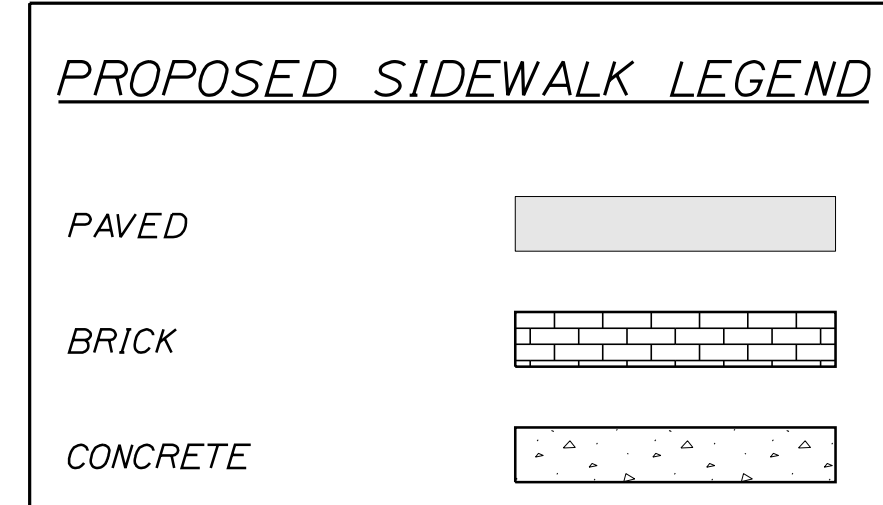
6

OF 26



PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	201+65.01, 30.14' LT.	101	201+72.48, 29.39' LT.	8.00	-	TDI
101	201+72.48, 29.39' LT.	102	201+77.16, 29.75' LT.	5.00	-	I
102	201+77.16, 29.75' LT.	103	201+84.63, 30.43' LT.	8.00	-	TDI
104	201+72.00, 37.37' LT.	105	201+76.59, 37.73' LT.	5.03	-	I
105	201+76.59, 37.73' LT.	106	201+83.94, 38.40' LT.	7.12	-	TDI

I = TYPE I GRANITE CURB
 TDI = TYPE I GRANITE CURB TIPDOWN



PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN-DETAILED	PIP	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN-DETAILED			
REVISIONS			
REVISIONS			
REVISIONS			
REVISIONS			
FIELD CHANGES			

PORTLAND
 CONGRESS STREET
 STOP ID NO. 176

SHEET NUMBER
 7
 OF 26



Date: 4/4/2025

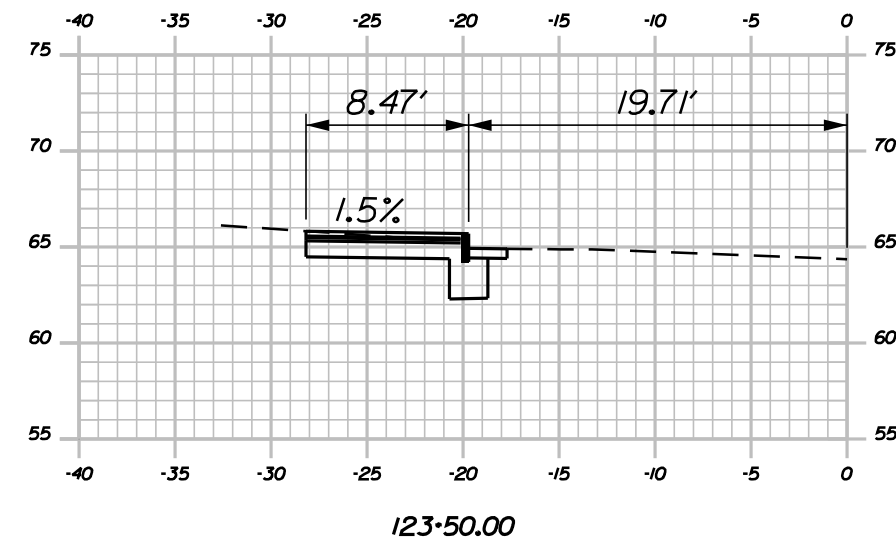
Username: twolfel

Division: HIGHWAY

Filename: ... \MSTA\Portlib_Stop176.dgn



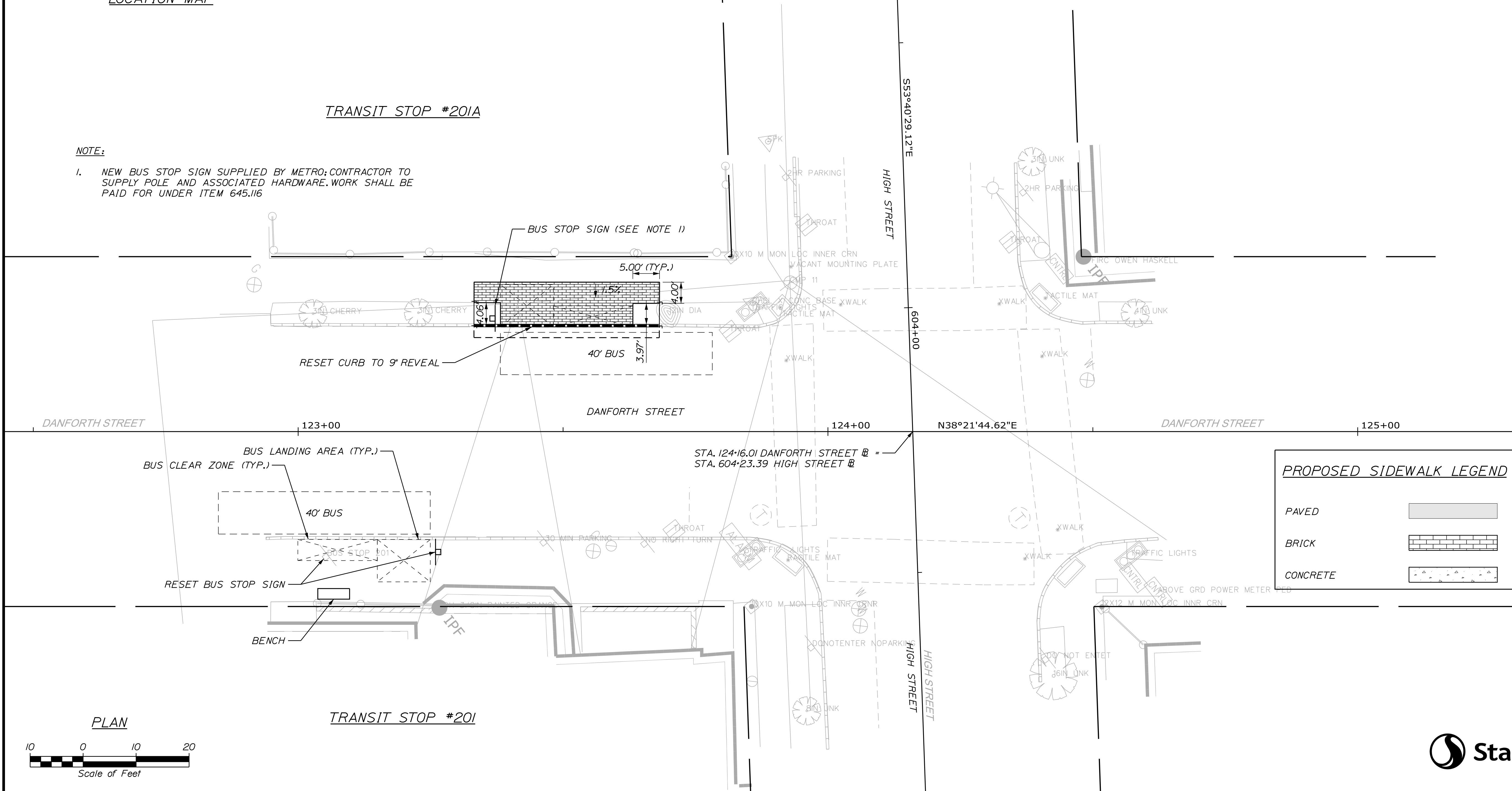
LOCATION MAP



TRANSIT STOP #201A

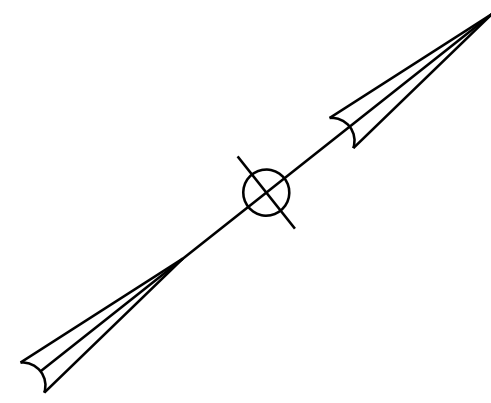
NOTE:

1. NEW BUS STOP SIGN SUPPLIED BY METRO; CONTRACTOR TO SUPPLY POLE AND ASSOCIATED HARDWARE. WORK SHALL BE PAID FOR UNDER ITEM 645.116



TRANSIT STOP #201

PLAN



PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN/DETAILED	PIP	THG	MAR 2025
CHECKED/REVIEWED	TJW	JRH	MAR 2025
DESIGN/DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
DANFORTH STREET
STOP ID NO. 201 & 201A

SHEET NUMBER

8

OF 26

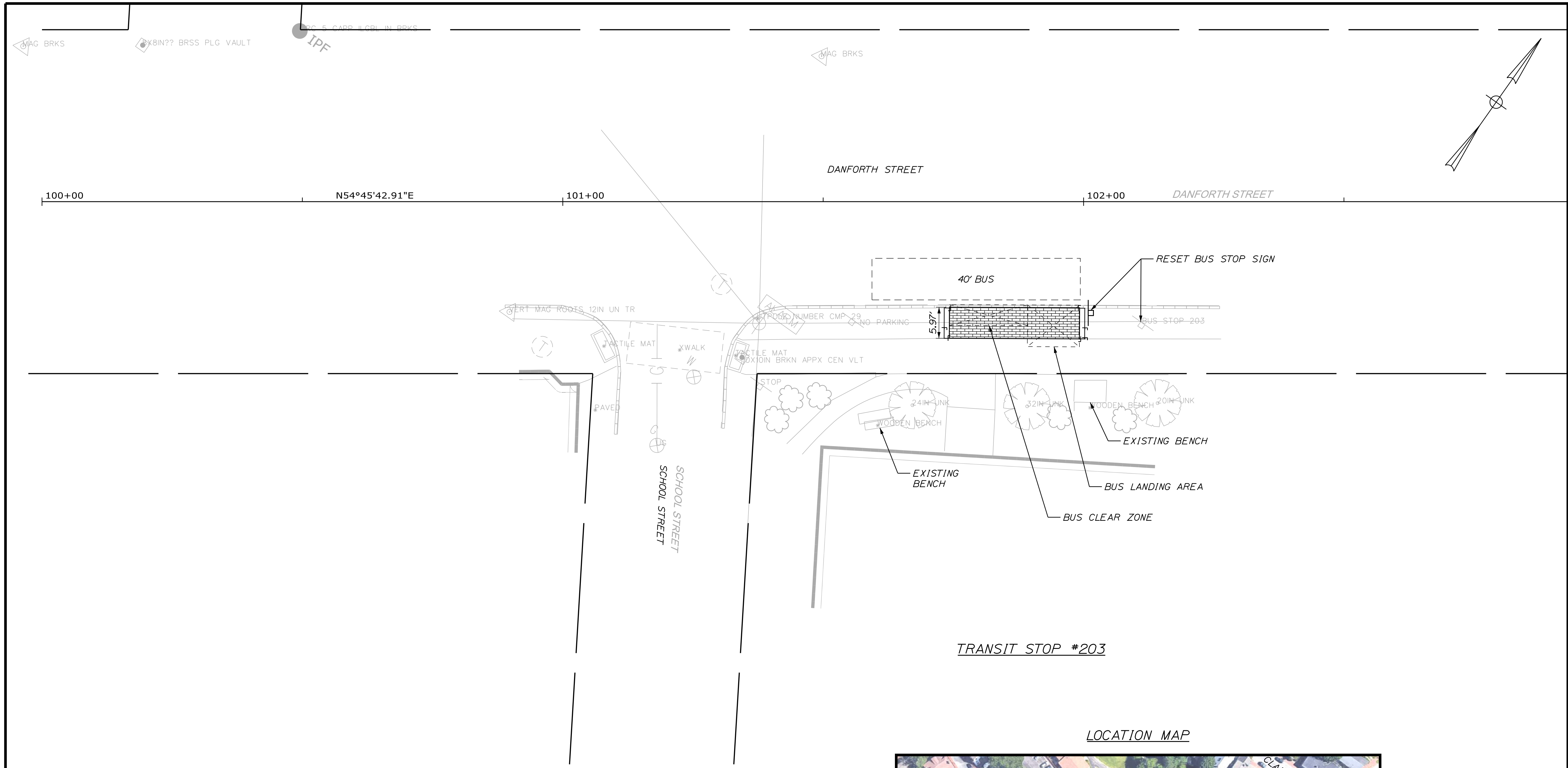


Date: 4/4/2025

Username: twolfel

Division: HIGHWAY

Filename: ... \MSTA\Portwend_Stop201.dgn



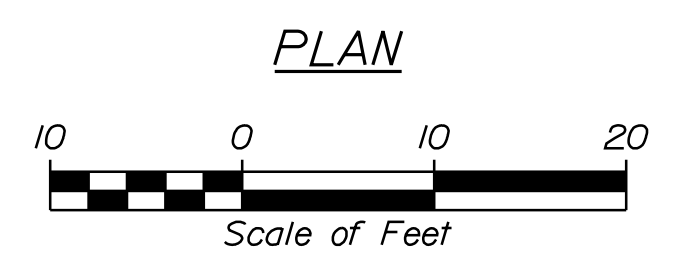
TRANSIT STOP #203

LOCATION MAP



PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	



PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN-DETAILED	PIP	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
DANFORTH STREET
STOP ID NO. 203

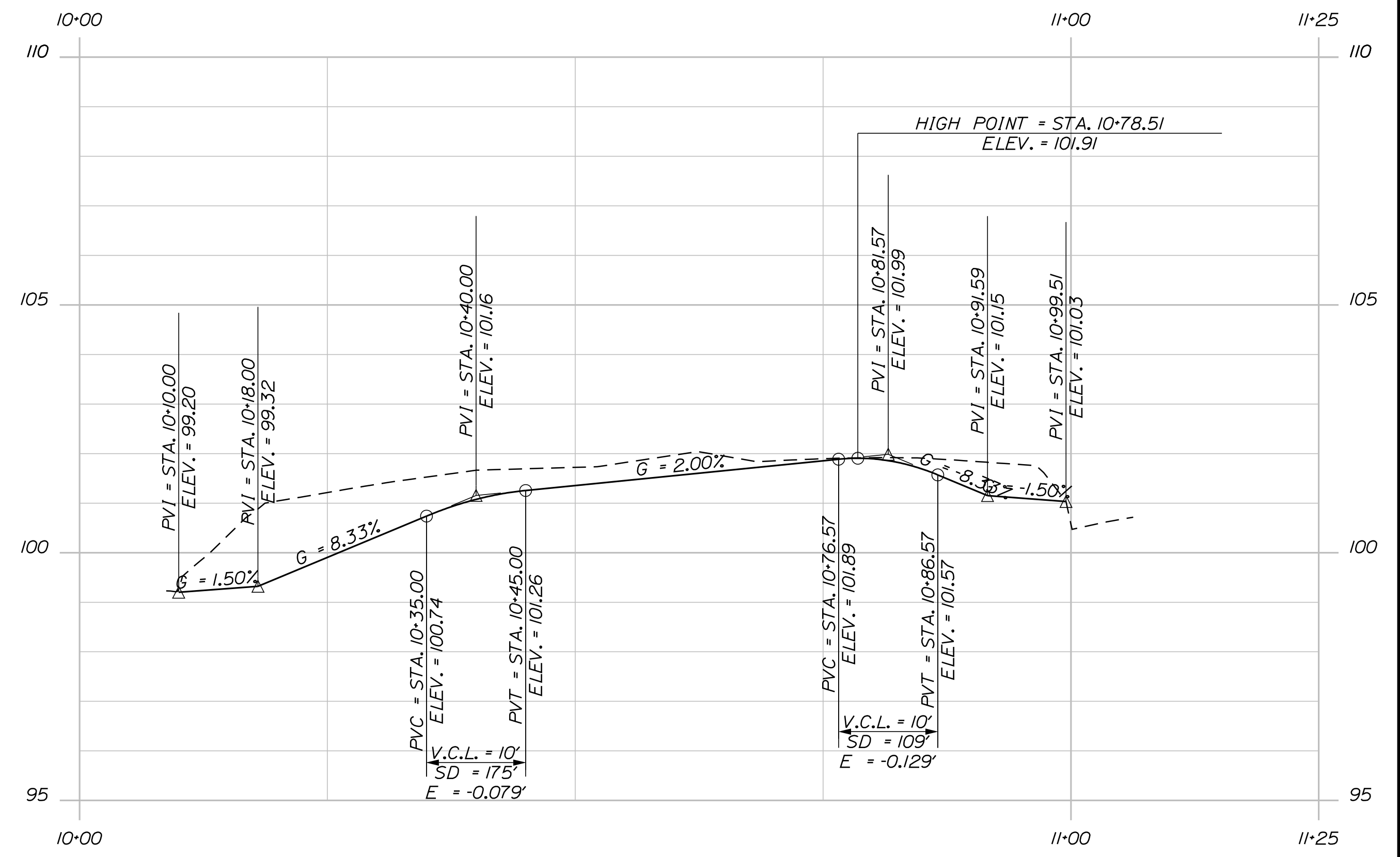
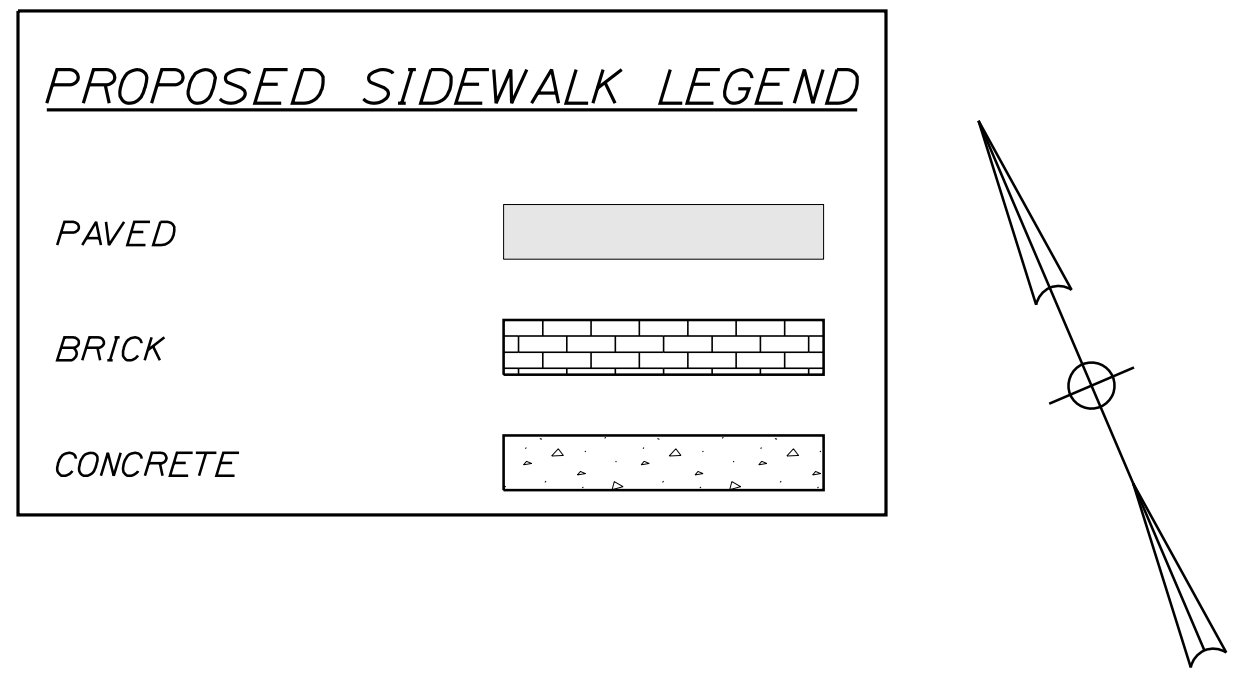




