

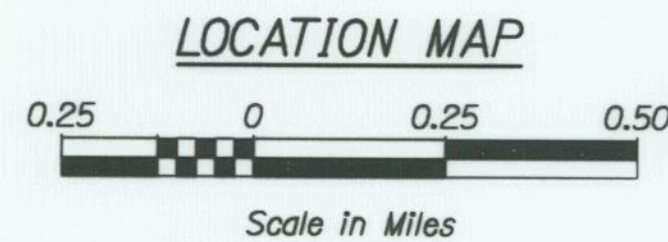
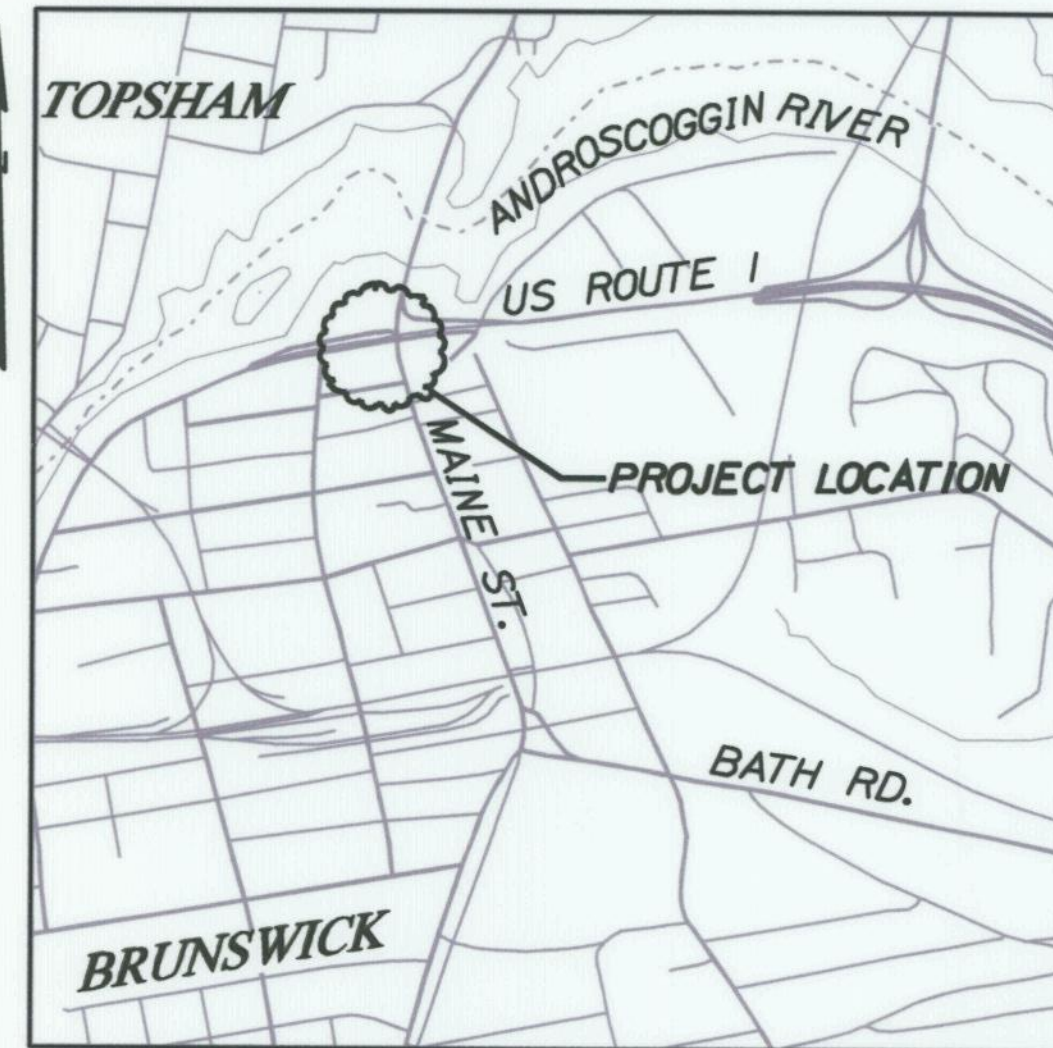
# STATE OF MAINE DEPARTMENT OF TRANSPORTATION



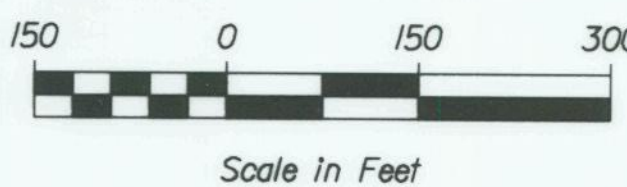
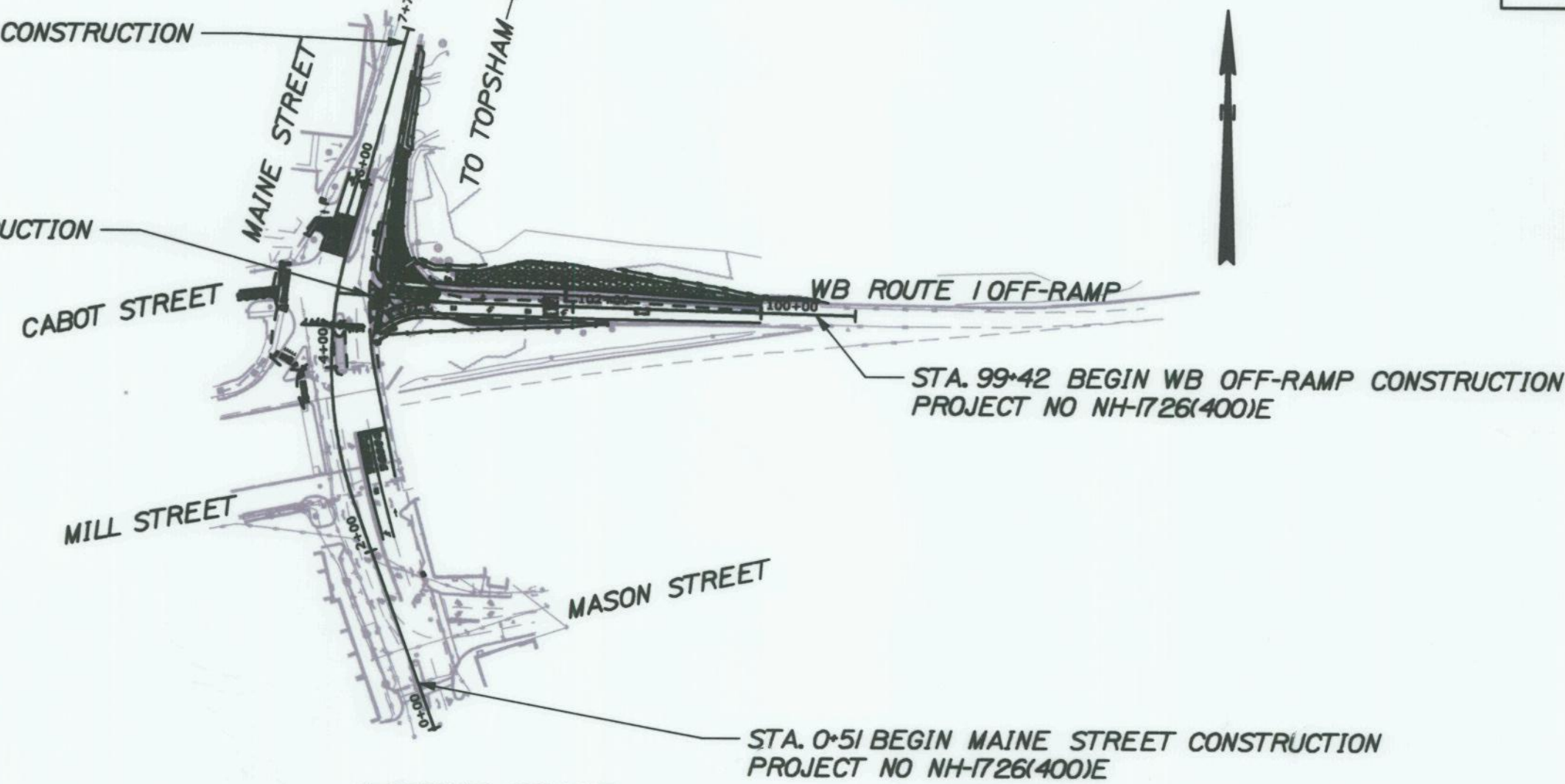
## BRUNSWICK CUMBERLAND COUNTY

US ROUTE 1 WB OFF-RAMP @ MAINE STREET (SR 201/24)  
**NH-1726(400)E**

PROJECT LENGTH : 0.223 MILES  
TRAFFIC SIGNAL & GEOMETRIC IMPROVEMENTS



STA. 7+55 END MAINE STREET CONSTRUCTION  
PROJECT NO NH-1726(400)E



### TRAFFIC DATA

Maine Street (SR 201/24)

Current (2007) AADT	20,020
DHV - % of AADT	10
Design Hour Volume	2,000
Design Speed (mph)	25
Functional Class	Minor Arterial

Route 1 WB Off-Ramp

Current (2006) AADT	1,480
DHV - % of AADT	20
Design Hour Volume	300
Design Speed (mph)	40
Functional Class	Principal Arterial

INDEX OF SHEETS	
Description	Sheet No.
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Maine Street Construction Plan	5
Pavement Marking Plan	6
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Traffic Signal Plan	8
Route 1 Off-Ramp Cross Sections	9-13
Maine Street Cross Sections	14,15