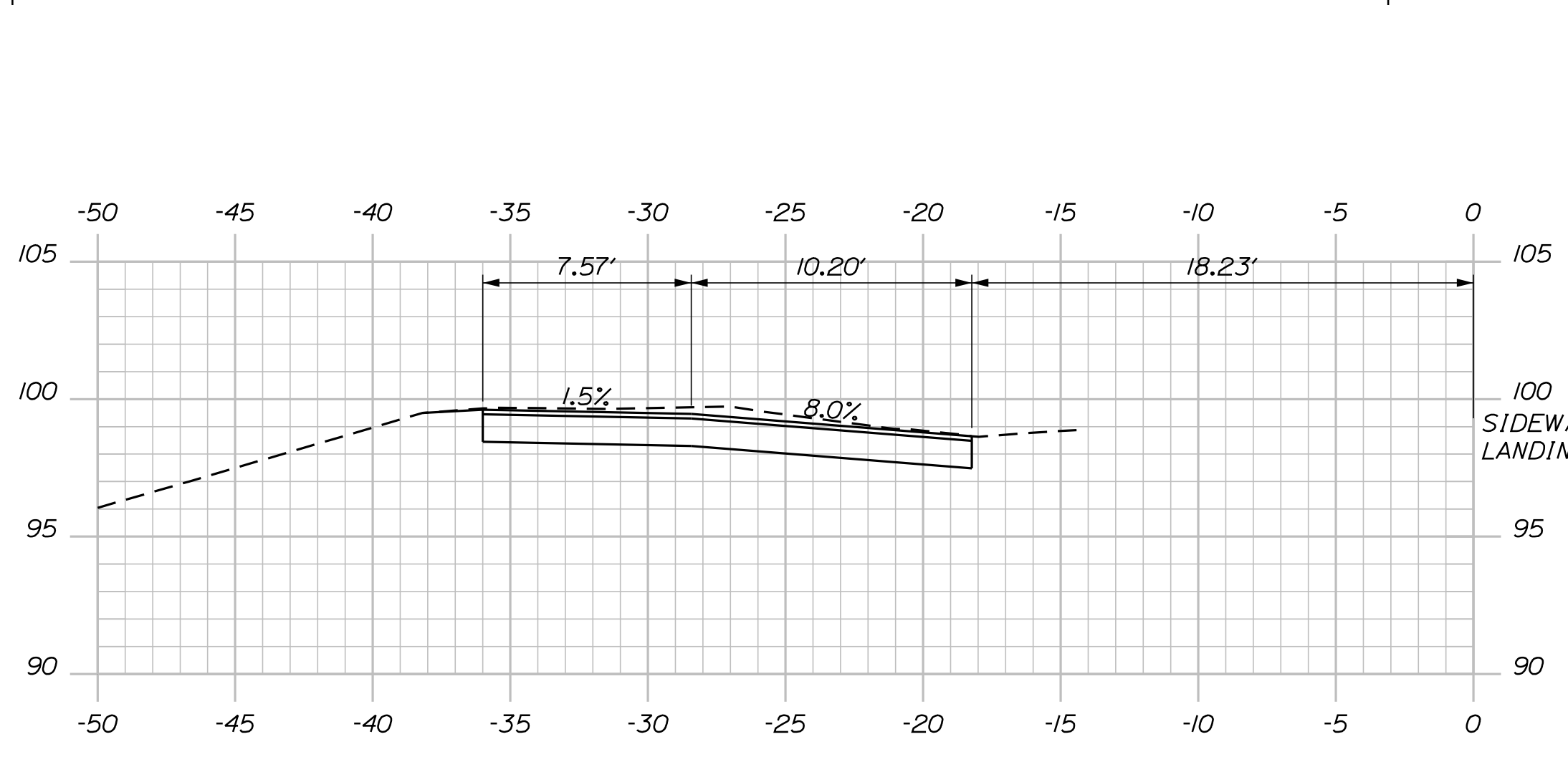
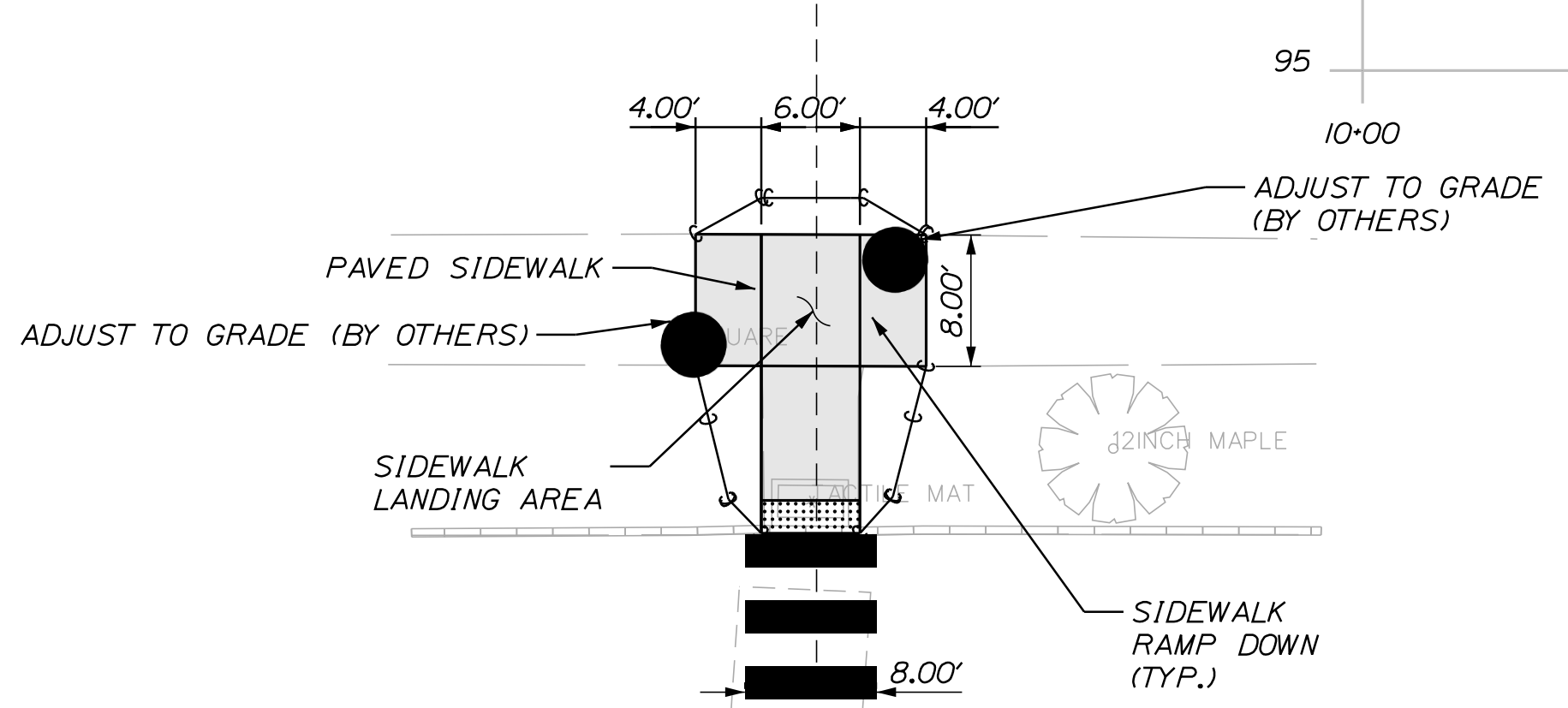
LOCATION MAP

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	501+24.20, 34.01' RT.	101	501+28.64, 27.38' RT.	8.00	30.00	TDI
101	501+28.64, 27.38' RT.	102	501+34.64, 22.17' RT.	7.97	30.00	I
102	501+34.64, 22.17' RT.	103	501+38.12, 20.20' RT.	4.00	30.00	TDI

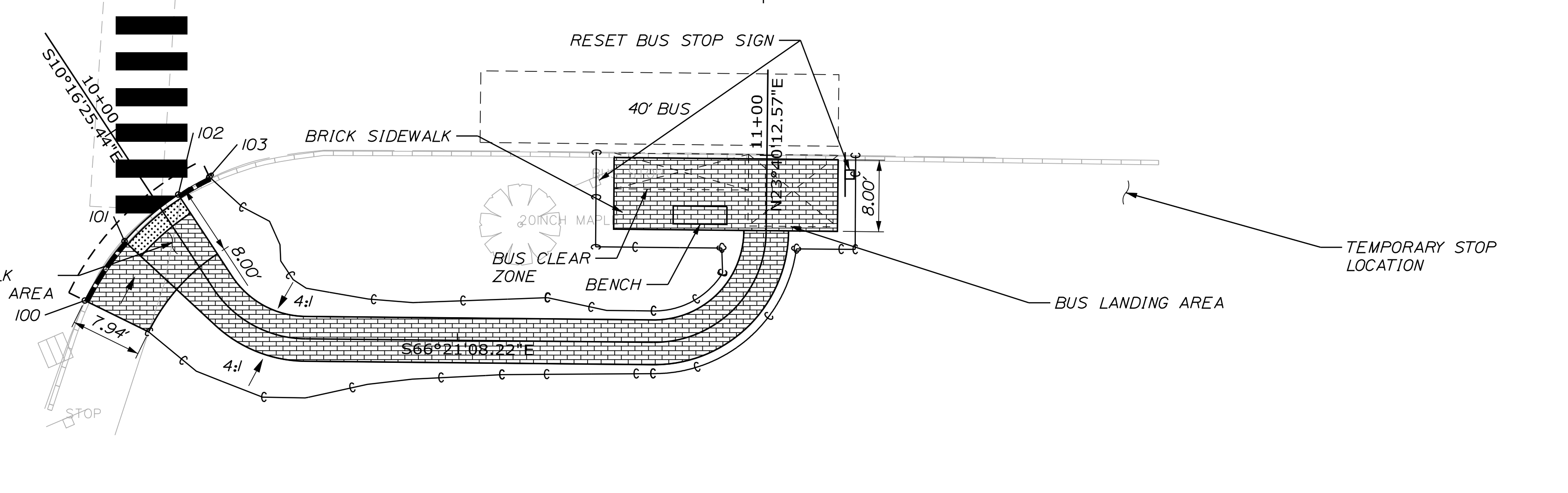
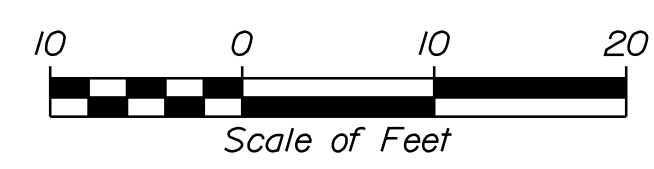
I = TYPE I GRANITE CURB
 TDI = TYPE I GRANITE CURB TIPDOWN



TRANSIT STOP #218 PROFILE



PLAN



TRANSIT STOP #218



PROJ. MANAGER	M. TREMBLAY	DATE	DATE
DESIGN-DETAILED	PIP	MAR 2025	
CHECKED-REVIEWED	TJW	MAR 2025	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
 EASTERN PROMENADE
 STOP ID NO. 218

SHEET NUMBER
 10
 OF 26

Date: 4/4/2025

Username: twolfel

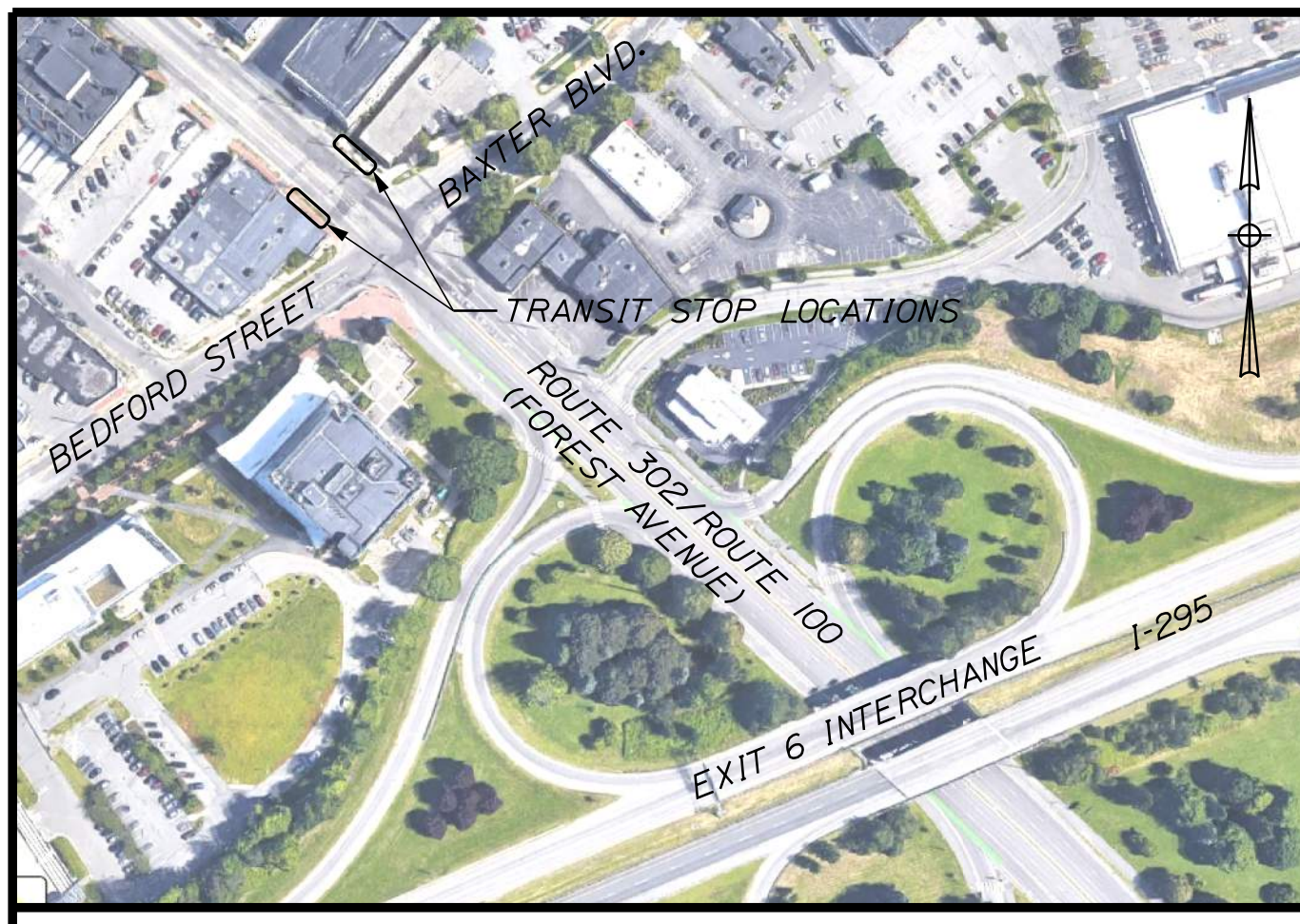
Division: HIGHWAY

Filename: ... \MSTA\Porteend_Stop218.dgn

Date: 4/4/2025

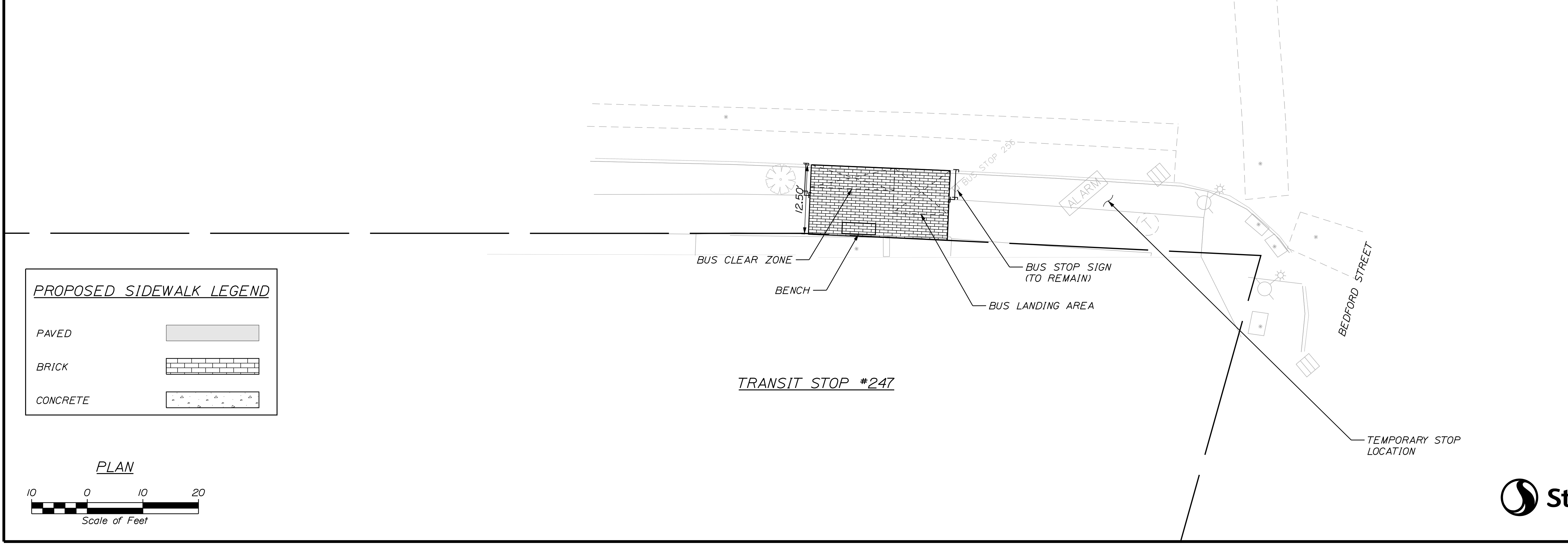
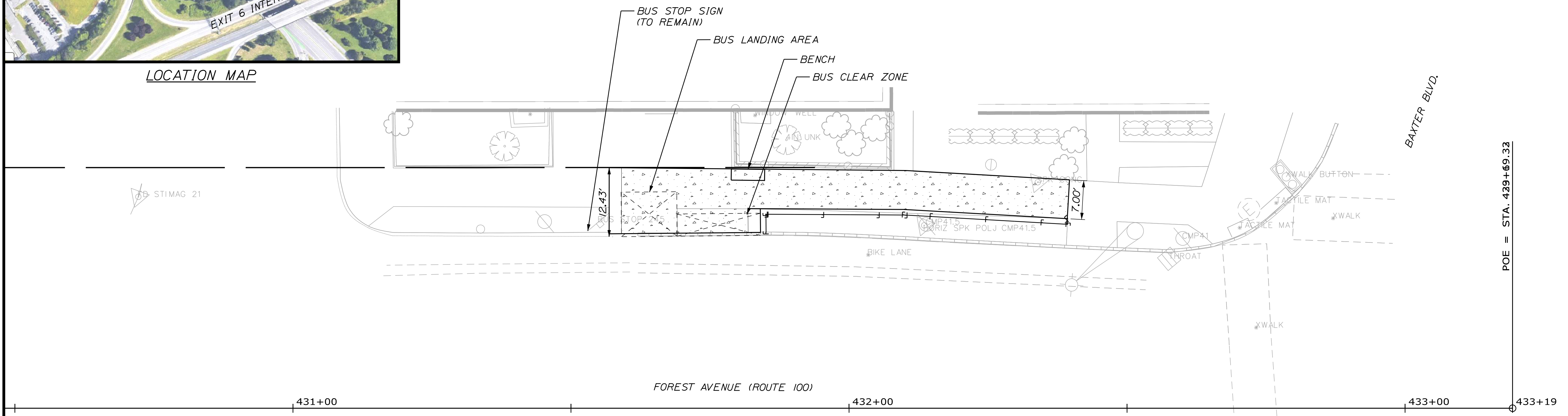
Username: twolfel