PLAN LEGEND	
Town, County, State	Centerline-Existing
Property Lines	Centerline-Proposed
R/W Lines-Existing	Travelway-Existing
R/W Lines-Proposed	Travelway-Proposed
Culvert-Existing	Railroad
Culvert Proposed	
Curbing Existing	Catch Basins Existing
Curbing Proposed	Manholes Existing
Type 1	Proposed Underdrain
Type 3	Proposed Ditch
Type 5	Existing Ditch
Outline of Bodies of Water	Utility Poles Existing
Ledge	Fire Hydrants Existing
Buildings	Existing Water Line
Trees	Existing San. Sewer
Tree Line	Existing San. Sewer Manhole
Clearing Limit Line	Guardrail-Existing
	Guardrail-Proposed
	Guardrail-Cable, Other

**Sebago Technics**  
Engineering Expertise You Can Build On  
One Chabot Street  
Webbroot, Me 04098-1339  
Tel (207) 658-0277  
250 Goddard Rd. - Suite B  
Lewiston, ME 04240  
Tel (207) 763-6666  
WWW.SEBAGOTECHNICS.COM

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

APPROVED: *[Signature]*  
COMMISSIONER: *[Signature]*  
CHIEF ENGINEER: *[Signature]*

DATE: 9/23/10  
9/23/10

STATE OF MAINE  
STEPHEN S. SAWYER, JR.  
No. 3736  
LICENSED PROFESSIONAL ENGINEER

SIGNATURE: *[Signature]*  
P.E. NUMBER: 3736  
DATE: 9/23/10

PROJECT INFORMATION	
PROGRAM	MAINT. & OPERATIONS
PROJECT MANAGER	JIM MANSR
DESIGNER	STEPHEN SAWYER
CONSULTANT	SEBAGO TECHNICS, INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

NH-1726(400)E  
STI PROJECT # 09398  
PIN 17264.00

BRUNSWICK  
ROUTE 1 WB OFF-RAMP @ MAINE STREET  
TITLE SHEET

PROGRAM AREA: MAINTENANCE & OPERATIONS  
SCOPE OF WORK: TRAFFIC SIGNAL AND GEOMETRIC IMPROVEMENTS.

SHEET NUMBER  
**1**  
OF 15

Date: 9/21/2010

Username: blyon

Division: HIGHWAY

Filename: ... \MSTA\08-31-10\001\_ Title.dgn

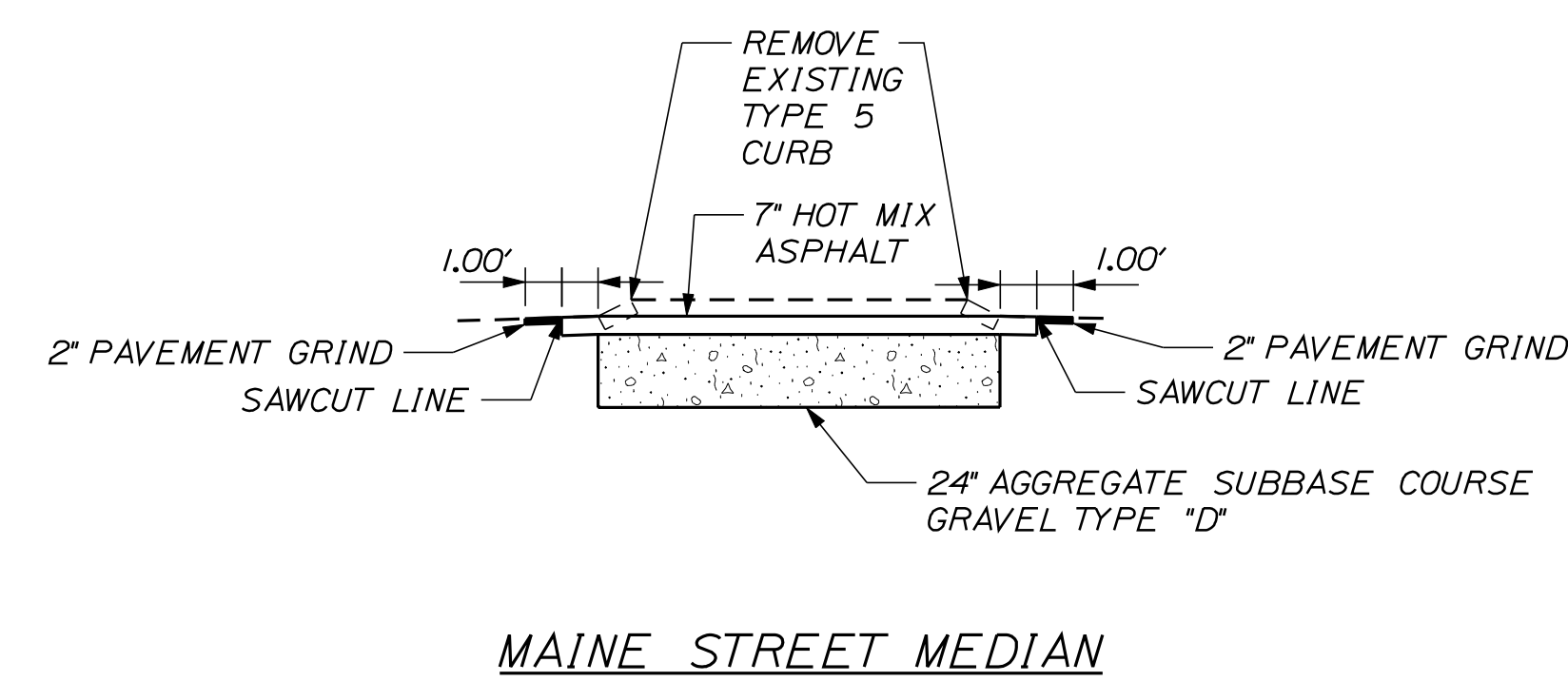
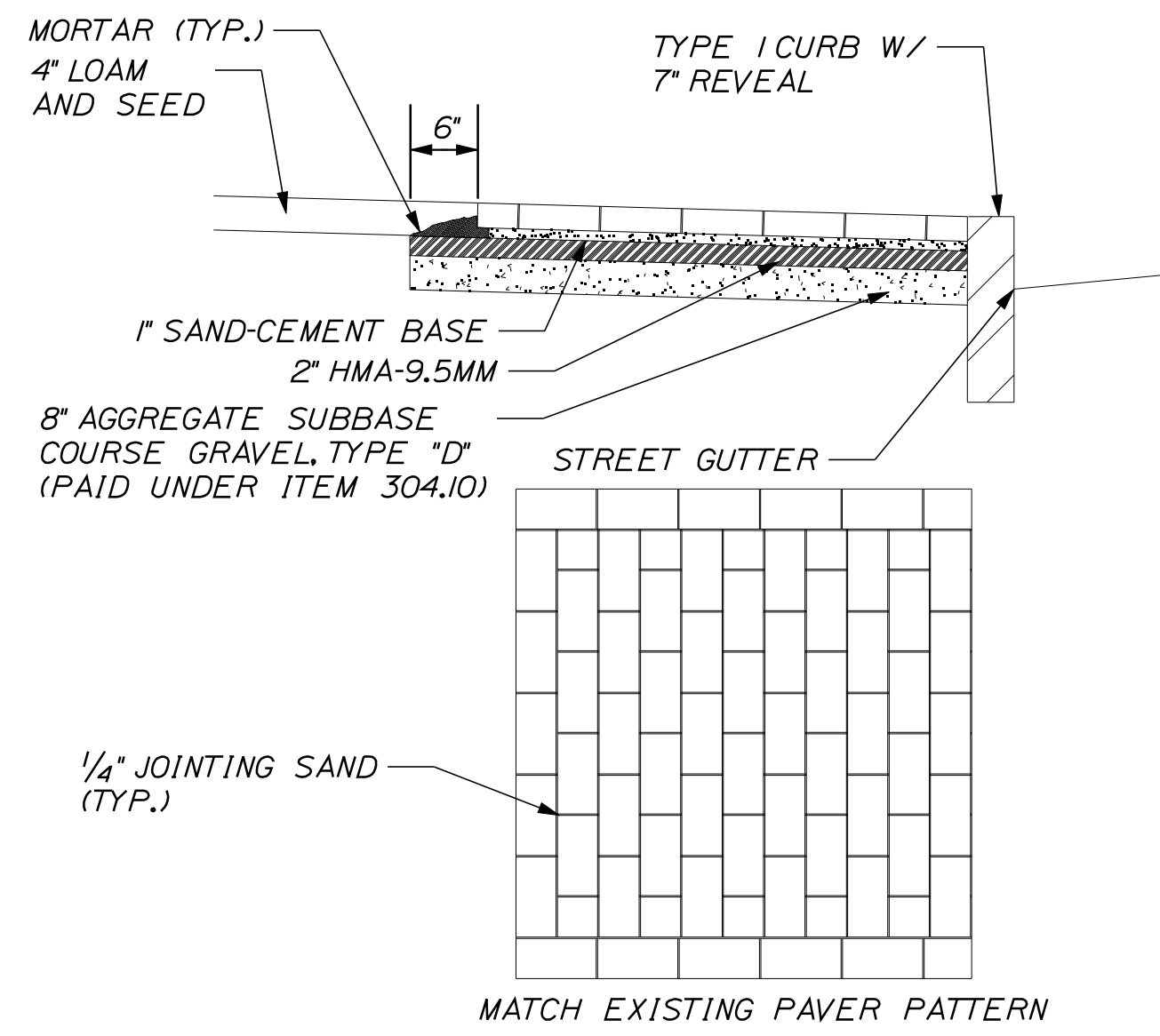
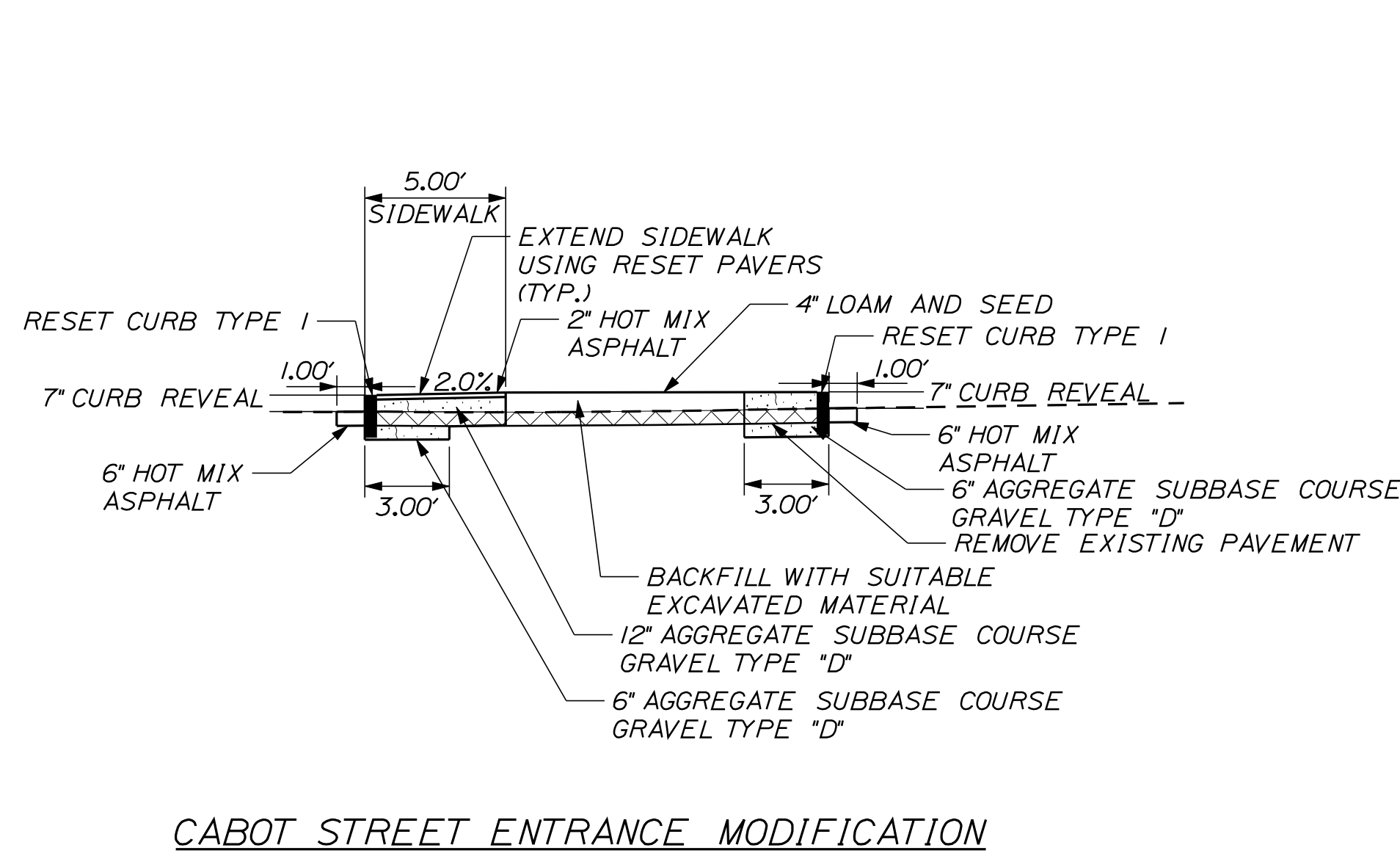
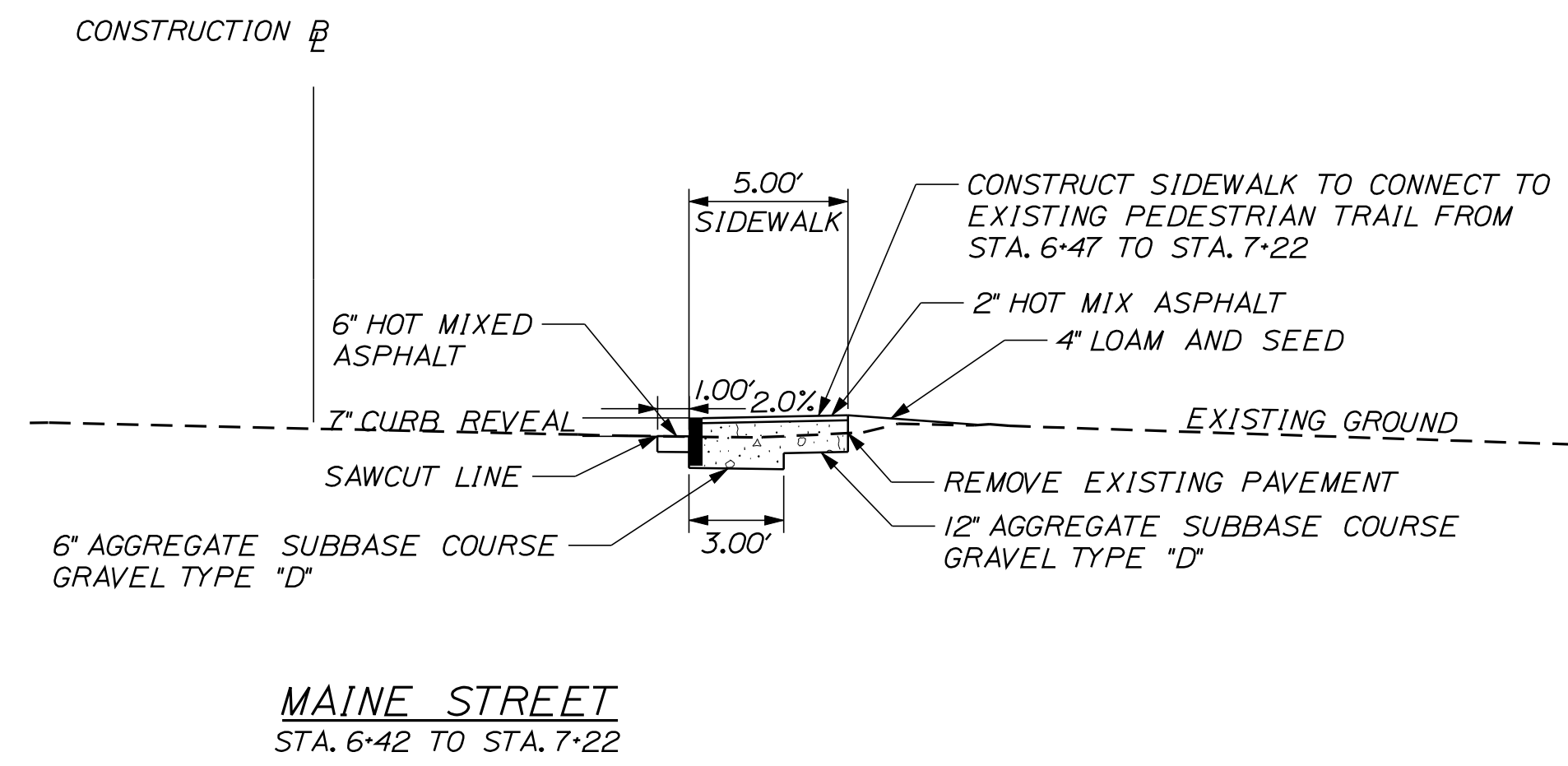
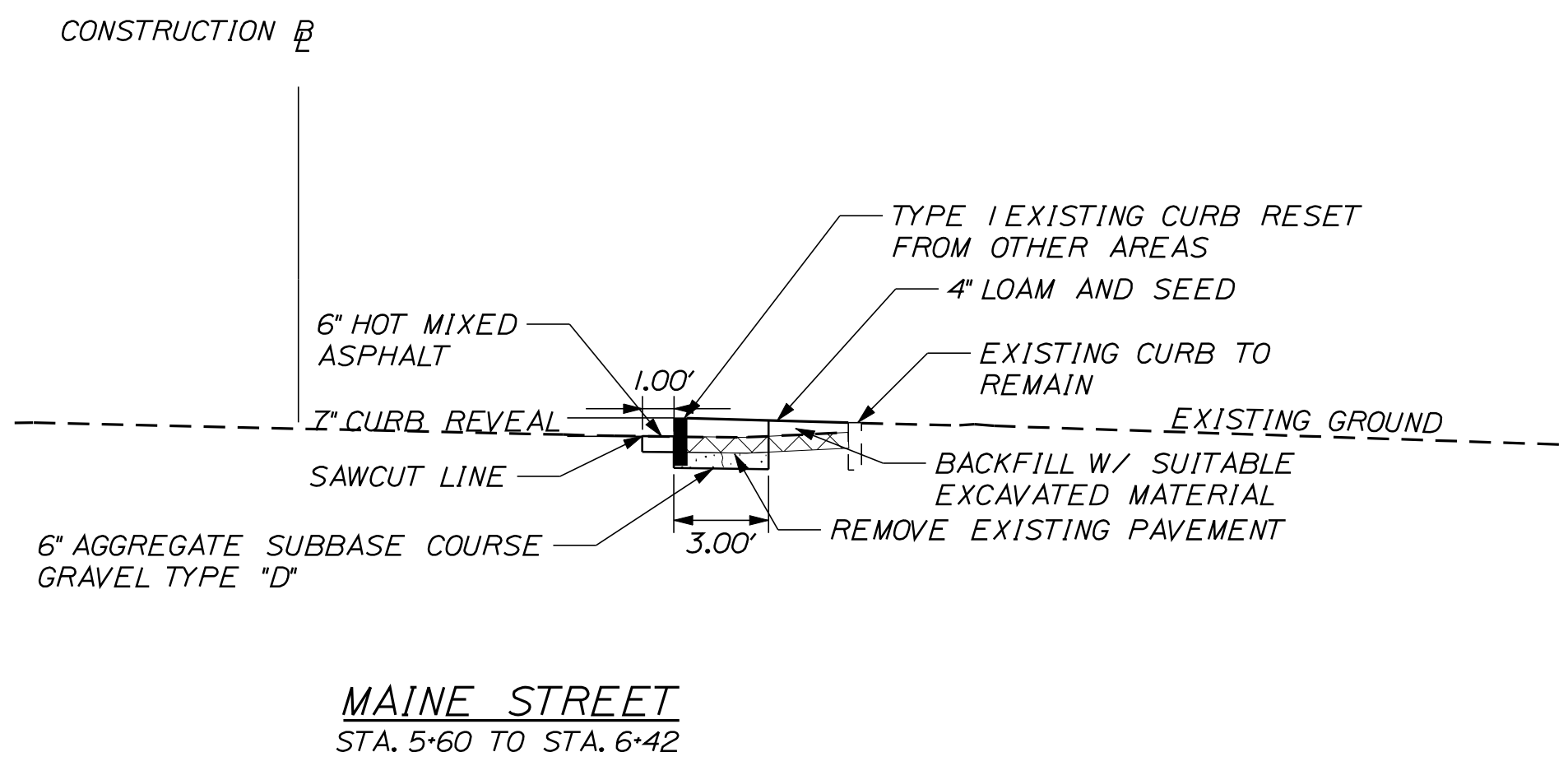
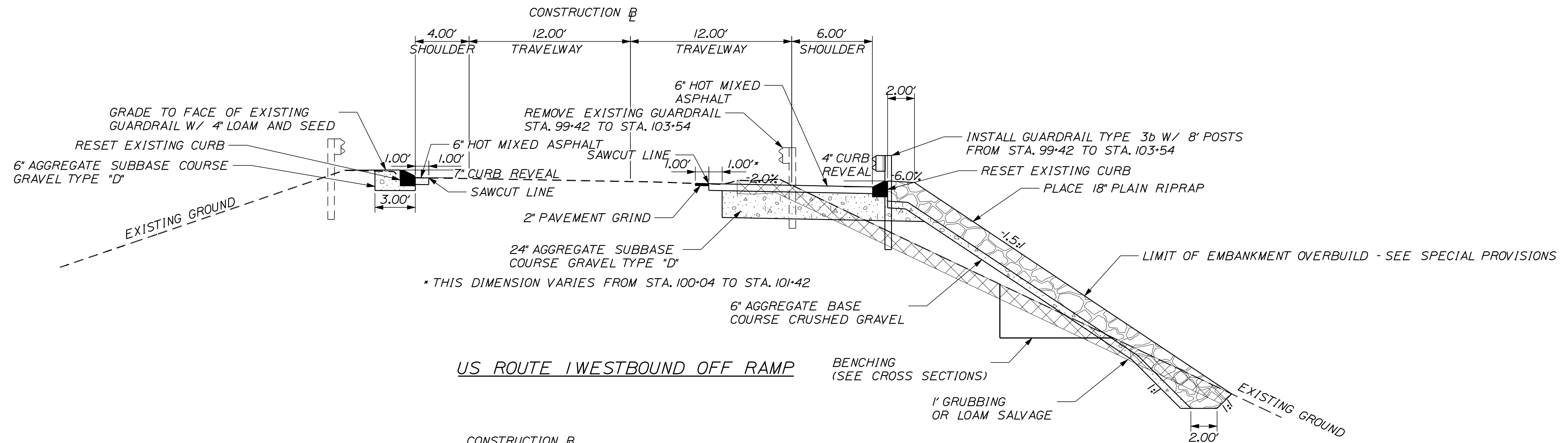