Filename: ... \MSTA\portok_stops245&247.dgn Division: HIGHWAY



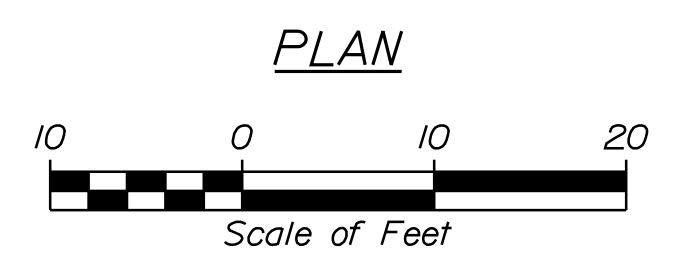
LOCATION MAP

TRANSIT STOP #245



PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	



DESIGNED	DATE
CHECKED-REVIEWED	MAR 2025
DESIGNED-REVIEWED	MAR 2025
DESIGNED-REVIEWED	MAR 2025
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

PROJ. MANAGER	M. TREMBLAY	BY	DATE
CHECKED-REVIEWED	THG	THG	MAR 2025
DESIGNED-REVIEWED	JRH	JRH	MAR 2025
DESIGNED-REVIEWED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
FOREST AVENUE
STOP ID NO. 245 & NO. 247

SHEET NUMBER
11
OF 26

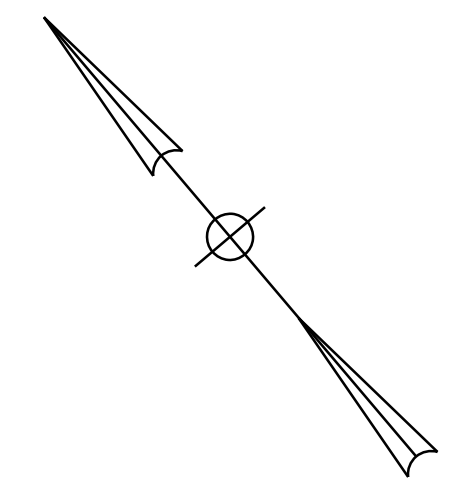




LOCATION MAP

PROPOSED SIDEWALK LEGEND

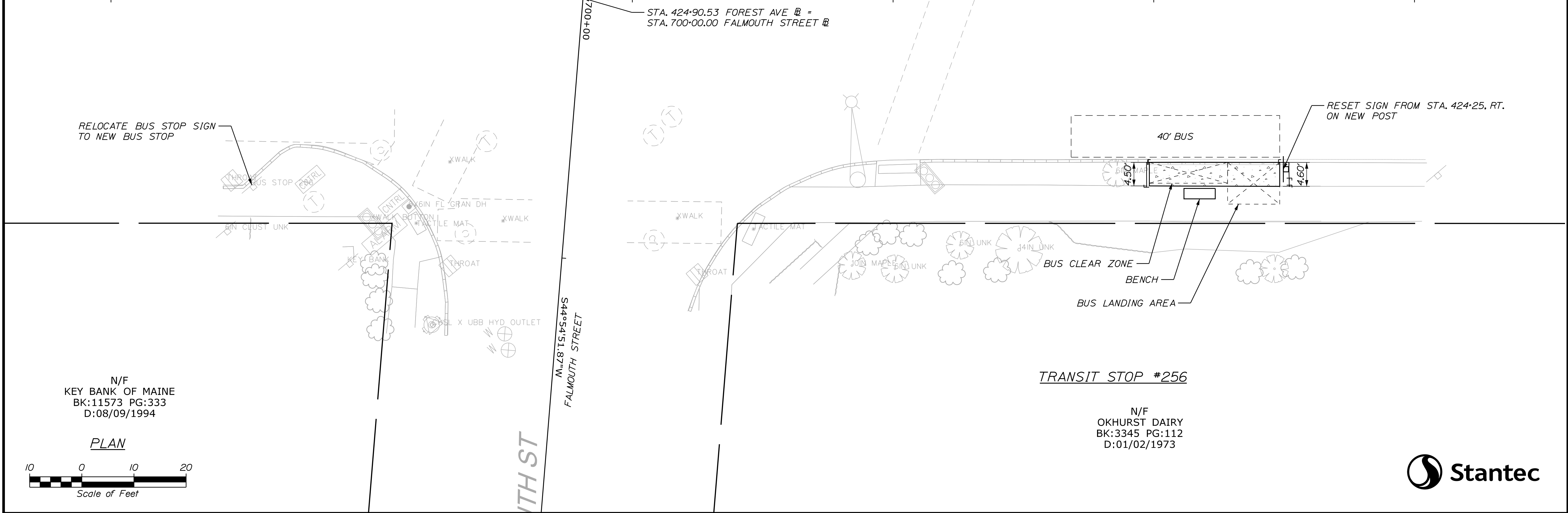
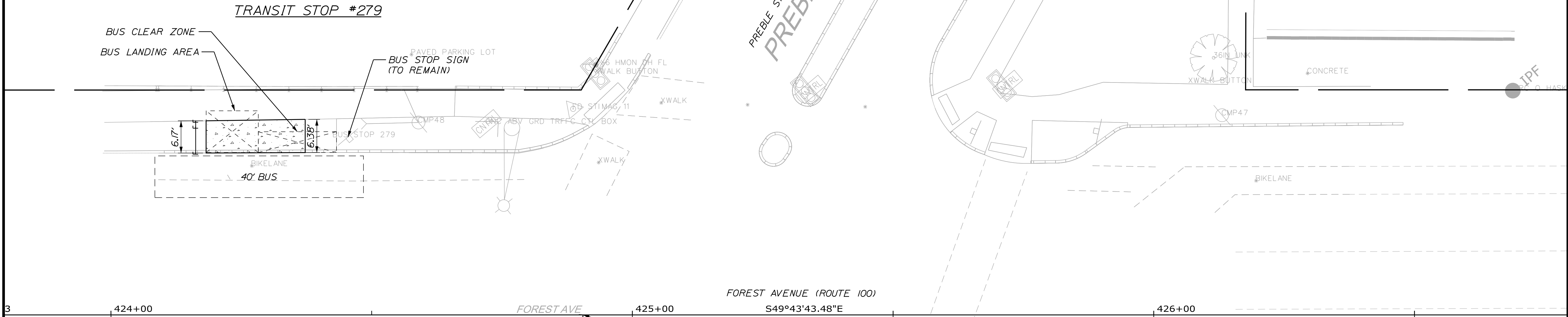
PAVED	
BRICK	
CONCRETE	



Date: 4/4/2025

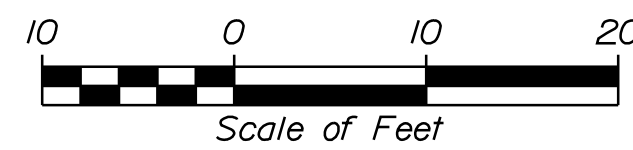
Username: twolfel

Filename: ... \MSTA\portook_stops256&279.dgn Division: HIGHWAY



N/F
KEY BANK OF MAINE
BK:11573 PG:333
D:08/09/1994

PLAN



TRANSIT STOP #256

N/F
OKHURST DAIRY
BK:3345 PG:112
D:01/02/1973

PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN-DETAILED	PI/P	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
FOREST AVENUE
STOP ID NO. 256 & NO. 279

SHEET NUMBER
12
OF 26

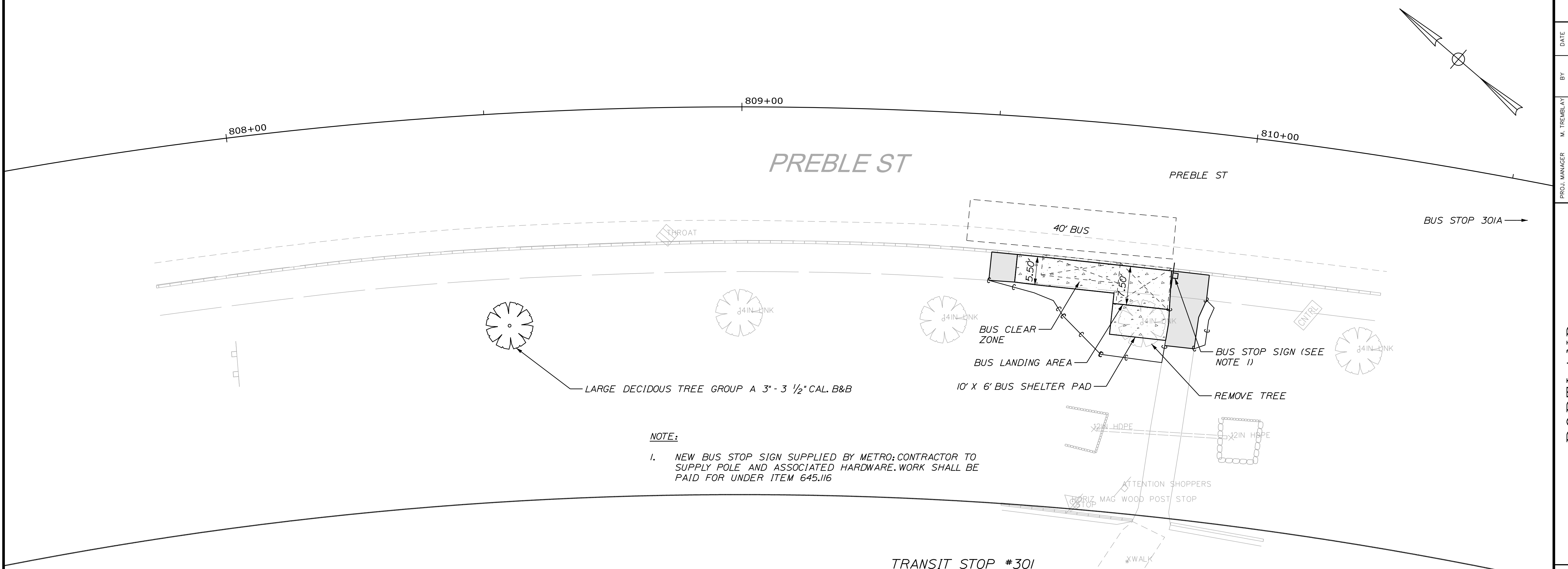
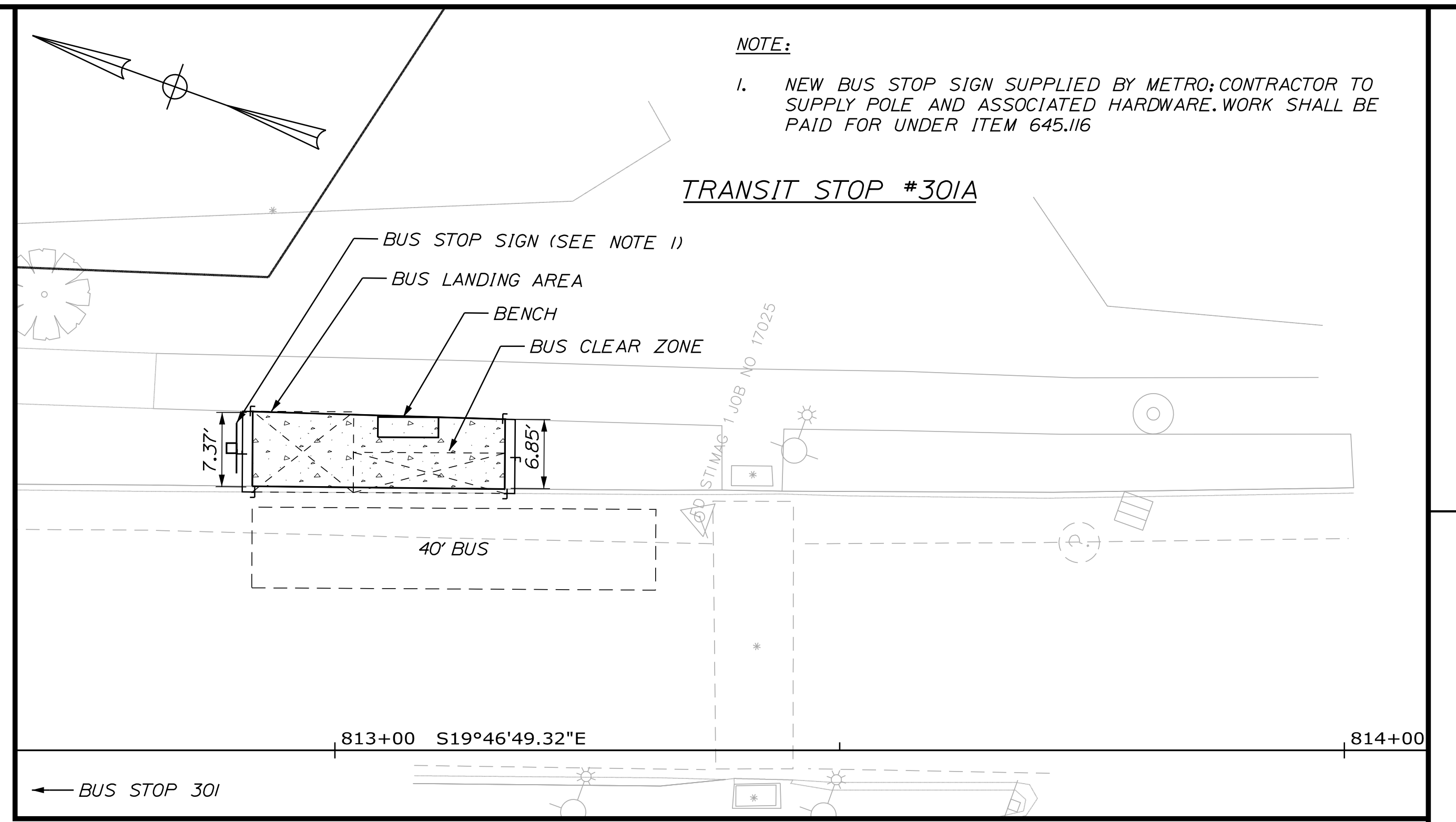




LOCATION MAP

PROPOSED SIDEWALK LEGEND

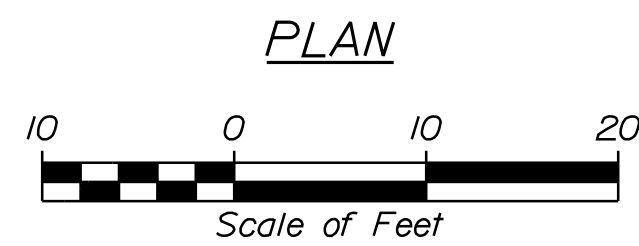
PAVED	
BRICK	
CONCRETE	



NOTE:

I. NEW BUS STOP SIGN SUPPLIED BY METRO; CONTRACTOR TO SUPPLY POLE AND ASSOCIATED HARDWARE. WORK SHALL BE PAID FOR UNDER ITEM 645.I16

CURVE DATA #1
 PI = 807+34.95
 D = 7°00'00.0"
 Δ = 83°50'32.5" Rt.
 R = 818.51'
 L = 1197.75'
 T = 734.95'
 E = 281.54'



PLAN



PROJ. MANAGER	M. TREMBLAY	BY	THG	DATE	MAR 2025
CHECKED/REVIEWED	PIP	DATE	JRH	SIGNATURE	
DESIGN/REVIEWED	TJW	DATE		P.E. NUMBER	
DESIGN/REVIEWED		DATE		DATE	
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