Date: 9/21/2010

Username: blyon

Division: HIGHWAY

Filename: ... \MSTA\08-31-10\002\_Typical.dgn



NOTE:

1. PAY ITEM 608.26I SHALL INCLUDE RESET CONCRETE PAVERS, MORTAR, SAND CEMENT BASE, AND 2" HMA.

RESET PAVER DETAIL

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NH-1726(400)E  
PIN 17264.00  
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
J. MANSIR	BRL	9/22/10			
CHECKED-REVIEWED	SSS	9/22/10			
DESIGN-REVIEWED					
DESIGN-DATE					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

BRUNSWICK  
ROUTE 1 WB OFF-RAMP @ MAINE STREET  
TYPICAL SECTIONS & SPECIAL DETAILS

SHEET NUMBER  
2  
OF 15

**GENERAL NOTES**

1. NO UTILITY INVOLVEMENT IS ANTICIPATED.
2. RIGHT OF WAY INFORMATION TAKEN FROM STATE OF MAINE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY MAP, STATE HIGHWAYS "17 & 143", BRUNSWICK, FEDERAL AID PROJECT NOS. F-017-1140), M3047(1), D.O.T. FILE NO. 3-316, NOVEMBER 1983.
3. CLEARING LIMITS SHALL BE 5' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT. NO SEPARATE PAYMENT SHALL BE MADE FOR REMOVAL OF SINGLE TREES OR STUMPS.
4. GRUBBING AND LOAM SALVAGE IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS AND THE QUANTITIES NOTED. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT. ESTIMATED GRUBBING DEPTHS ARE 12 INCHES IN ALL AREAS.
5. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT.
6. EXISTING INSLOPES STEEPER THAN 2:1 IN PROPOSED FILL AREAS SHALL BE BENCHED AS SHOWN ON THE CROSS SECTIONS OR AS DIRECTED BY THE RESIDENT.
7. ALL PAVED WALKS TO BE CONSTRUCTED WITH 12" AGGREGATE SUBBASE COURSE-GRAVEL AND 2" HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
8. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.
9. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEM(S):
  - o ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS
  - o ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT
  - o ALL DITCHING AT PIPE ENDS
  - o FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND/OR FILL MATERIAL INCLUDING GRANULAR BORROW USED UNDER PIPES AND FOR TEMPORARY DETOURS TO MAINTAIN TRAFFIC DURING PIPE INSTALLATION (EXCAVATION IS ALSO INCIDENTAL).
  - o GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL
  - o ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES
  - o FLOW LINES MAY BE CHANGED BY 1.5 FT
  - o ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES AT CULVERT ENDS
10. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR).
11. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
12. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES.
13. EXISTING GUARDRAIL TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
14. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO ITEM 606.
15. IN AREAS WHERE CURB TYPE 1 WILL BE RESET, THE EXISTING CURB SUITABLE FOR USE AS TERMINAL ENDS SHALL BE CUT IF NECESSARY AND UTILIZED AS SUCH AND PAID FOR UNDER ITEM 609.38 (RESET CURB TYPE 1).
16. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
17. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL NON-GUARDRAIL SLOPES. SEEDING METHOD NO. 3 SHALL BE UTILIZED ON ALL GUARDRAIL FILL SLOPES, ON LONG NON-GUARDRAIL BACKSLOPES. SEEDING METHOD NO. 3 MAY BE USED INSTEAD OF METHOD NO. 2 IF NOTED OR DIRECTED BY THE RESIDENT.
18. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
19. 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.
20. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.
21. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
22. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
23. STATIONS REFERENCED ARE APPROXIMATE.
24. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.
25. THE PAVEMENT GRIND SHOWN ON THE TYPICAL SECTIONS AND CROSS SECTIONS SHALL BE PAID FOR UNDER ITEM 202.202 REMOVING PAVEMENT SURFACE.
26. SURPLUS CONCRETE PAVERS SHALL BECOME THE PROPERTY OF THE TOWN OF BRUNSWICK. THE DELIVERY AND STOCKPILING OF THIS MATERIAL SHALL BE COORDINATED WITH JOHN FOSTER, TOWN ENGINEER.
27. RESET CURB SHALL INCLUDE BOTH REGULAR TYPE 1 AND TYPE 1 MODIFIED (SLOPED FACE) CURBING.
28. THE SURPLUS FRAME AND GRATE FROM MH-2 SHALL BECOME THE PROPERTY OF THE TOWN OF BRUNSWICK. THE DELIVERY AND STORAGE OF THIS MATERIAL SHALL BE COORDINATED WITH JOHN FOSTER, TOWN ENGINEER.
29. FULL DEPTH PAVEMENT REMOVAL SHOWN ON THE TYPICAL SECTIONS AND CROSS SECTIONS SHALL BE PAID FOR AS COMMON EXCAVATION.

**EARTHWORK SUMMARY**

COMMON EXCAVATION FOR ESTIMATE		
COMMON EXCAVATION (FROM CROSS SECTIONS)	900	
EARTH FROM DRIVES, OLD ROAD, ETC.	0	
GRUBBING IN FILL	130	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
CULVERT INLET AND OUTLET DITCHES	0	
PAVEMENT SALVAGE IN FILL	75	
TOTAL COMMON EXCAVATION		1,105
FILL FOR BORROW CALCULATIONS		
COMMON FILL (FROM CROSS SECTIONS)	145	
FILL FOR DRIVES	0	
GRUBBING IN FILL	130	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
PAVEMENT SALVAGE IN FILL	0	
TOTAL FILL		275
ROCK EXCAVATION FOR ESTIMATE		
ROCK EXCAVATION (FROM CROSS SECTIONS)	0	
ROCK EXCAVATION (BOULDERS)	0	
TOTAL ROCK EXCAVATION		0
UNCLASSIFIED EXCAVATION FOR ESTIMATE		
TOTAL UNCLASSIFIED EXCAVATION		0
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS		
(1) TOTAL COMMON EXCAVATION		1,105
DEDUCTIONS:		
GRUBBING IN CUT	225	
GRUBBING IN FILL	130	
LOAM SALVAGE IN CUT	0	
LOAM SALVAGE IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
PAVEMENT SALVAGE (CUT & FILL)	75	
(2) TOTAL DEDUCTIONS		430
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		675
TOTAL AVAILABLE STRUCT. EXCAVATIONS (USUALLY UNDERDRAIN ONLY)		0
TOTAL AVAILABLE NON-ROCK EXCAVATION		675
COMPUTATION OF WASTE STORAGE & WASTE MATERIAL		
TOTAL AVAIL. WASTE STORAGE AREA (FROM CROSS SECTIONS)	0	
GRUBBING IN CUT	0	
GRUBBING IN FILL	0	
UNDERCUT	0	
MUCK EXCAVATION	0	
TOTAL WASTE MATERIAL TO BE UTILIZED (LOWER OF TOTAL AVAILABLE WASTE STORAGE AREA OR TOTAL WASTE MATERIAL)		0
TOTAL WASTE MATERIAL TO BE WASTED (TOTAL WASTE MATERIAL MINUS TOTAL WASTE MATERIAL TO BE UTILIZED)		0
COMPUTATION OF GRANULAR BORROW FOR ESTIMATE		
GRANULAR BORROW TO REPLACE MUCK	0	
GRANULAR BORROW IN LOW WET AREAS	0	
GRANULAR BORROW TO UPGRADE EXCAVATION	0	
GRANULAR BORROW TO MAINTAIN TRAFFIC	0	
GRANULAR BORROW FOR UNDERCUTTING	0	
GRANULAR BORROW =		0x1.15 = 0
COMPUTATION FOR COMMON BORROW FOR ESTIMATE		
(3) TOTAL FILL		
TOTAL AVAIL. NON-ROCK EXCAV. 675x 0.85 =	574	
TOTAL AVAIL. ROCK EXCAV. 0x1.33 =	0	
TOTAL AVAIL. STR. ROCK EXCAV. 0x1.33 =	0	
TOTAL WASTE MATERIAL TO BE UTILIZED 0x1 =	0	
(4) TOTAL AVAILABLE EXCAVATION =	574	
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION		-299
IF NO BORROW IS NEEDED, SURPLUS MATERIAL = AVAILABLE EXCAVATION MINUS TOTAL FILL. PLUS TOTAL WASTE MATERIAL TO BE WASTED		299
SURPLUS MATERIAL = 299		
GRANULAR BORROW IN LOW WET AREAS	0	
GRANULAR BORROW TO UPGRADE EXCAVATION	0	
GRANULAR BORROW TO MAINTAIN TRAFFIC	0	
TOTAL FILL MINUS REQUIRED GRAN. BORR. WITHIN FILL		-299
COMMON BORROW =		-299x1.15 = -344

NOTE: ALL CALCULATIONS ARE IN CUBIC YARDS.

WHILE THE ABOVE CALCULATION SHOWS A SURPLUS OF MATERIAL WILL RESULT FROM THE PROPOSED CONSTRUCTION, THE CONTRACTOR WILL NEED TO PLACE APPROXIMATELY 500 CY OF ADDITIONAL MATERIAL ON THE OFF-RAMP SIDE-SLOPE TO ACHIEVE THE 2' OF OVERBUILD AS SHOWN ON THE TYPICAL SECTION. TAKING THIS INTO ACCOUNT, THE NET EARTHWORK VOLUME REQUIRED WILL THEREFORE BE A MINIMUM OF 200 CY OF IMPORTED FILL OR BORROW. THIS ADDITIONAL EMBANKMENT WILL BE REMOVED AS PART OF THE INSTALLATION OF THE RIPRAP SLOPE PROTECTION AND PAID FOR UNDER ITEM 610.08 PLAIN RIPRAP. PAYMENT FOR THE OVERBUILD AND ANY IMPORTED BORROW MATERIAL BASED ON THE CONTRACTOR'S APPROACH TO THE WORK WILL BE CONSIDERED INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	NH-1726(400)E	PIN 17264.00	HIGHWAY PLANS
BRUNSWICK	ROUTE 1 WB OFF-RAMP @ MAINE STREET	GENERAL NOTES & EARTHWORK SUMMARY	
SHEET NUMBER	3		
	OF 15		

Date: 9/21/2010

Username: blyon

Division: HIGHWAY

Filename: ... \08-31-10\003\_GeneralNotes.dgn

Date: 9/27/2010

Username: blyon

Division: HIGHWAY

Filename: ... \MSTA08-31-10\004\_HDPlan.dgn

RESET CURB TYPE 1 (SLOPED FACE) - ITEM # 609.38

REMOVE STATION TO STATION	RESET STATION TO STATION	LENGTH	RADIUS
STA. 100+00.92, 10.89' RT. TO STA. 103+72.06, 36.09' RT.	STA. 100+00.92, 10.89' RT. TO STA. 101+92.04, 17.68' RT.	191.25'	500'
	STA. 101+92.04, 17.68' RT. TO STA. 102+09.77, 18.00' RT.	17.76'	
	STA. 102+09.77, 18.00' RT. TO STA. 103+05.92, 18.00' RT.	96.15'	482'
	STA. 103+05.92, 18.00' RT. TO STA. 103+28.93, 18.00' RT.	23.01'	
	STA. 103+28.93, 18.00' RT. TO STA. 103+47.00, 18.00' RT.	18.07'	
STA. 101+62.74, 16.00' LT. TO STA. 103+84.89, 16.48' RT.	STA. 101+62.74, 16.00' LT. TO STA. 103+59.06, 17.93' LT.	197.10'	50'
	STA. 103+59.06, 17.93' LT. TO STA. 103+74.10, 21.00' LT.	15.41'	
		558.75'	

CURB TYPE 5 - CIRCULAR - ITEM # 609.35

STATION TO STATION	LENGTH	RADIUS
STA. 104+10.57, 2.00' LT. TO STA. 4+78.42, 37.64' RT.	3.17'	2'
STA. 4+70.00, 38.43' RT. TO STA. 104+09.33, 13.38' LT.	4.18'	2'
STA. 103+94.82, 5.84' LT. TO STA. 103+95.62, 2.00' LT.	5.49'	2'
	12.84'	

RESET CURB TYPE 1 - ITEM # 609.38

REMOVE STATION TO STATION	RESET STATION TO STATION	LENGTH	RADIUS
STA. 103+87.38, 19.62' RT. TO STA. 104+09.20, 48.09' LT.	STA. 103+74.10, 21.00' LT. TO STA. 104+01.98, 39.17' LT.	33.57'	75'
	STA. 103+47.00, 18.00' RT. TO STA. 103+81.20, 29.67' RT.	36.80'	56'
	STA. 103+85.00, 32.85' RT. TO STA. 5+65.98, 33.79' RT.	51.44'	56'
	STA. 5+65.98, 33.79' RT. TO STA. 6+37.92, 26.80' RT.	72.29'	
		194.10'	

CURB TYPE 5 - ITEM # 609.34

STATION TO STATION	LENGTH	RADIUS
STA. 103+95.62, 2.00' LT. TO STA. 103+99.60, 2.00' LT.	4.00'	
STA. 104+04.64, 2.00' LT. TO STA. 104+10.57, 2.00' LT.	5.93'	
STA. 4+78.42, 37.64' RT. TO STA. 4+70.00, 38.43' RT.	7.74'	102'
STA. 104+09.33, 13.38' LT. TO STA. 104+05.87, 11.30' LT.	4.00'	
STA. 104+05.87, 11.30' LT. TO STA. 104+04.64, 2.00' LT.	9.38'	
STA. 104+00.44, 8.41' LT. TO STA. 103+99.60, 2.00' LT.	6.46'	102'
STA. 104+00.44, 8.41' LT. TO STA. 103+94.82, 5.84' LT.	6.18'	
	43.69'	