PORTLAND
 PREBLE STREET
 STOP ID NO. 301 & 301A

SHEET NUMBER

13

OF 26



Date: 4/4/2025

Username: twolfel

Division: HIGHWAY

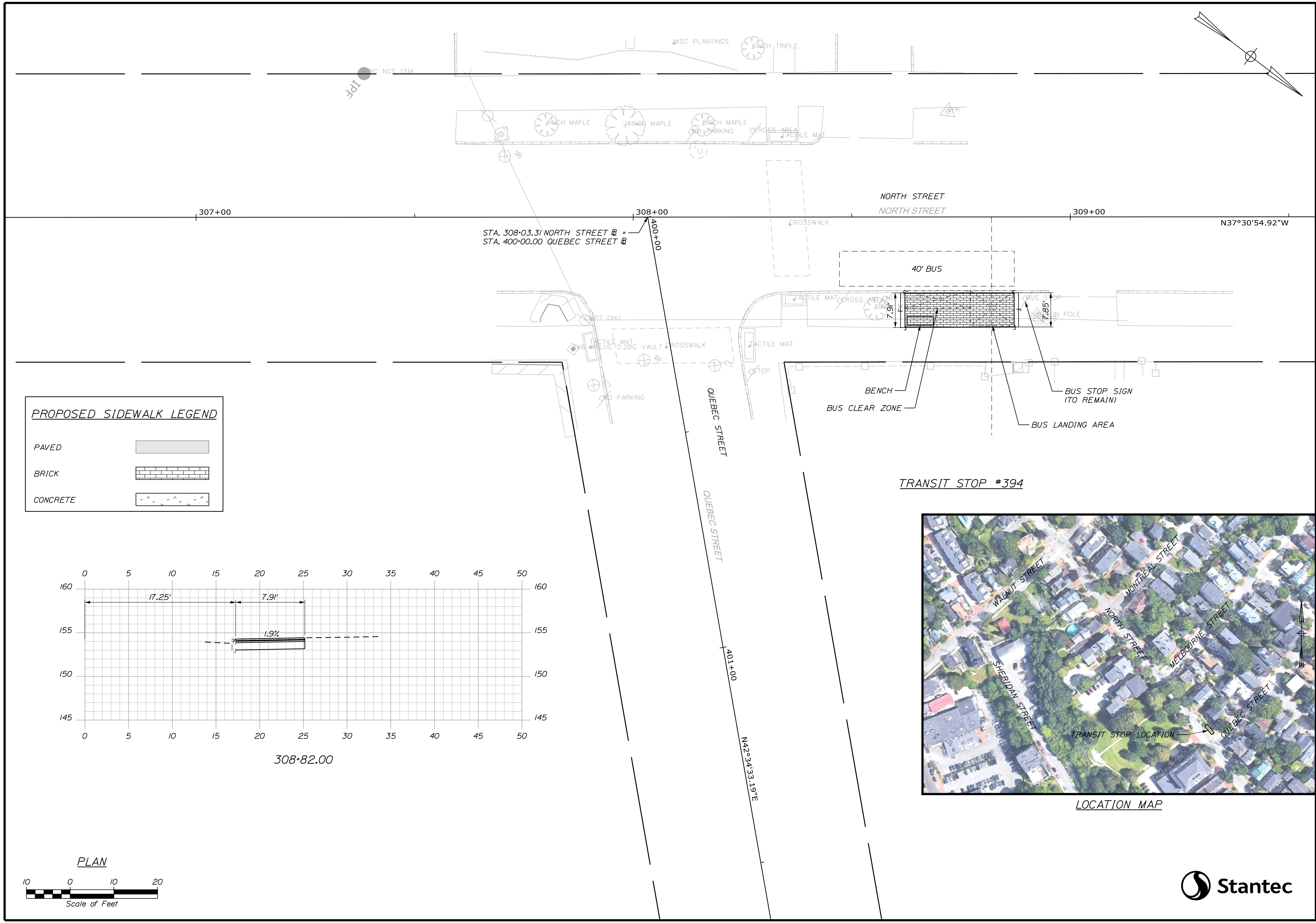
Filename: ... \MSTA\portook_stop301.dgn

Date: 4/4/2025

Username: twolfel

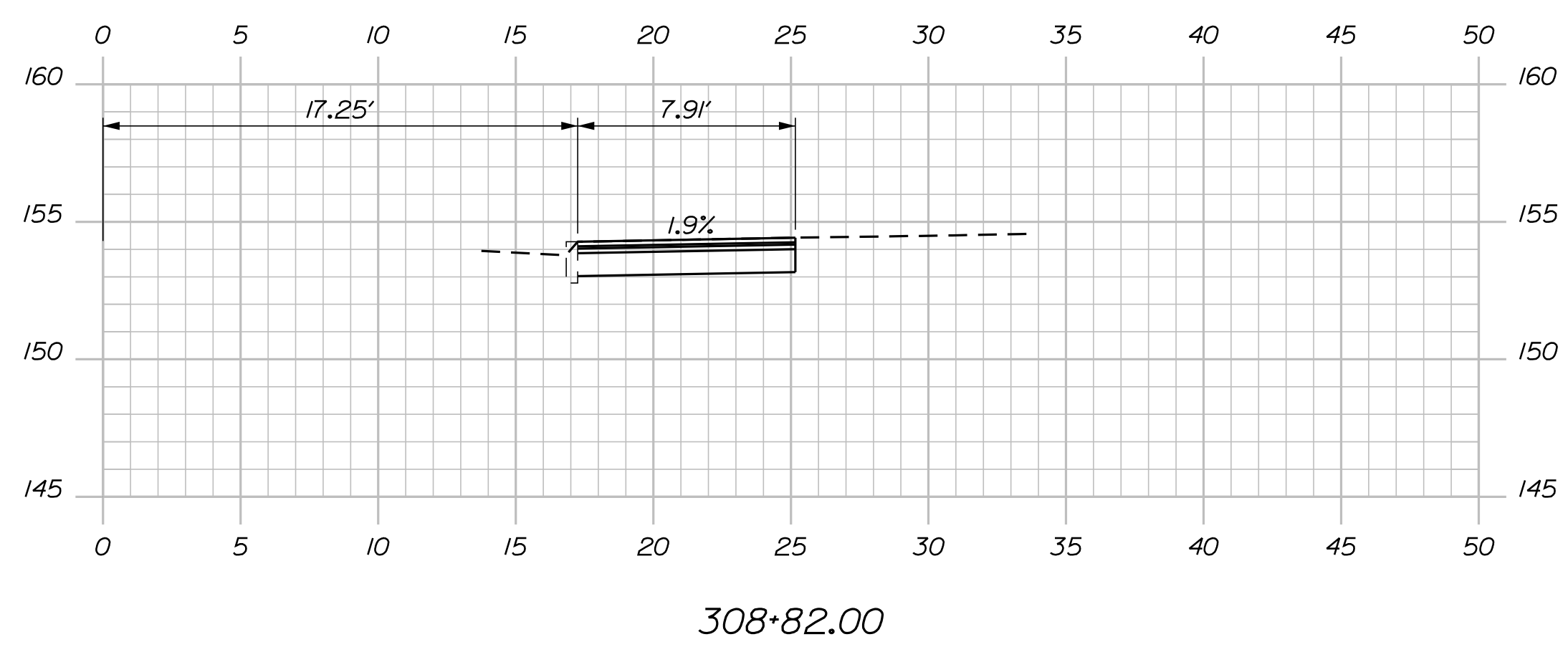
Division: HIGHWAY

Filename: ... \MSTA\Porteend_Stop394.dgn

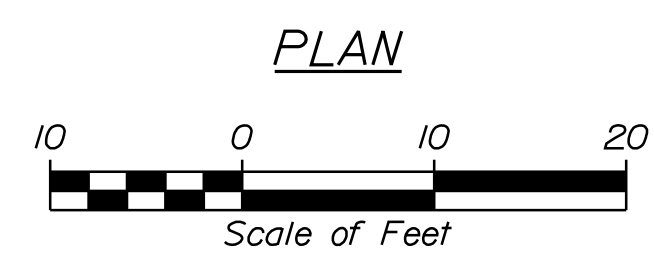


PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	



LOCATION MAP



PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN-DETAILED	PIP	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
NORTH STREET
STOP ID NO. 394

SHEET NUMBER
14
OF 26



Date: 4/4/2025

Username: twolfel

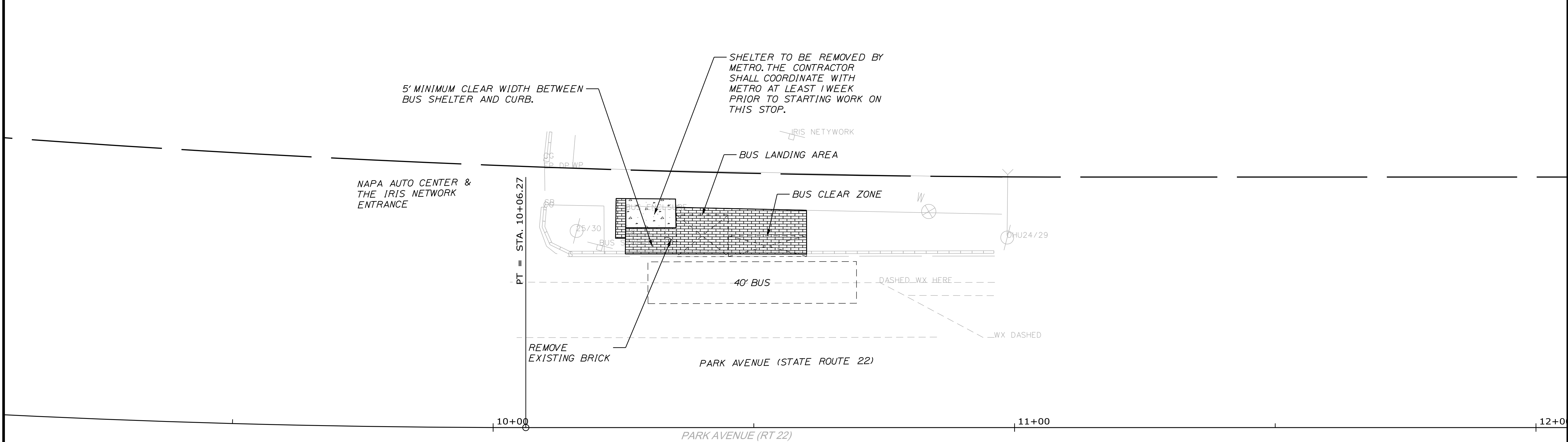
Division: HIGHWAY

Filename: ... \MSTA\Portboy_Stop#10.dgn



LOCATION MAP

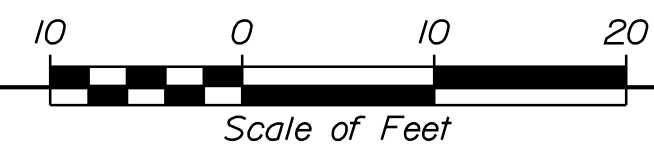
TRANSIT STOP #410



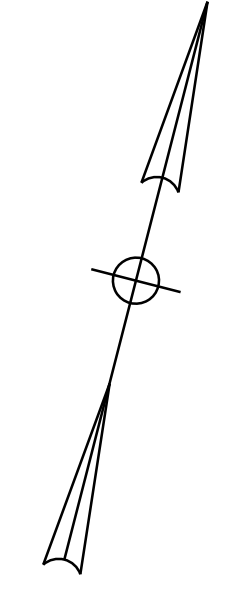
PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	

PLAN



SPK 14 SPK



PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN-DETAILED	PIP	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

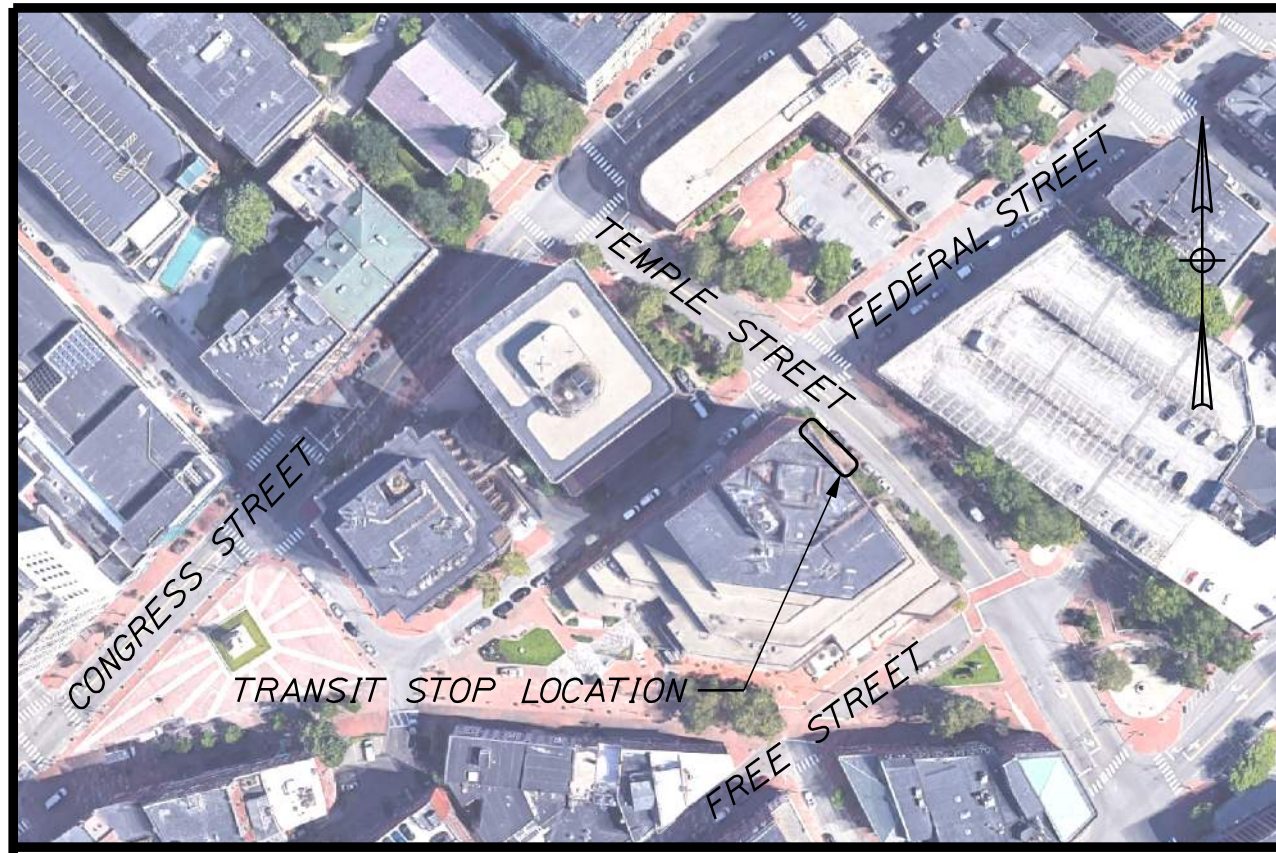
PORTLAND
PARK AVENUE
STOP ID NO. 410

SHEET NUMBER

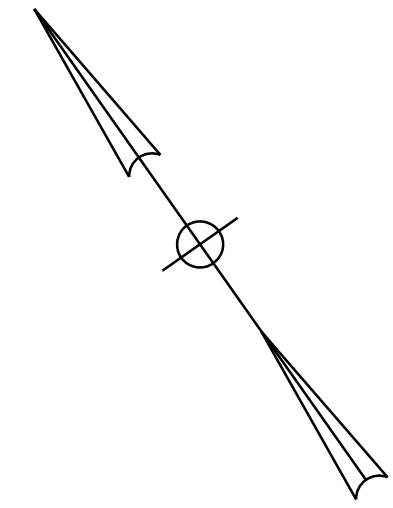
15

OF 26

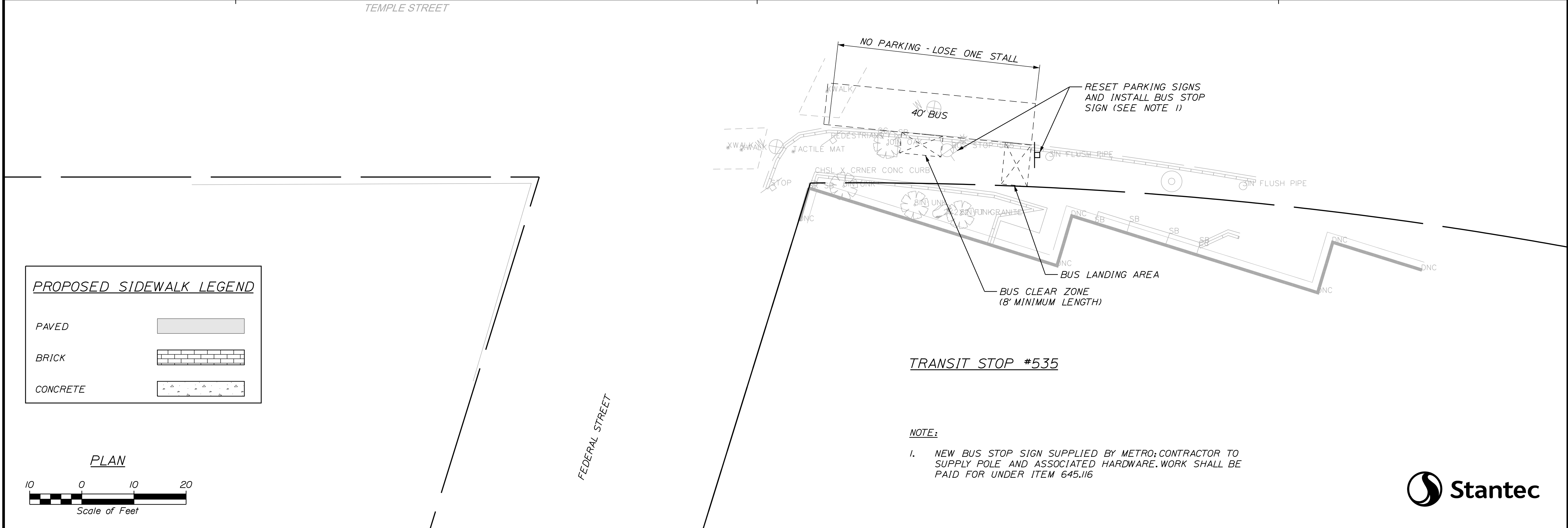
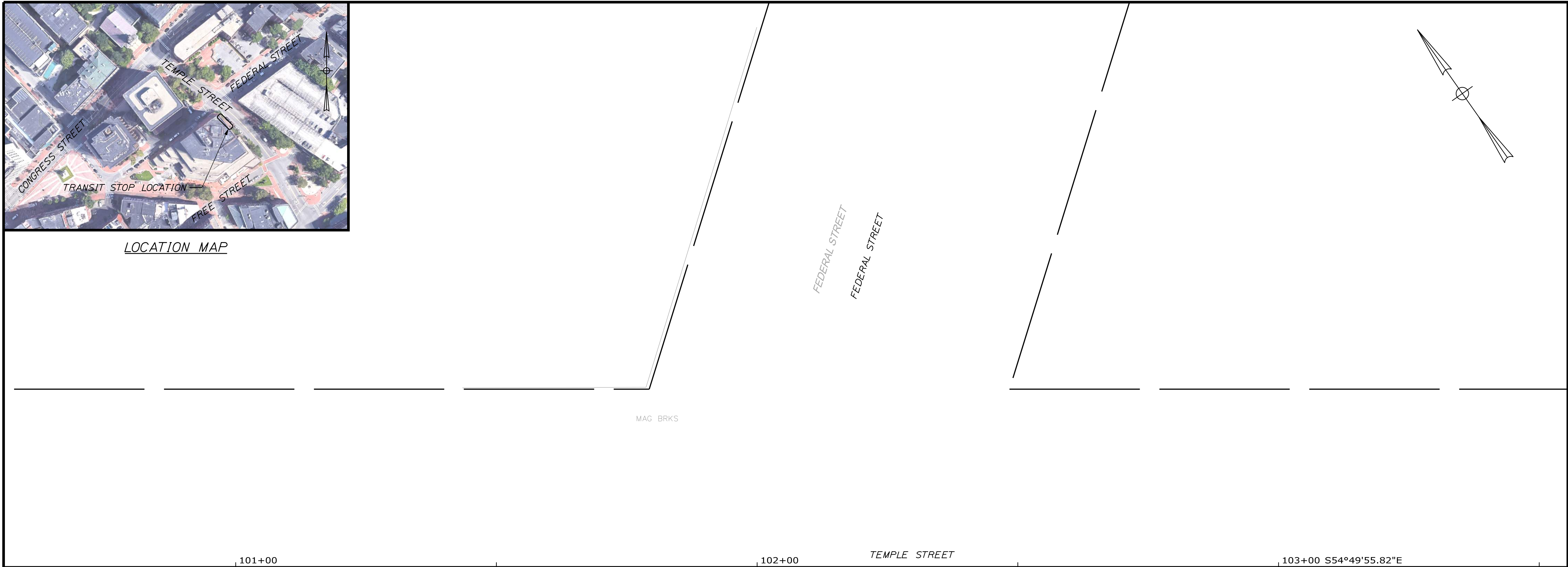




LOCATION MAP

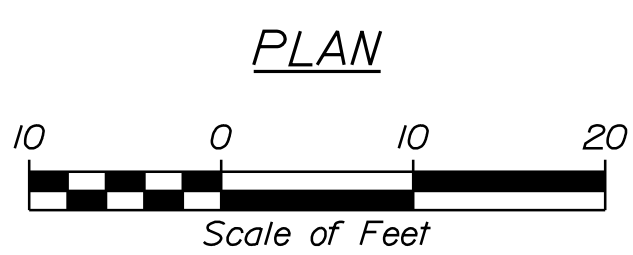


Date: 4/4/2025
Username: twolfel
Division: HIGHWAY
Filename: ... \MSTA\Portboy_Stop535.dgn



PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	



NOTE:
1. NEW BUS STOP SIGN SUPPLIED BY METRO; CONTRACTOR TO SUPPLY POLE AND ASSOCIATED HARDWARE. WORK SHALL BE PAID FOR UNDER ITEM 645.116

PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN DETAILED	PIP	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

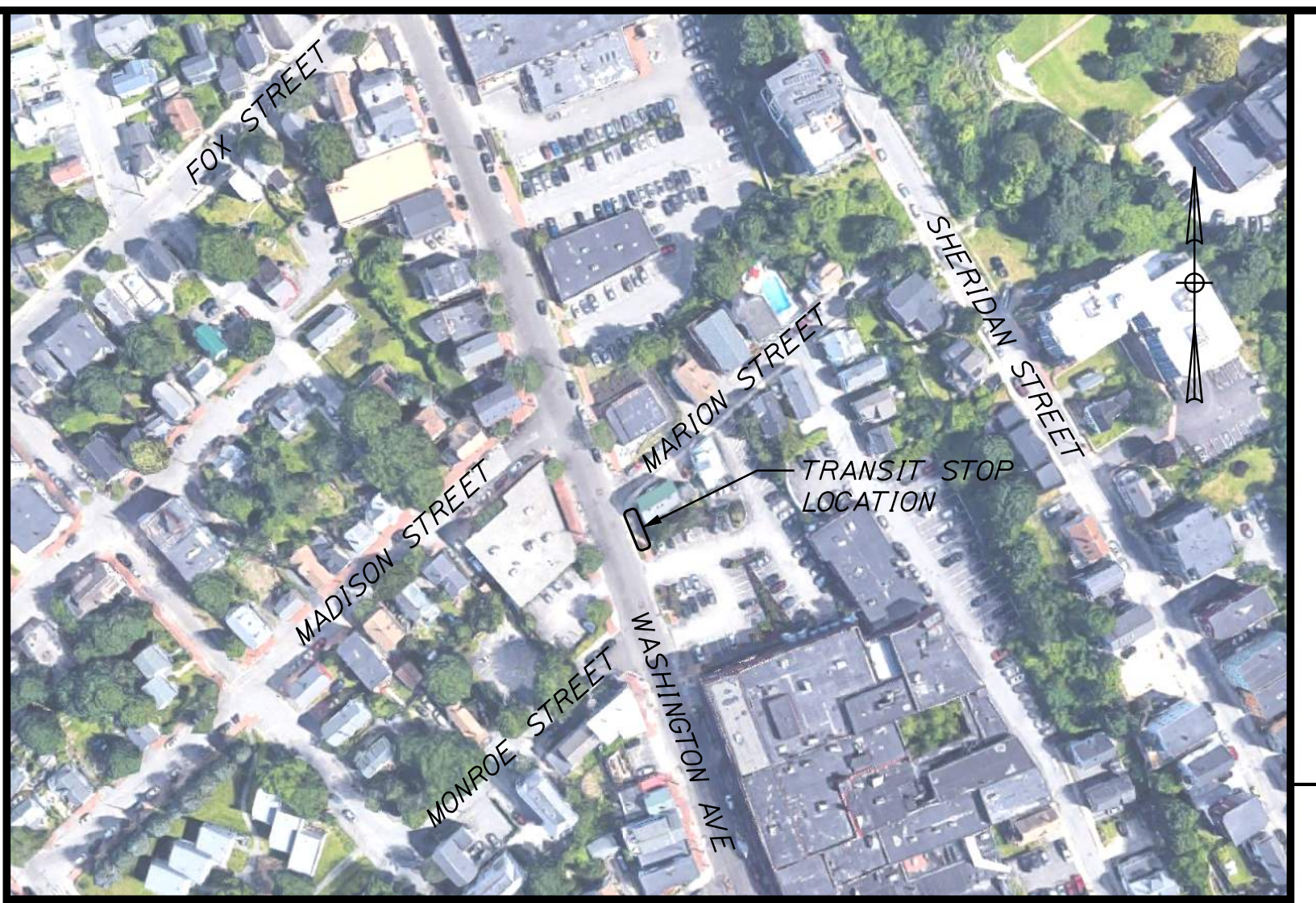
PORTLAND
TEMPLE STREET
STOP ID NO. 535

SHEET NUMBER
16
OF 26



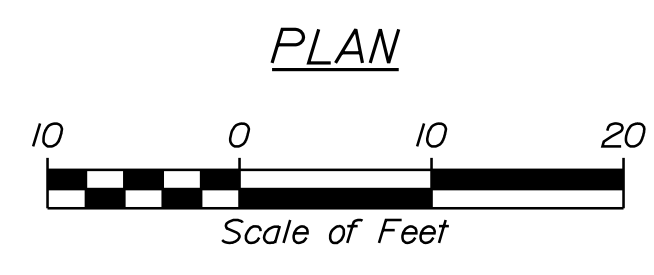
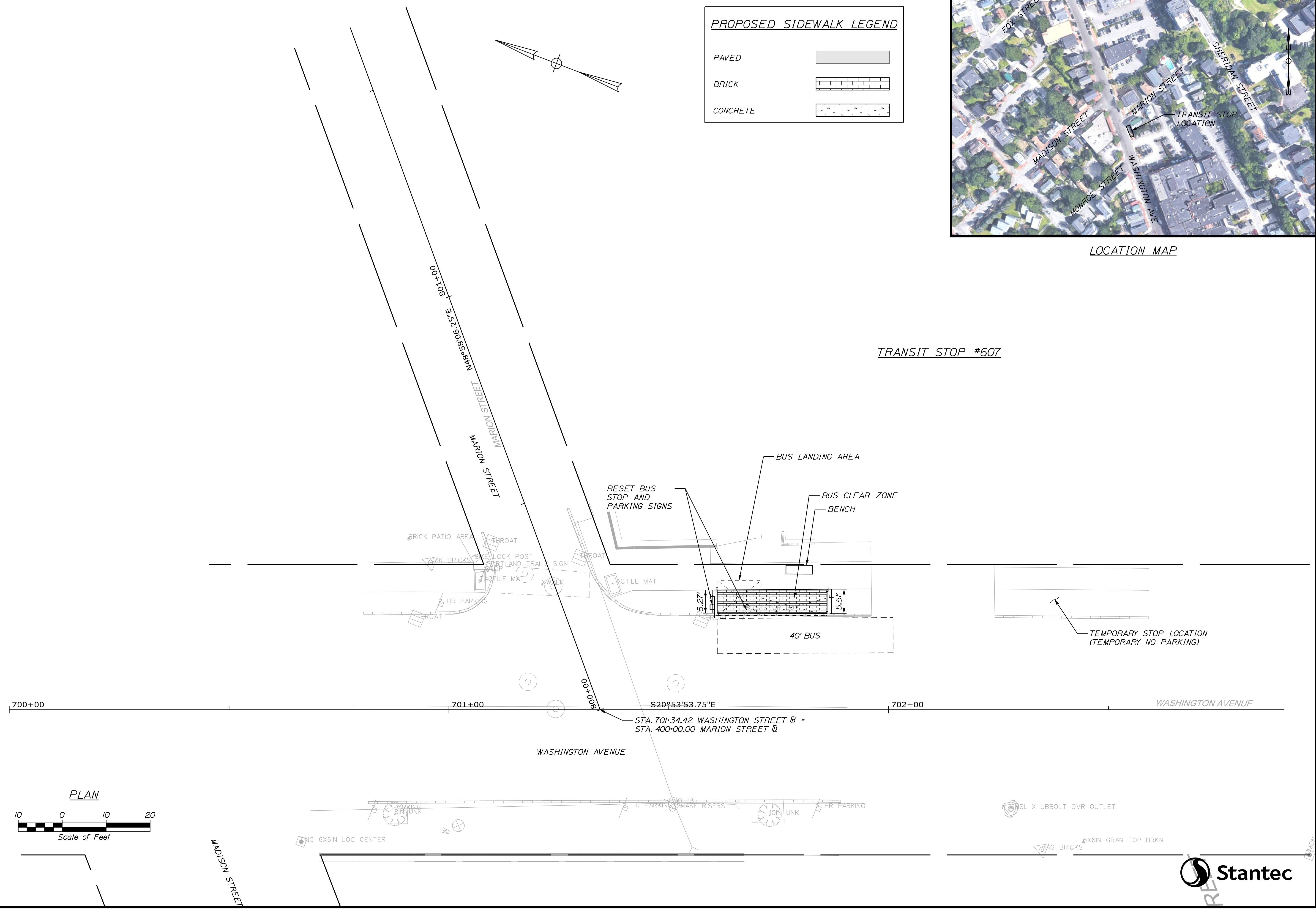
PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	



LOCATION MAP

TRANSIT STOP #607

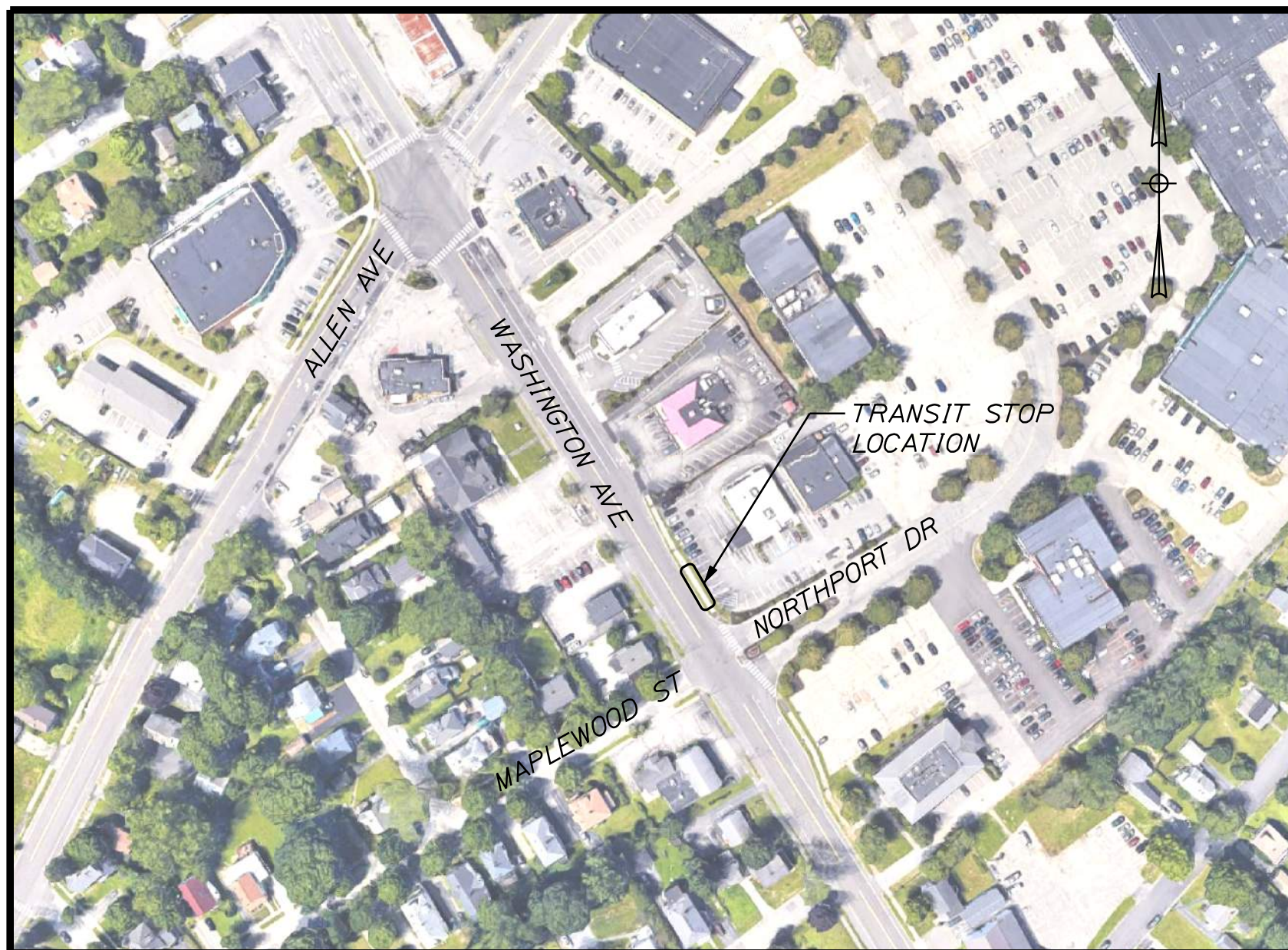


PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN-DETAILED	PIP	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
WASHINGTON AVENUE
STOP ID NO. 607

SHEET NUMBER
17
OF 26



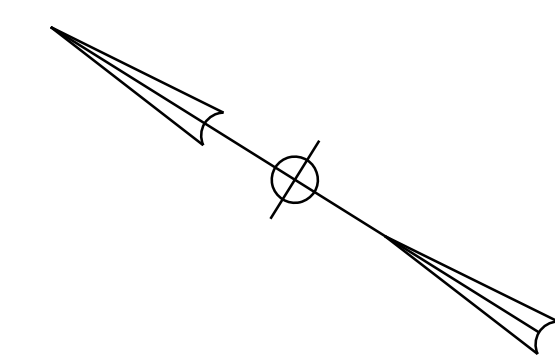
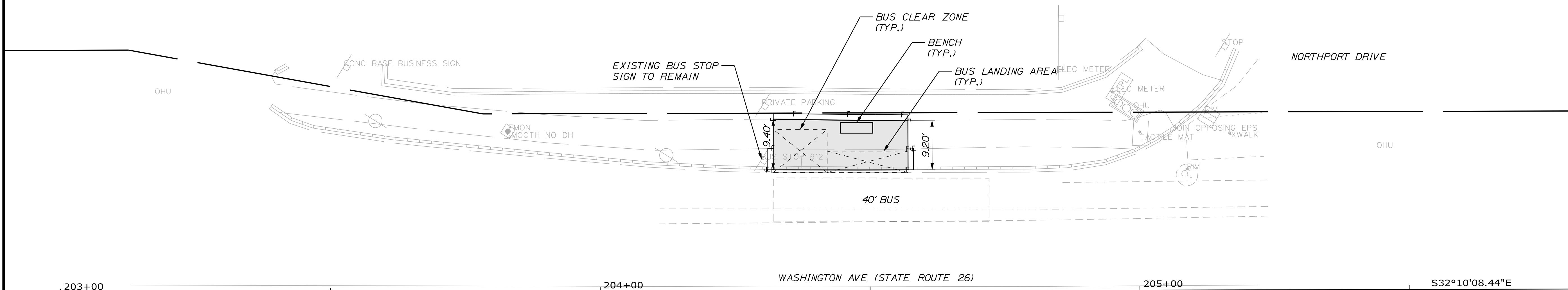


LOCATION MAP

PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	

TRANSIT STOP #612



PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN-DETAILED	PIP	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

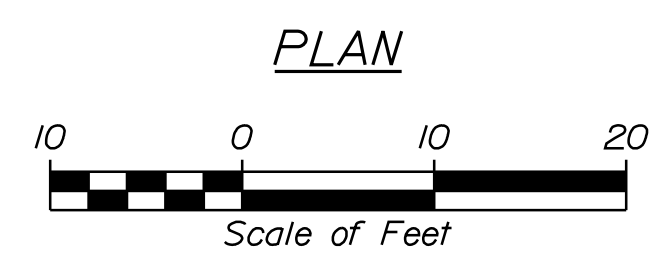
SIGNATURE	P.E. NUMBER	DATE

PORTLAND
WASHINGTON AVENUE
STOP ID NO. 612

SHEET NUMBER

18

OF 26



Date: 4/4/2025

Username: twolfel

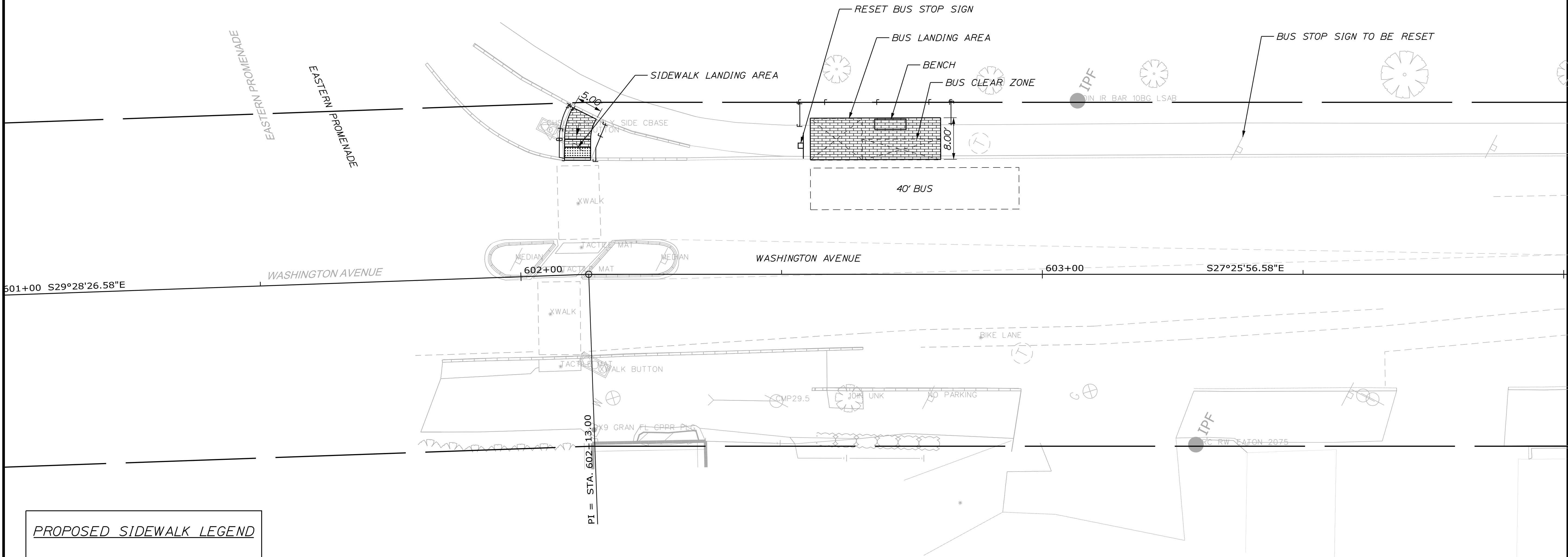
Division: HIGHWAY

Filename: ... \MSTA\portnording_stop612.dgn



LOCATION MAP

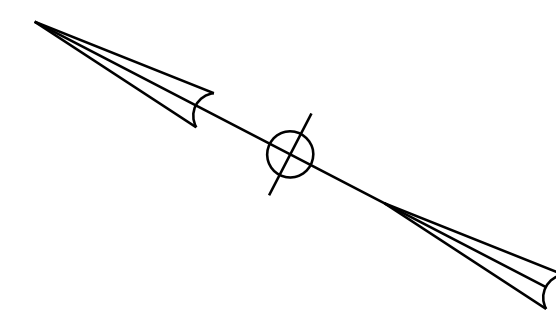
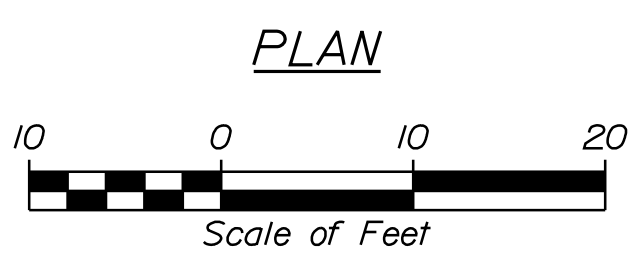
TRANSIT STOP #621