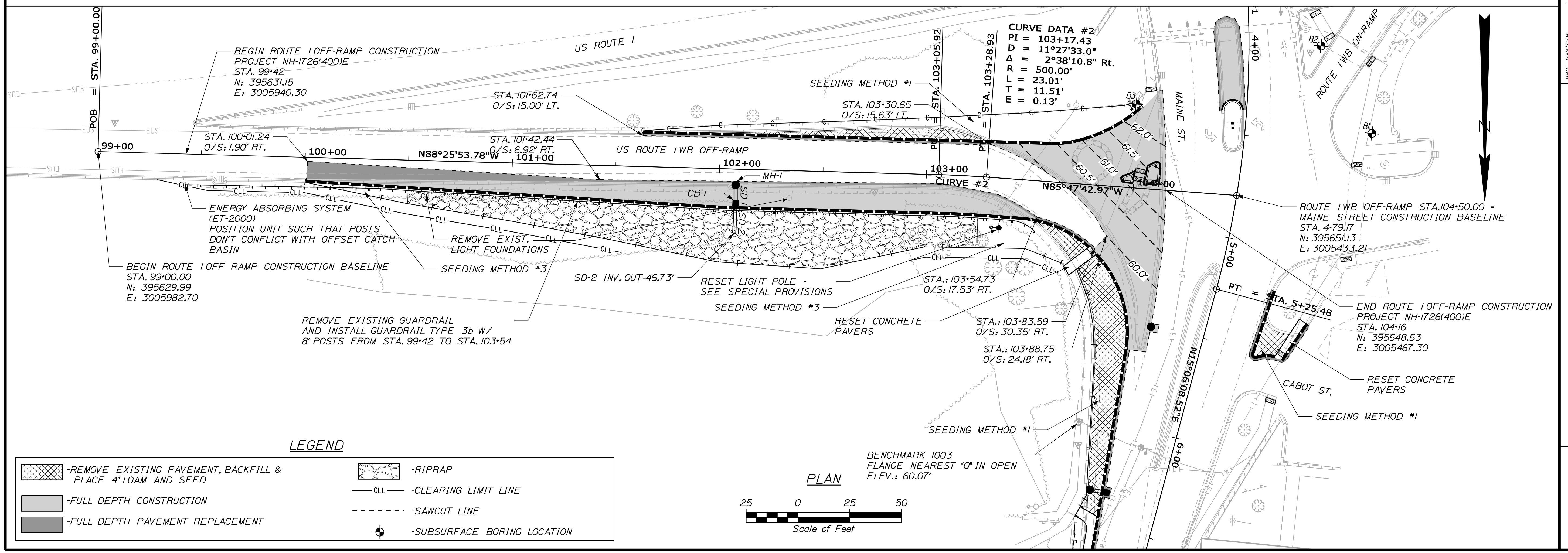
DRAINAGE STRUCTURE SCHEDULE

STRUCTURE	LOCATION*	TYPE	RIM	INV. IN	INV. IN	INV. OUT	COMMENTS
MH-1	STA. 102+08, 7.7' RT.	-	52.93'	-	-	47.18' (SD-1)	ALTER CB TO MH
CB-1	STA. 102+08, 16.5' RT.	BI	52.55'**	47.06' (SD-1)	-	46.96' (SD-2)	REUSE FRAME AND GRATE FROM MH-1 WITHOUT HEADER STONE

\* OFFSETS ARE TO THE CENTER OF THE STRUCTURE  
\*\* DEPRESS RIM 2'

DRAINAGE PIPE SCHEDULE

STRUCTURE	DIAMETER (IN)	LENGTH (FT)	SLOPE (%)	COMMENTS
SD-1	12	5	2.4	OPTION III
SD-2	12	12	1.9	OPTION III



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		NH-1726(400)E		PIN 17264.00		HIGHWAY PLANS	
BRUNSWICK		ROUTE 1 WB OFF-RAMP CONSTRUCTION PLAN		CONSTRUCTION PLAN		SHEET NUMBER		4	
OF 15		DATE		SIGNATURE		P.E. NUMBER		DATE	
BY		DATE		BY		DATE		BY	
J. MANSHIR		9/22/10		BRL		9/22/10		BRL	
DESIGN-DETAILED		DESIGN-REVIEWED		DESIGN-DETAILED		DESIGN-REVIEWED		DESIGN-DETAILED	
REVISIONS 1		REVISIONS 2		REVISIONS 3		REVISIONS 4		FIELD CHANGES	



Date: 9/21/2010

Username: blyon

Division: HIGHWAY

Filename: ... \MSTA\08-31-10\005\_HDPlan.dgn

**RESET CURB TYPE 1 - ITEM # 609.38**

REMOVE  
STATION TO STATION  
STA. 6+37.92, 34.43' RT. TO STA. 7+55.35, 15.33' RT.  
STA. 5+19.23, 26.64' LT. TO STA. 5+30.66, 47.05' LT.

RESET  
STATION TO STATION  
STA. 6+37.92, 26.80' RT. TO STA. 7+55.35, 15.33' RT.  
STA. 5+19.23, 26.64' LT. TO STA. 5+50.88, 24.39' LT.  
STA. 5+50.88, 24.39' LT. TO STA. 5+52.72, 27.44' LT.  
STA. 5+52.72, 27.44' LT. TO STA. 5+50.21, 35.83' LT.  
STA. 5+50.66, 40.18' LT. TO STA. 5+30.66, 47.05' LT.

LENGTH	RADIUS
118.03'	
32.09'	2'
4.38'	17'
8.84'	
21.18'	
184.52'	

**RESET CURB TYPE 5 - ITEM # 609.40**

REMOVE  
STATION TO STATION  
STA. 4+37.78, 1.52' RT. TO STA. 4+38.86, 12.06' RT.

RESET  
STATION TO STATION  
STA. 4+37.78, 1.52' RT. TO STA. 4+38.86, 12.06' RT.

LENGTH	RADIUS
17.05'	5.3'
17.05'	

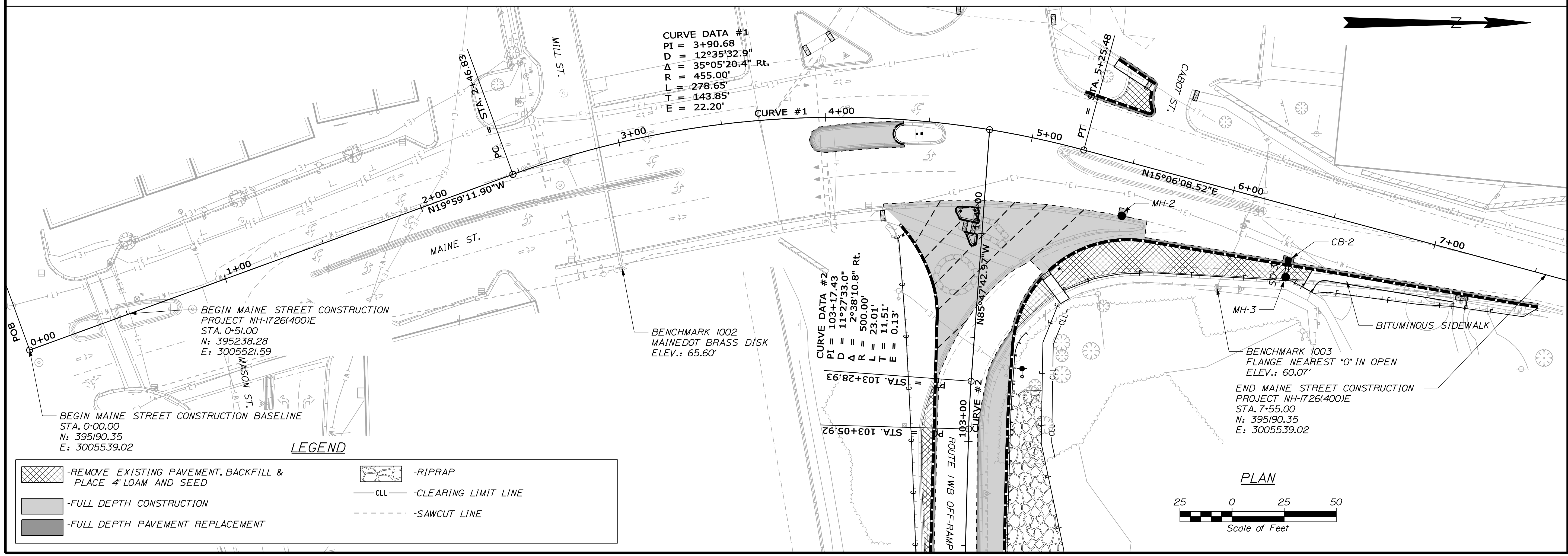
**DRAINAGE STRUCTURE SCHEDULE**

STRUCTURE	LOCATION*	TYPE	RIM	INV. IN	INV. IN	INV. OUT	COMMENTS
MH-2	STA. 5+50, 25.7' RT.	-	59.42'	-	-	-	ALTER CB TO MH
CB-2	STA. 6+35, 25.6' RT.	F5	56.23'	-	-	52.23' (SD-3)	REUSE FRAME AND GRATE FROM MH-3 WITHOUT HEADER STONE
MH-3	STA. 6+35, 33.7' RT.	-	56.45'	-	52.14' (SD-3)	50.04' (EX. 12)	ALTER CB TO MH