TRANSIT STOP #579

PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	



PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN/DETAILED	PIP	THG	MAR 2025
CHECKED/REVIEWED	TJW	JRH	MAR 2025
DESIGN/DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

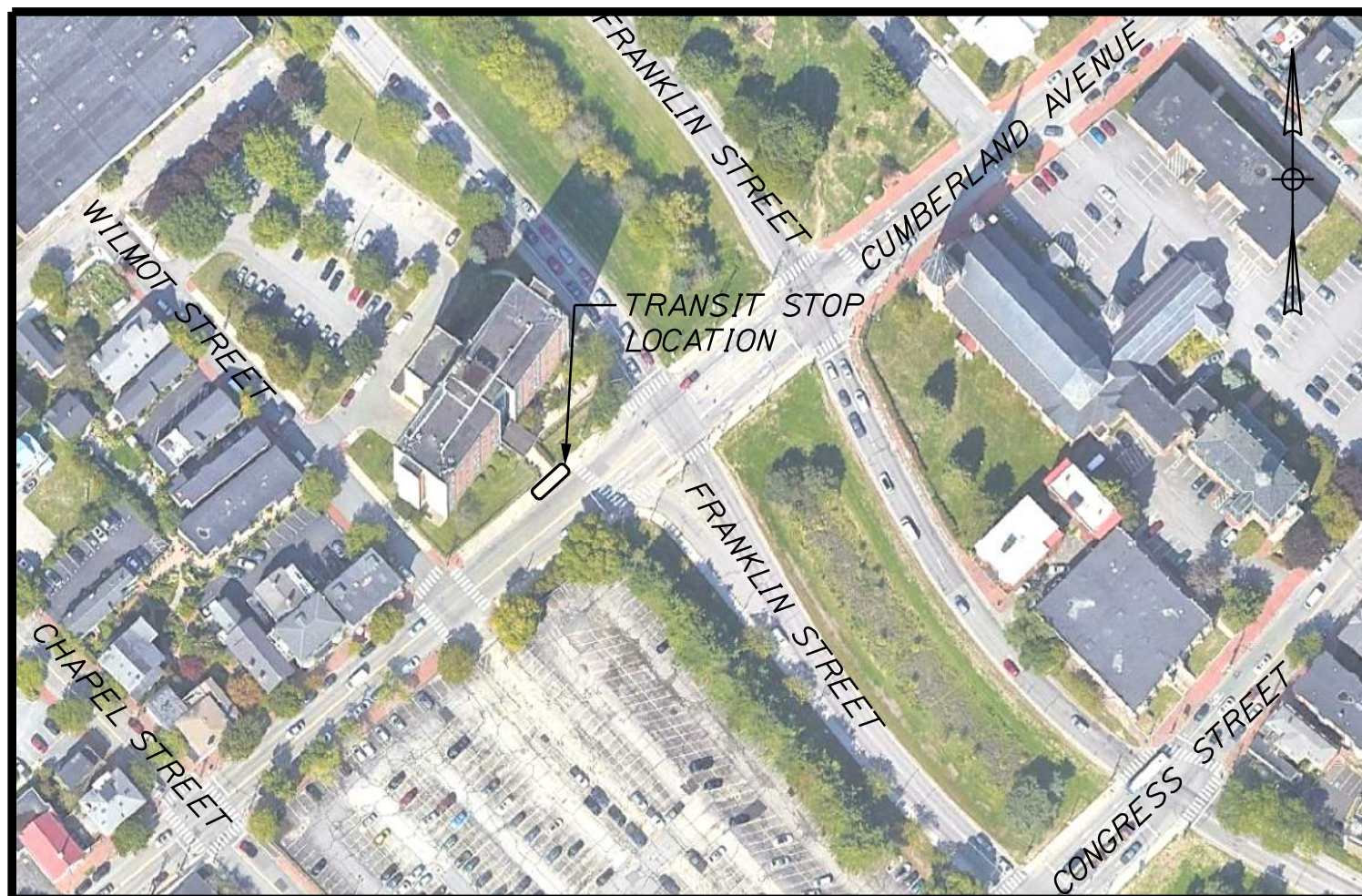
SIGNATURE	P.E. NUMBER	DATE

PORTLAND
WASHINGTON AVENUE
STOP ID NO. 621

SHEET NUMBER
19
OF 26



Filename: ... \MSTA\Porteend_Stop579&621.dgn Division: HIGHWAY Username: twolfel Date: 4/4/2025



LOCATION MAP

LEGEND

- PEDESTRIAN POLE
- ⊙ PEDESTRIAN SIGNAL HEAD
- T PEDESTRIAN PUSH BUTTON
- JUNCTION BOX
- E- CONDUIT AND WIRE

PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	

PROPOSED INDICATIONS

16'x18' LED PEDESTRIAN SIGNAL WITH VISOR
P3, P4

EXISTING INDICATIONS

16'x18' LED PEDESTRIAN SIGNAL WITH VISOR
P1, P2, P5, P6, P7, P8

PROPOSED SIGNS

RIO-3eR
9' x 15'
5 - Proposed

RIO-3eL
9' x 15'
3 - Proposed

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	83+70.42, 20.27' LT	101	83+78.41, 20.70' LT	8.00	-	TDI
101	83+78.41, 20.70' LT	102	83+83.40, 20.97' LT	5.00	-	I
102	83+83.40, 20.97' LT	103	83+91.41, 21.40' LT	8.00	-	TDI
104	84+17.47, 25.79' LT	105	84+25.15, 27.97' LT	8.00	50.00	TDI
105	84+25.15, 27.97' LT	106	84+35.99, 33.58' LT	12.23	50.00	I
106	84+35.99, 33.58' LT	107	84+42.20, 38.61' LT	8.00	50.00	TDI
108	84+84.19, 37.56' LT	109	84+84.35, 33.58' LT	4.00	10.50	TDI
109	84+84.35, 33.58' LT	110	84+94.57, 25.50' LT	14.06	10.50	I
110	84+94.57, 25.50' LT	111	85+02.57, 25.50' LT	8.00	-	TDI

I = TYPE I GRANITE CURB
TDI = TYPE I GRANITE CURB TIPDOWN

LIST OF MAJOR ITEMS

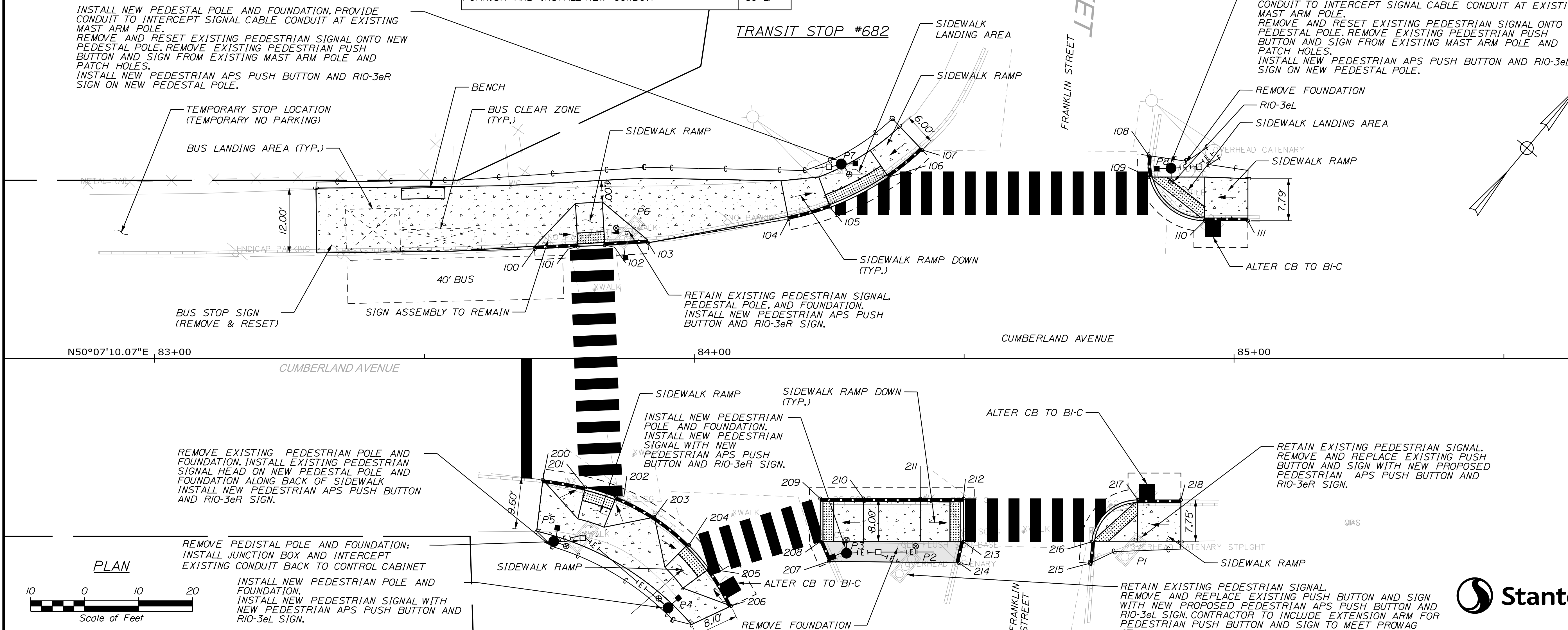
EQUIPMENT AND WORK FOR ITEM 643.71	QUANTITY
FURNISH AND INSTALL ADA COMPLIANT ACCESSIBLE PEDESTRIAN SIGNAL (APS) BUTTON WITH 9'X15' RIO-3e INFORMATIONAL SIGN.	8
FURNISH AND INSTALL 8-FOOT PEDESTAL POLE AND 24" FOUNDATION.	5
FURNISH AND INSTALL ONE-WAY 16X18 INCH LED SIDE OF POLE MOUNTED COUNTDOWN PEDESTRIAN SIGNAL HEAD.	2
ALL NECESSARY DUCT, CABLING, LABOR, MISCELLANEOUS MATERIAL AND EQUIPMENT TO COMPLETE THE INSTALLATION AND PROVIDE ACCESSIBLE PEDESTRIAN SIGNAL SYSTEM FOR THE INTERSECTION OF FRANKLIN STREET SOUTHBOUND AT CUMBERLAND AVENUE.	*
FURNISH AND INSTALL ONE PEDESTRIAN PUSH BUTTON EXTENSION ARM FOR PEDESTRIAN SIGNAL LOCATION P3	1
FURNISH AND INSTALL NEW SIGNAL CABLE.	360 LF
FURNISH AND INSTALL NEW CONDUIT	60 LF

PEDESTRIAN SIGNAL NOTES

- CONTRACTOR TO INSTALL NEW PEDESTRIAN APS PUSH BUTTONS AND RIO-3eR AND RIO-3eL SIGNS (WHERE INDICATED) AT ALL FOUR PEDESTRIAN CROSSINGS FOR FRANKLIN STREET AT CUMBERLAND AVENUE.
- CONTRACTOR TO INSTALL TWO NEW PEDESTRIAN SIGNALS ON NEW PEDESTAL POLES AND FOUNDATIONS FOR NEW SIGNALIZED CROSSING OF CUMBERLAND AVENUE RIGHT TURN SLIP-LANE ONTO FRANKLIN STREET SOUTHBOUND.
- CONTRACTOR TO INTERCEPT EXISTING CONDUIT FROM THIS INTERSECTION TO CONTROL CABINET.
- CONTRACTOR TO RETAIN EXISTING SIGNAL PEDESTRIAN PHASING.

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
200	83+71.94, 22.53' RT.	201	83+79.81, 23.92' RT.	8.00	70.00	TDI
201	83+79.81, 23.92' RT.	202	83+85.52, 25.74' RT.	6.00	-	I
202	83+85.52, 25.74' RT.	203	83+92.60, 29.44' RT.	8.00	40.00	TDI
203	83+92.60, 29.44' RT.	204	83+98.79, 34.48' RT.	8.00	40.00	TDI
204	83+98.79, 34.48' RT.	205	84+02.71, 39.02' RT.	6.00	-	I
205	84+02.71, 39.02' RT.	206	84+06.82, 45.89' RT.	8.00	40.00	TDI
207	84+24.94, 37.63' RT.	208	84+23.34, 33.96' RT.	4.00	-	TDI
208	84+23.34, 33.96' RT.	209	84+23.34, 26.00' RT.	8.00	-	I
209	84+23.34, 26.00' RT.	210	84+31.34, 26.00' RT.	8.00	-	TDI
210	84+31.34, 26.00' RT.	211	84+41.87, 26.00' RT.	10.53	-	I
211	84+41.87, 26.00' RT.	212	84+49.87, 26.00' RT.	8.00	-	TDI
212	84+49.87, 26.00' RT.	213	84+49.87, 34.00' RT.	8.00	-	I
213	84+49.87, 34.00' RT.	214	84+48.98, 37.90' RT.	4.00	-	TDI
215	84+73.29, 37.98' RT.	216	84+73.65, 34.00' RT.	4.00	-	TDI
216	84+73.65, 34.00' RT.	217	84+82.15, 26.25' RT.	12.00	8.50	I
217	84+82.15, 26.25' RT.	218	84+90.15, 26.25' RT.	8.00	-	TDI

I = TYPE I GRANITE CURB
TDI = TYPE I GRANITE CURB TIPDOWN



REMOVE EXISTING PEDESTRIAN POLE AND FOUNDATION. INSTALL EXISTING PEDESTRIAN SIGNAL HEAD ON NEW PEDESTAL POLE AND FOUNDATION ALONG BACK OF SIDEWALK. INSTALL NEW PEDESTRIAN APS PUSH BUTTON AND RIO-3eR SIGN.

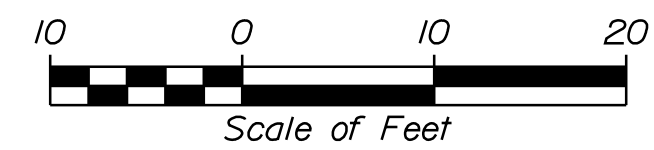
REMOVE PEDESTAL POLE AND FOUNDATION. INSTALL JUNCTION BOX AND INTERCEPT EXISTING CONDUIT BACK TO CONTROL CABINET.

INSTALL NEW PEDESTRIAN POLE AND FOUNDATION. INSTALL NEW PEDESTRIAN SIGNAL WITH NEW PEDESTRIAN APS PUSH BUTTON AND RIO-3eL SIGN.

REMOVE EXISTING PEDESTRIAN SIGNAL. REMOVE AND REPLACE EXISTING PUSH BUTTON AND SIGN WITH NEW PROPOSED PEDESTRIAN APS PUSH BUTTON AND RIO-3eR SIGN.

REMOVE FOUNDATION.

REMOVE EXISTING PEDESTRIAN SIGNAL. REMOVE AND REPLACE EXISTING PUSH BUTTON AND SIGN WITH NEW PROPOSED PEDESTRIAN APS PUSH BUTTON AND RIO-3eL SIGN. CONTRACTOR TO INCLUDE EXTENSION ARM FOR PEDESTRIAN PUSH BUTTON AND SIGN TO MEET PROWAG STANDARDS.



PROJ. MANAGER	M. TREMBLAY	DATE	DATE
CHECKED-REVIEWED	PLP	MAR 2025	MAR 2025
DESIGN-DETAILED	THG	MAR 2025	MAR 2025
DESIGN-DETAILED	JRH		
DESIGN-DETAILED	TJW		
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE

PORTLAND AVE.
CUMBERLAND AVE.
STOP ID NO. 682

SHEET NUMBER

20
OF 26



Date: 4/4/2025

Username: twolfel

Division: HIGHWAY

Filename: ... \MSTA\Portboy_Stop682.dgn

Date: 4/4/2025

Username: twolfel

Division: HIGHWAY

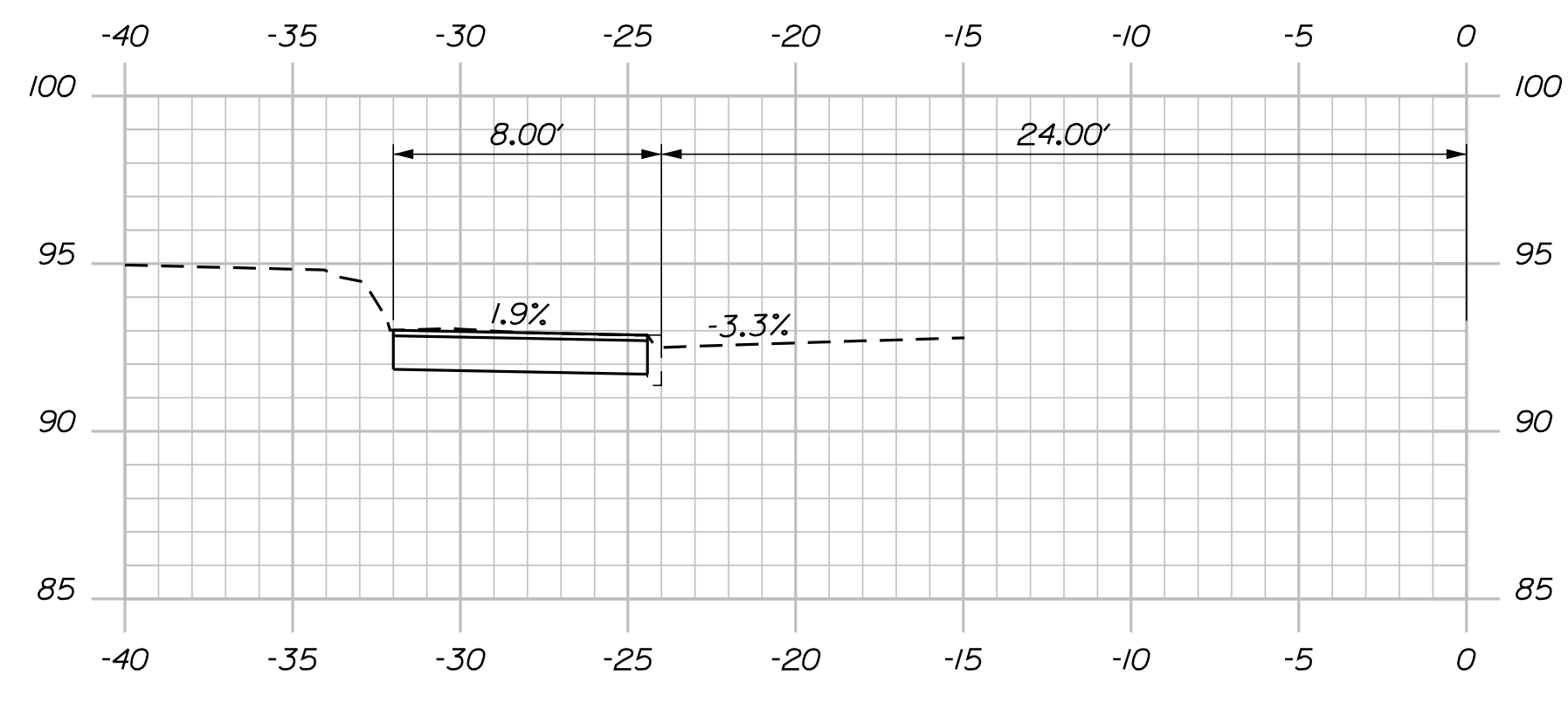
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LOCATION MAP