\* OFFSETS ARE TO THE CENTER OF THE STRUCTURE

**DRAINAGE PIPE SCHEDULE**

STRUCTURE	DIAMETER (IN)	LENGTH (FT)	SLOPE (%)	COMMENTS
SD-3	12	5	2.3	OPTION III



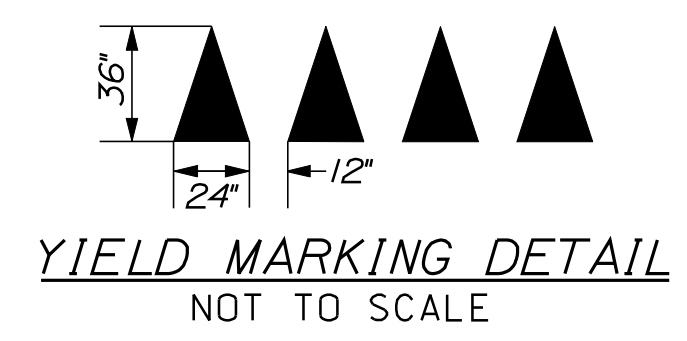
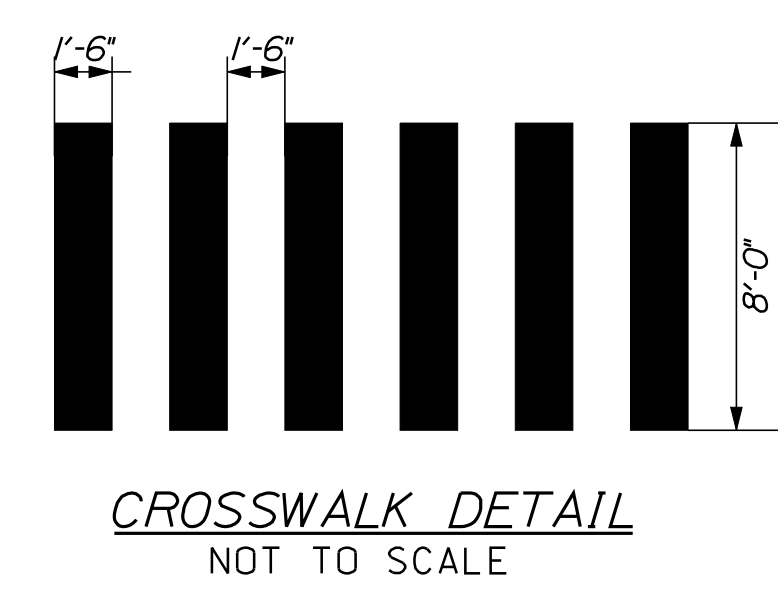
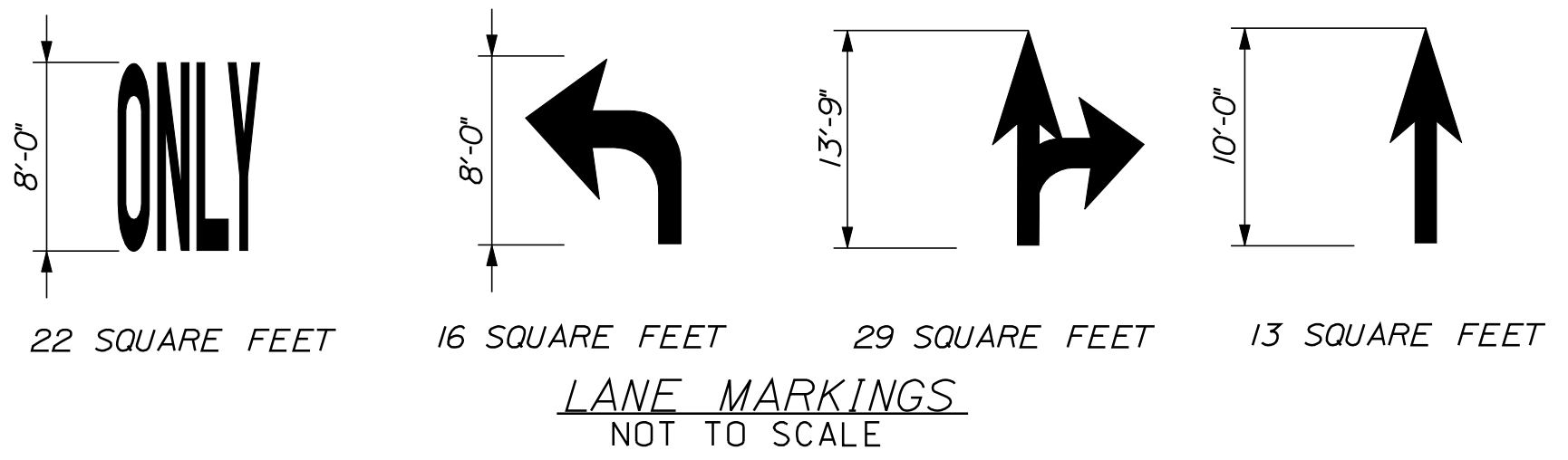
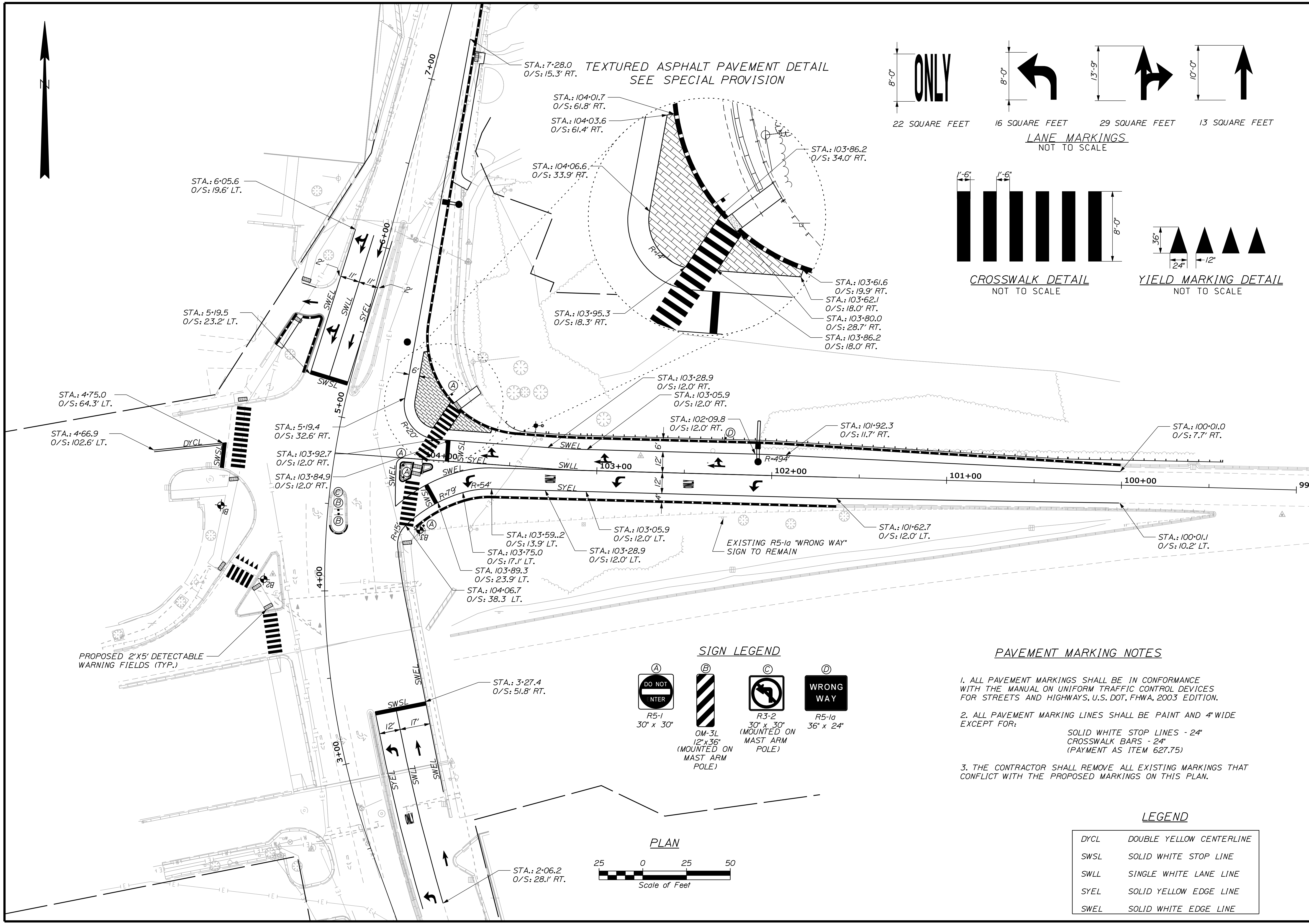
STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
NH-1726(400)E		PIN 17264.00	
HIGHWAY PLANS			
	DATE 9/22/10	BY BRL SSS	SIGNATURE
			P.E. NUMBER
			DATE
PROJ. MANAGER J. MANSIR		DESIGN DETAILED BRL SSS	
		CHECKED/REVIEWED SSS	
		DESIGNS DETAILED SSS	
		DESIGNS DETAILED SSS	
		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	
BRUNSWICK MAINE STREET CONSTRUCTION PLAN			
CONSTRUCTION PLAN			
SHEET NUMBER <b>5</b> OF 15			

Date: 10/16/2010

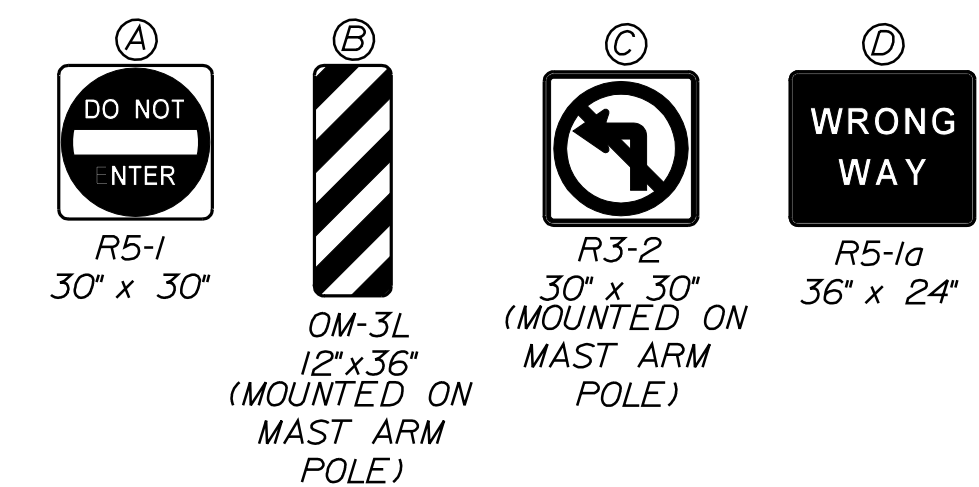
Username: blyon

Division: HIGHWAY

Filename: ... \MSTA\08-31-10\006\_SignPlan.dgn



**SIGN LEGEND**

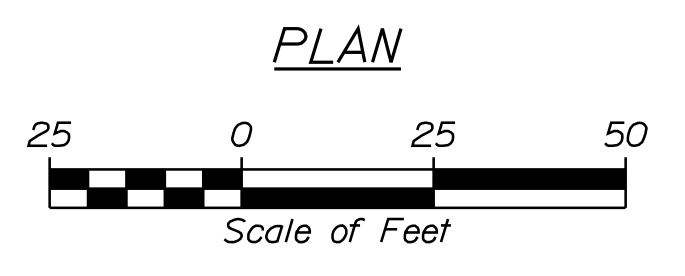


**PAVEMENT MARKING NOTES**

- ALL PAVEMENT MARKINGS SHALL BE IN CONFORMANCE WITH THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS, U.S. DOT, FHWA, 2003 EDITION.
- ALL PAVEMENT MARKING LINES SHALL BE PAINT AND 4" WIDE EXCEPT FOR:  
SOLID WHITE STOP LINES - 24"  
CROSSWALK BARS - 24"  
(PAYMENT AS ITEM 627.75)
- THE CONTRACTOR SHALL REMOVE ALL EXISTING MARKINGS THAT CONFLICT WITH THE PROPOSED MARKINGS ON THIS PLAN.