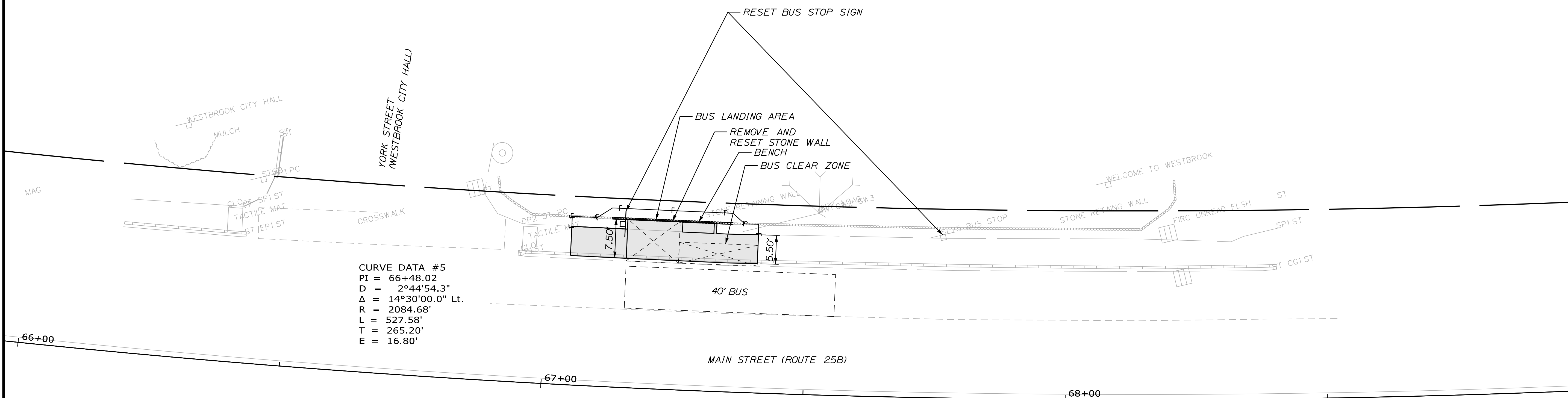
PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	

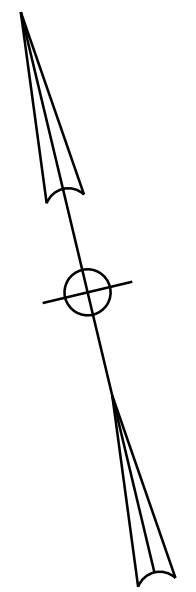


67+20.00

TRANSIT STOP #353



CURVE DATA #5
 PI = 66+48.02
 D = 2°44'54.3"
 Δ = 14°30'00.0" Lt.
 R = 2084.68'
 L = 527.58'
 T = 265.20'
 E = 16.80'



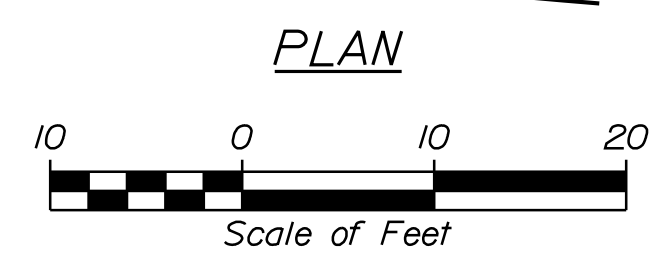
PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN DETAILED	PIP	THG	MAR 2025
CHECKED-REVIEWED	TJW	JRH	MAR 2025
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WESTBROOK
 MAIN STREET
 STOP ID NO. 353

SHEET NUMBER

21

OF 26

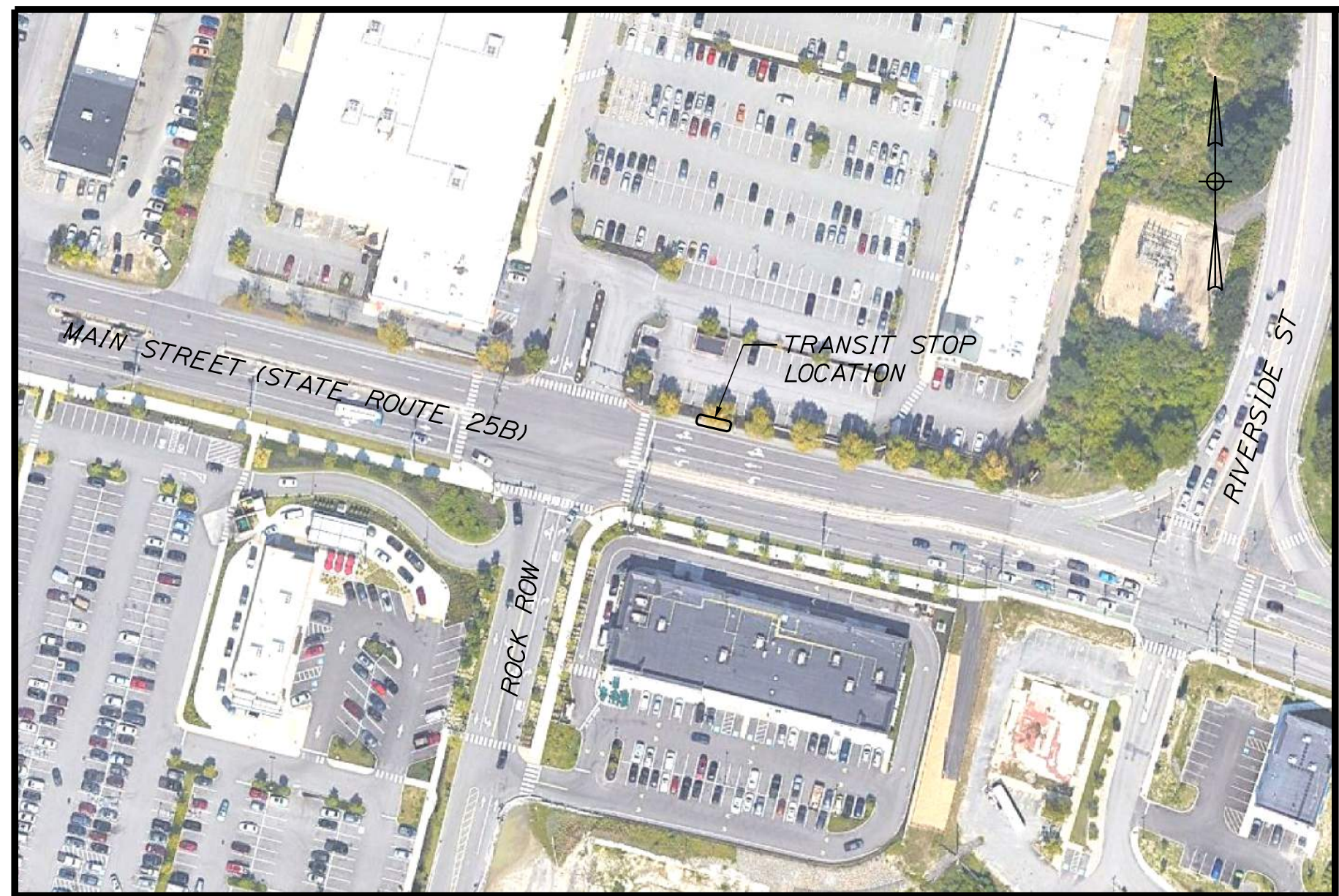


Date: 4/4/2025

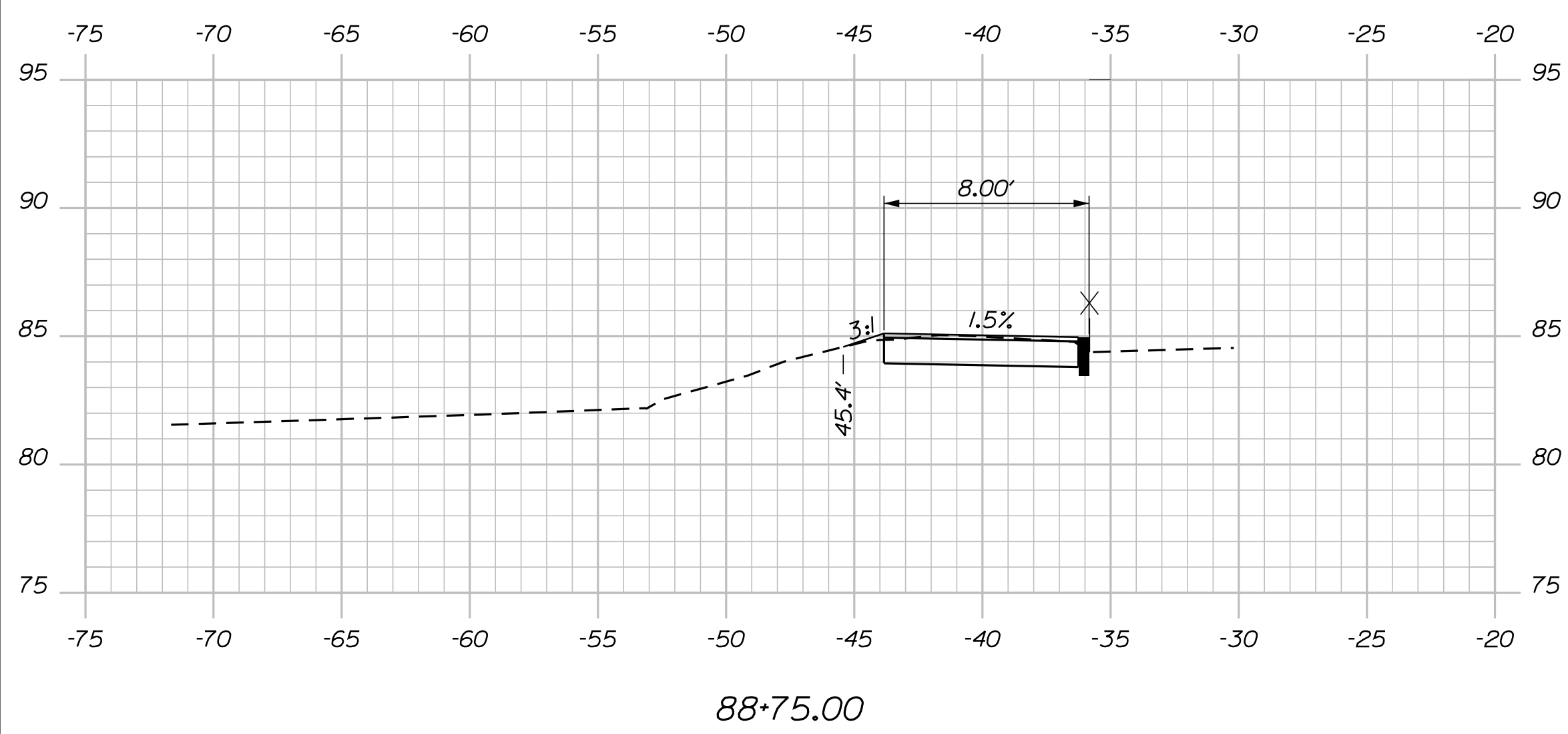
Username: twolfel

Division: HIGHWAY

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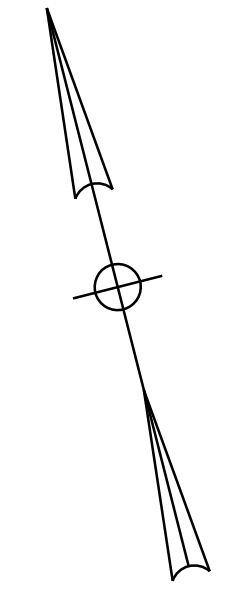


LOCATION MAP

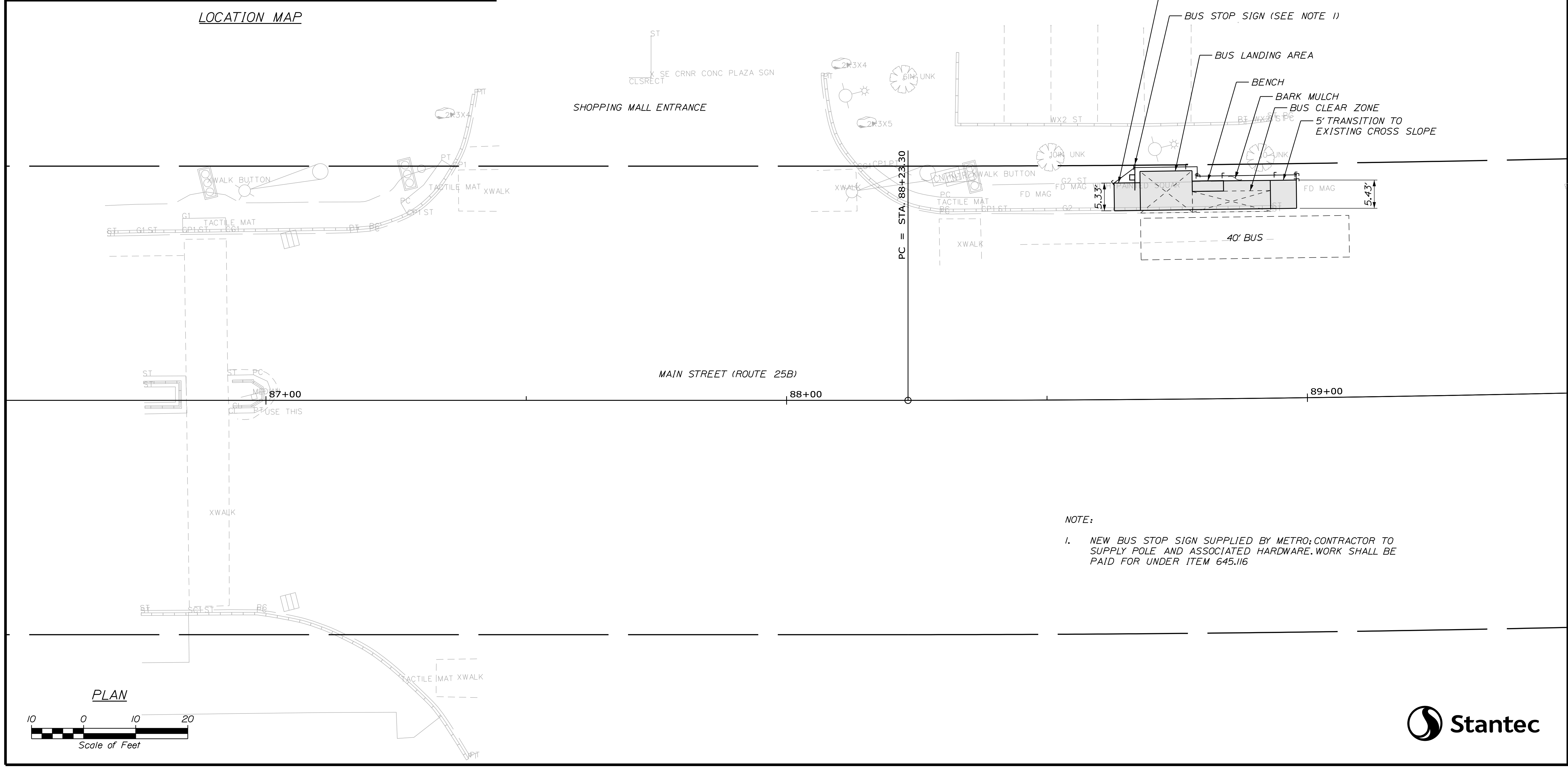


PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	

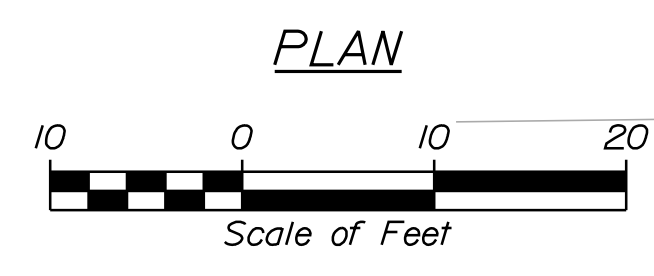


TRANSIT STOP #486



NOTE:

1. NEW BUS STOP SIGN SUPPLIED BY METRO; CONTRACTOR TO SUPPLY POLE AND ASSOCIATED HARDWARE. WORK SHALL BE PAID FOR UNDER ITEM 645.116



PROJ. MANAGER	M. TREMBLAY	BY	DATE
DESIGN DETAILED	PLP	THG	MAR 2025
CHECKED/REVIEWED	TJW	JRH	MAR 2025
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

WESTBROOK
MAIN STREET
STOP ID NO. 486

SHEET NUMBER
22
OF 26





LOCATION MAP

SPK ELEV 50.895 STA9100

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	602+03.88, 8.96' LT.	101	602+11.88, 8.91' LT.	8.00	-	TDI
200	601+84.15, 18.17' RT.	201	601+91.66, 18.94' RT.	7.55	-	TD3
202	601+97.10, 21.26' RT.	203	602+00.29, 31.51' RT.	11.32	10.00	TD3
203	602+00.29, 31.51' RT.	204	601+97.70, 41.07' RT.	9.91	-	TD3
205	701+87.55, 74.07' LT.	206	701+90.26, 66.54' LT.	8.00	-	TD3
206	701+90.26, 66.54' LT.	207	702+01.84, 34.45' LT.	34.12	-	3

TDI = TYPE 1 GRANITE CURB TIPDOWN
 3 = TYPE 3 BITUMINOUS CURB
 TD3 = TYPE 3 BITUMINOUS CURB TIPDOWN

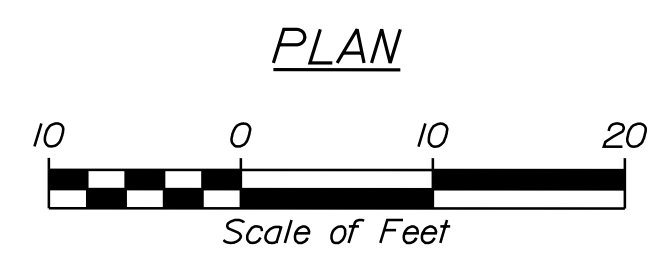
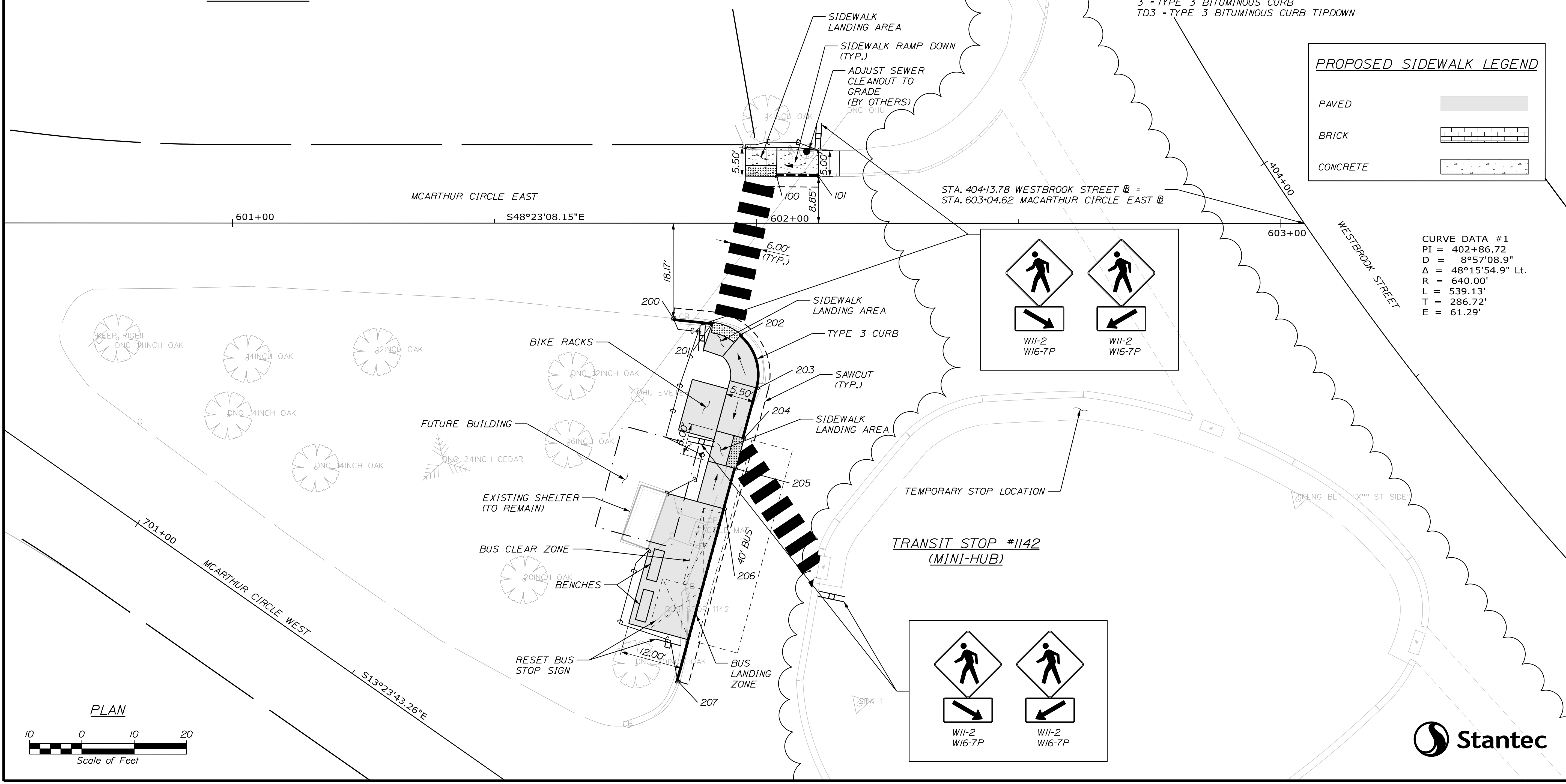
PROPOSED SIDEWALK LEGEND

PAVED

BRICK

CONCRETE

CURVE DATA #1
 PI = 402+86.72
 D = 8°57'08.9"
 Δ = 48°15'54.9" Lt.
 R = 640.00'
 L = 539.13'
 T = 286.72'
 E = 61.29'



PROJ. MANAGER	DATE	BY	DATE
DESIGN DETAILED	MAR 2025	THG	
CHECKED/REVIEWED	MAR 2025	JRH	
DESIGN DETAILED			SIGNATURE
REVISIONS 1			P.E. NUMBER
REVISIONS 2			DATE
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SOUTH PORTLAND
 WESTBROOK STREET
 STOP ID NO. 1142

SHEET NUMBER

23

OF 26



Date: 4/4/2025

Username: twolfel

Division: HIGHWAY

Filename: ... \MSTA\... \Small_Stop1142.dgn

Date: 4/4/2025

Username: twolfel

Division: HIGHWAY

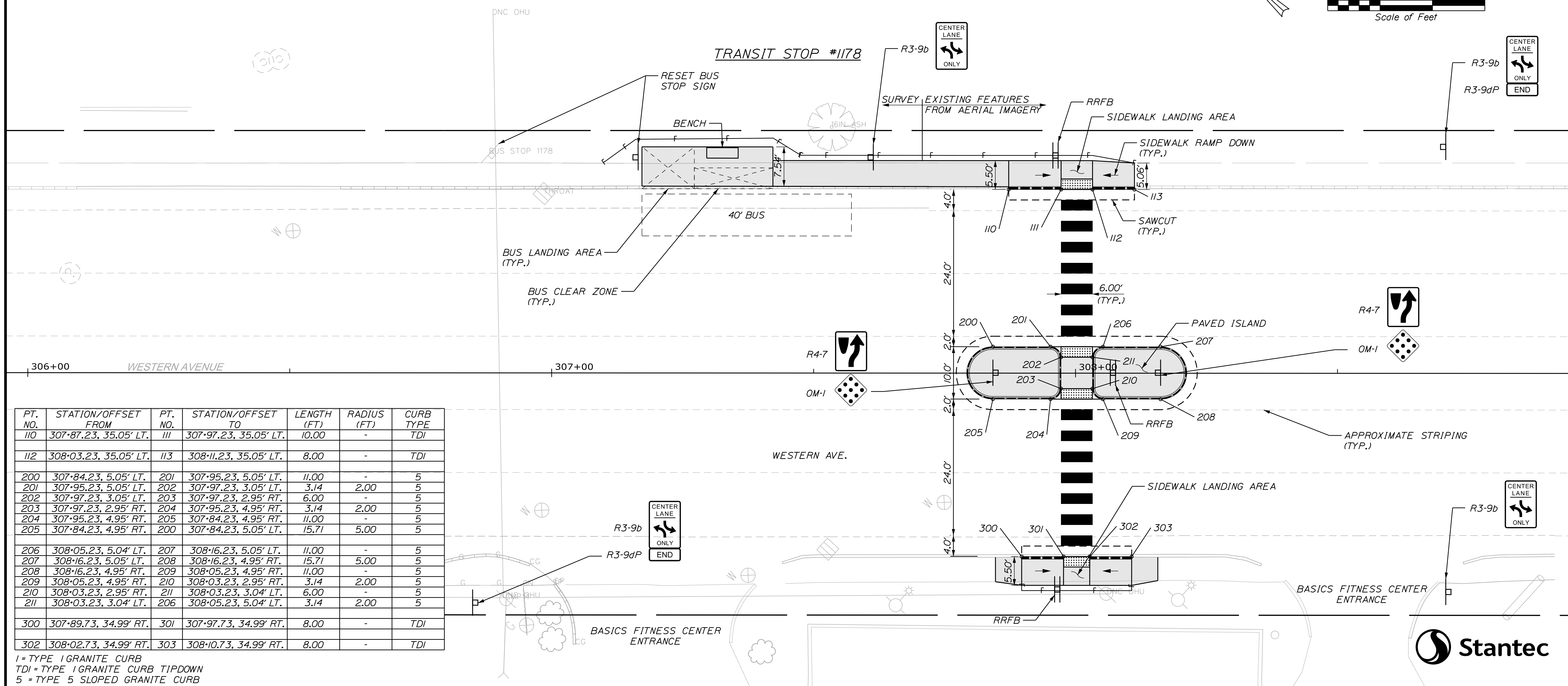
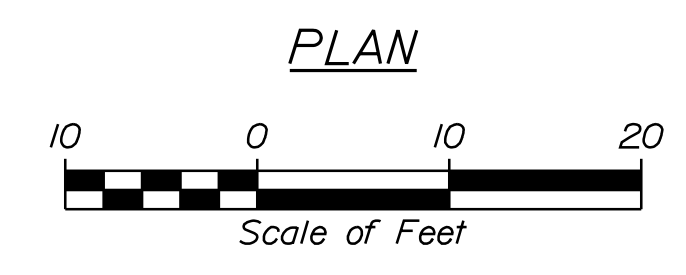
Filename: ... \MSTA\... \Small_Stop1178.dgn

PROPOSED SIDEWALK LEGEND

PAVED	
BRICK	
CONCRETE	



LOCATION MAP



PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
110	307+87.23, 35.05' LT.	111	307+97.23, 35.05' LT.	10.00	-	TDI
112	308+03.23, 35.05' LT.	113	308+11.23, 35.05' LT.	8.00	-	TDI
200	307+84.23, 5.05' LT.	201	307+95.23, 5.05' LT.	11.00	-	5
201	307+95.23, 5.05' LT.	202	307+97.23, 3.05' LT.	3.14	2.00	5
202	307+97.23, 3.05' LT.	203	307+97.23, 2.95' RT.	6.00	-	5
203	307+97.23, 2.95' RT.	204	307+95.23, 4.95' RT.	3.14	2.00	5
204	307+95.23, 4.95' RT.	205	307+84.23, 4.95' RT.	11.00	-	5
205	307+84.23, 4.95' RT.	200	307+84.23, 5.05' LT.	15.71	5.00	5
206	308+05.23, 5.04' LT.	207	308+16.23, 5.05' LT.	11.00	-	5
207	308+16.23, 5.05' LT.	208	308+16.23, 4.95' RT.	15.71	5.00	5
208	308+16.23, 4.95' RT.	209	308+05.23, 4.95' RT.	11.00	-	5
209	308+05.23, 4.95' RT.	210	308+03.23, 2.95' RT.	3.14	2.00	5
210	308+03.23, 2.95' RT.	211	308+03.23, 3.04' LT.	6.00	-	5
211	308+03.23, 3.04' LT.	206	308+05.23, 5.04' LT.	3.14	2.00	5
300	307+89.73, 34.99' RT.	301	307+97.73, 34.99' RT.	8.00	-	TDI
302	308+02.73, 34.99' RT.	303	308+10.73, 34.99' RT.	8.00	-	TDI

I = TYPE I GRANITE CURB
 TDI = TYPE I GRANITE CURB TIPDOWN
 5 = TYPE 5 SLOPED GRANITE CURB



PROJ. MANAGER	M. TREMBLAY	DATE	DATE
DESIGN-DETAILED	J.P.	MAR 2025	
CHECKED-REVIEWED	J.W.	MAR 2025	
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SOUTH PORTLAND
 WESTERN AVENUE
 STOP ID NO. 1178

SHEET NUMBER

25

OF 26



DATE

May 18, 2026

SUBJECT

Summer and Fall Service Updates

PURPOSE

To provide the Committee with a summary of expected service changes in June and Fall 2026, including possible changes to Bath Iron Works service, Route 8 service, the launch of Scarborough service, minor schedule adjustments, and more.

BACKGROUND/ANALYSIS

Metro occasionally makes significant schedule changes to accommodate a new route or a significant modification of an existing route. These changes typically are made by Metro staff based on funding, partnership opportunities, and potential for ridership generation.

In addition, Metro continuously adjusts schedules to improve on-time performance, adjust to changing roadway conditions, accommodate institutional schedules, etc.

In Summer/Fall 2026, Metro staff expect the following service changes to take place:

- Modification of Route 8 alignment to serve Commercial Street
- Launch of Scarborough fixed route service
- Launch of Scarborough microtransit service
- Possible change in BREEZ service to Bath Iron Works
- Minor schedule changes for on-time performance

FISCAL IMPACT

Scarborough service for 2026 will be funded by MaineDOT, Maine Turnpike, federal grant funding, and the Town of Scarborough; no impact on the 2026 operating budget is anticipated. Bath Iron Works service is entirely funded by BIW; any changes to this service would be budget-neutral. All other changes are budget-neutral.

RECOMMENDATION

This item is for information and discussion.

CONTACT

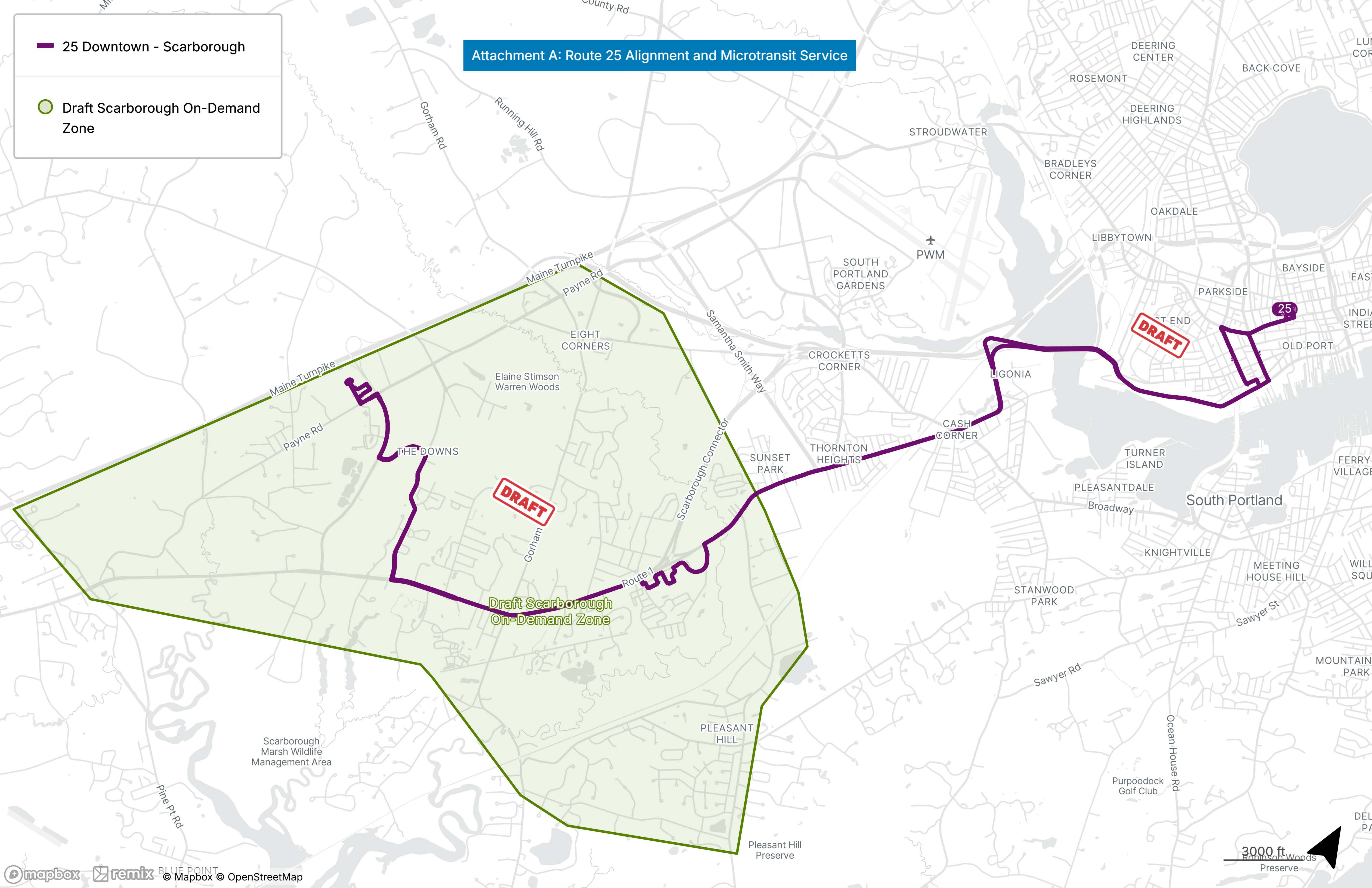
Mike Tremblay
Director of Transit Development
(207) 517-3023
mtremblay@gpmetro.org

ATTACHMENTS

Attachment A: Route 25 Scarborough maps
Attachment B: Route 8 realignment map

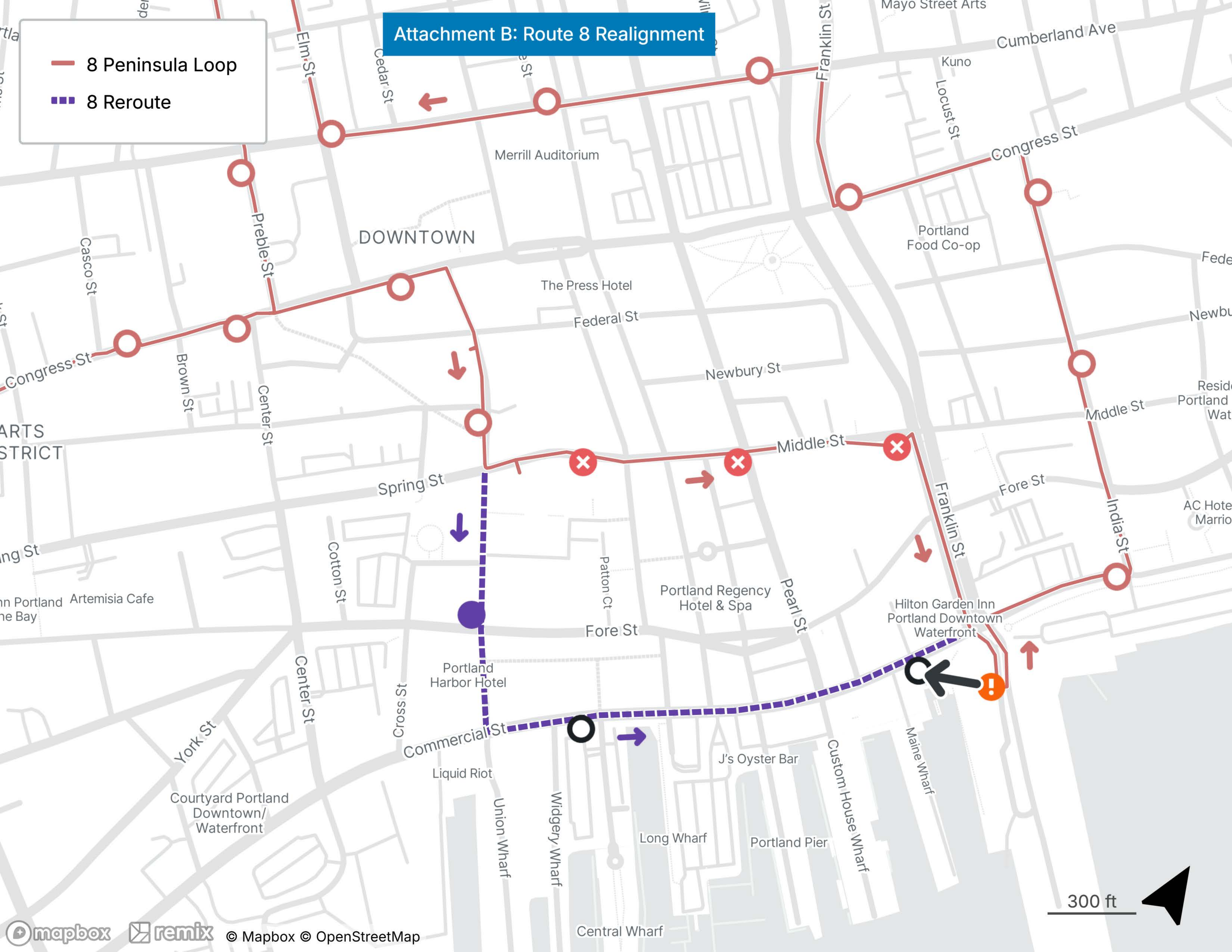
Attachment A: Route 25 Alignment and Microtransit Service

- 25 Downtown - Scarborough
- Draft Scarborough On-Demand Zone



Attachment B: Route 8 Realignment

- 8 Peninsula Loop
- 8 Reroute



300 ft