**LEGEND**

DYCL	DOUBLE YELLOW CENTERLINE
SWSL	SOLID WHITE STOP LINE
SWLL	SINGLE WHITE LANE LINE
SYEL	SOLID YELLOW EDGE LINE
SWEL	SOLID WHITE EDGE LINE



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		NH-1726(400)E		PIN 17264.00	HIGHWAY PLANS
BRUNSWICK		ROUTE 1 WB OFF-RAMP @ MAINE STREET		PAVEMENT MARKING PLAN	
PROJ. MANAGER	J. MANSIR	BY	BRL SSS	DATE	9/22/10
DESIGN-DETAILED	BRL	CHECKED-REVIEWED	SSS	DATE	9/22/10
DESIGNS-DETAILED		DESIGNS-DETAILED		SIGNATURE	
REVISIONS 1		REVISIONS 1		P.E. NUMBER	
REVISIONS 2		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES					
SHEET NUMBER		6			
		OF 15			



**GENERAL NOTES:**

1. PRIOR TO ANY CONSTRUCTION, EXCAVATION, TEST BORINGS, ETC. DIG SAFE MUST BE NOTIFIED AND A SITE IDENTIFICATION NUMBER ALONG WITH A SAFE TO DIG DATE OBTAINED. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FIELD VERIFYING THE LOCATION, DEPTH, AND MATERIAL OF ALL SUBSURFACE UTILITY LINES LOCATED WITHIN THE CONSTRUCTION AREA.
2. REMOVAL OF EXISTING PAVEMENT AT CURB RAMPS SHALL BE PAID FOR AS COMMON EXCAVATION.
3. THE CONTRACTOR SHALL MEET ALL UTILITY REQUIREMENTS FOR NEW SERVICE CONNECTIONS. THE TRAFFIC SIGNAL ELECTRICAL METER AT MAINE AND MASON ST. IS TO BE SUPPLIED WITH A GENERLINK METER COLLAR MODEL MA 23/24-N/S OR APPROVED EQUAL TO ENABLE CONNECTION TO A PORTABLE GENERATOR.
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE A MINIMUM DISRUPTION TO TRAFFIC.
5. SIGNAL DESIGNER SHALL BE NOTIFIED 3 DAYS PRIOR TO TURN ON.
6. THE EXISTING TRAFFIC SIGNAL MAST ARMS, SIGNAL HEADS AND CONTROLLER CABINET TO BE REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.

**DETECTION**

1. INSTALL 6 TRAFICON TRAFICAM (OR APPROVED EQUAL) CMOS PRESENCE SENSORS (BLACK AND WHITE) AS SHOWN ON THE PLANS, AND RELATED HARDWARE IN THE CABINET. VIDEO DETECTORS SHALL BE MOUNTED ON THE MAST ARMS AT THE OPTIMAL HEIGHT AS DETERMINED IN THE FIELD BY THE CONTRACTOR AND APPROVED BY THE RESIDENT ENGINEER.

**SIGNAL HEADS**

1. SHALL BE 1-WAY, 12" DIAMETER WITH LED LENSES.
2. SHALL HAVE 5" BLACK LOUVERED BACKPLATES.
3. SHALL BE EQUIPPED WITH CAP (CUT-AWAY) VISORS.

**SIGNAL HEAD MOUNTING**

1. SIGNAL HEADS SHALL BE FIX MOUNTED TO MAST ARMS WITH ASTROBRACKETS.
2. BOTTOM OF HOUSING OF NEW SIGNAL HEADS SHALL BE AT LEAST 16" ABOVE ROADWAY.

**MAST ARMS / TRAFFIC STRUCTURES**

1. MAST ARM AND PEDESTAL POLES SHALL BE HOT DIPPED GALVANIZED STEEL.
2. ALL POLES, MAST ARMS, MOUNT HARDWARE, PEDESTRIAN AND VEHICULAR SIGNAL HOUSINGS, G AND P-44 CABINETS AND EXTENSION BASES, PUSH BUTTON ASSEMBLIES AND OTHER EXTERNAL ITEMS SHALL BE A 2 COAT POWDER COATING (BLACK) INCLUDING A ZINC PRIMER AND PREMIUM TOP COAT.

**CABINET AND CONTROLLER**

1. INSTALL TS-2 TYPE I CONTROLLER IN A NEMA P-44 BASE MOUNTED CABINET WITH A 15" EXTENSION.
2. ALL SPLICES SHALL MEET MAINEDOT'S SPECIFICATIONS.
3. ONE COPY OF AS-BUILT PLANS, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MATERIALS SHALL BE LEFT IN THE CABINET AND SENT TO DESIGNER.
4. ALL MAJOR COMPONENTS OF THE CONTROLLER CABINET ASSEMBLY SHALL BE FROM THE SAME MANUFACTURER AND SUPPLIER. THIS INCLUDES CABINET ASSEMBLY, CONTROLLER, MMU, BIU'S, AND CABINET POWER SUPPLY.

**SIGNAL POLE FOUNDATION**

1. BORINGS WERE TAKEN AS PART OF THIS PROJECT FOR THE PROPOSED MAST ARM LOCATIONS (LOCATIONS SHOWN ON SHEET 5). THE BORING LOG CAN BE FOUND IN THE PROJECT SPECIFICATIONS.

**PREEMPTION**

1. INSTALL PREEMPT SYSTEM SOFTWARE. INSTALL 4 OPTICAL DETECTORS AND 2 CONFIRMATION STROBES.
2. EMERGENCY VEHICLE PREEMPTION SIGNALS SHALL BE TRANSMITTED BY OPTICAL EMITTERS (BY OTHERS) MOUNTED ON EMERGENCY VEHICLES AND RECEIVED BY OPTICAL DETECTORS LOCATED AT THE INTERSECTION.
3. PRE-EMPTION SIGNALS SHALL BE SERVICED ON A FIRST DETECTED-FIRST SERVED BASIS.
4. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY OPTICAL DETECTOR #1 (OR #2, #3, #4), THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD IN EMERGENCY VEHICLE PRE-EMPTION PHASE #1 (OR #2, #3, #4) GREEN FOR A MINIMUM OF FIVE (5) SECONDS OR UNTIL PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PREEMPTION PHASE CLEARANCE (3.0 SECONDS; YELLOW AND 2.0 SECONDS; ALL RED) AND SERVICE SUBSEQUENT EMERGENCY VEHICLE PRE-EMPTION AS NECESSARY, THEN TIME PHASE PREEMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
5. MINIMUM GREEN & NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION DEMAND.
6. CONFIRMATION STROBE SHALL BE ILLUMINATED WHENEVER ANY EMERGENCY PREEMPTION GREEN IS ON.

**PEDESTRIAN SIGNALS & PUSH BUTTONS**

1. HEADS SHALL BE 1-WAY 1-SECTION 16" X 18" HAND/MAN WITH COUNTDOWN MODULE BY GE LUMINATION GTI SERIES - MCCAIN MODEL 1000 SERIES (OR EQUAL) HOUSING. HAND/MAN SYMBOL SHALL BE FILLED AND NOT OUTLINED.
2. HEADS SHALL BE EQUIPPED WITH CAP (CUT-AWAY) VISORS.
3. INSTALL 7 ACCESSIBLE PEDESTRIAN SIGNAL (APS) PUSH BUTTONS CAMPBELL COMPANY ADVISOR MODEL (A-57) (OR EQUAL) WITH RIO-3e PUSH BUTTON SIGNS. SIGNS SHALL BE POSTED AT EACH AUDIBLE SIGNAL PUSH BUTTON STATING WHICH STREET MAY BE CROSSED BASED UPON THE RELATED PUSH BUTTON.

THE AUDIBLE WALK INTERVAL MESSAGES USED SHALL BE AS FOLLOWS:

"CABOT, WALK SIGN IS ON TO CROSS CABOT".

THE NAME OF THE STREET TO CROSS WILL CHANGE WITH EACH AUDIBLE PUSH BUTTON.

THE AUDIBLE PUSH BUTTON IDENTIFICATION INFORMATION MESSAGES USED DURING THE NON-WALK PHASES SHALL BE AS FOLLOWS:

"WAIT TO CROSS CABOT AT MAINE"

5. PEDESTRIAN SIGNALS SHALL BE BLANK DURING FLASHING OPERATION.

6. LOCATOR TONES FOR ALL PUSH BUTTONS ARE REQUIRED. VOLUME IS TO AUTOMATICALLY ADJUST TO AMBIENT NOISE LEVELS.

**SIGN REMOVAL**

1. REMOVE EXISTING SIGNS, NO LONGER APPLICABLE TO INTERSECTIONS.

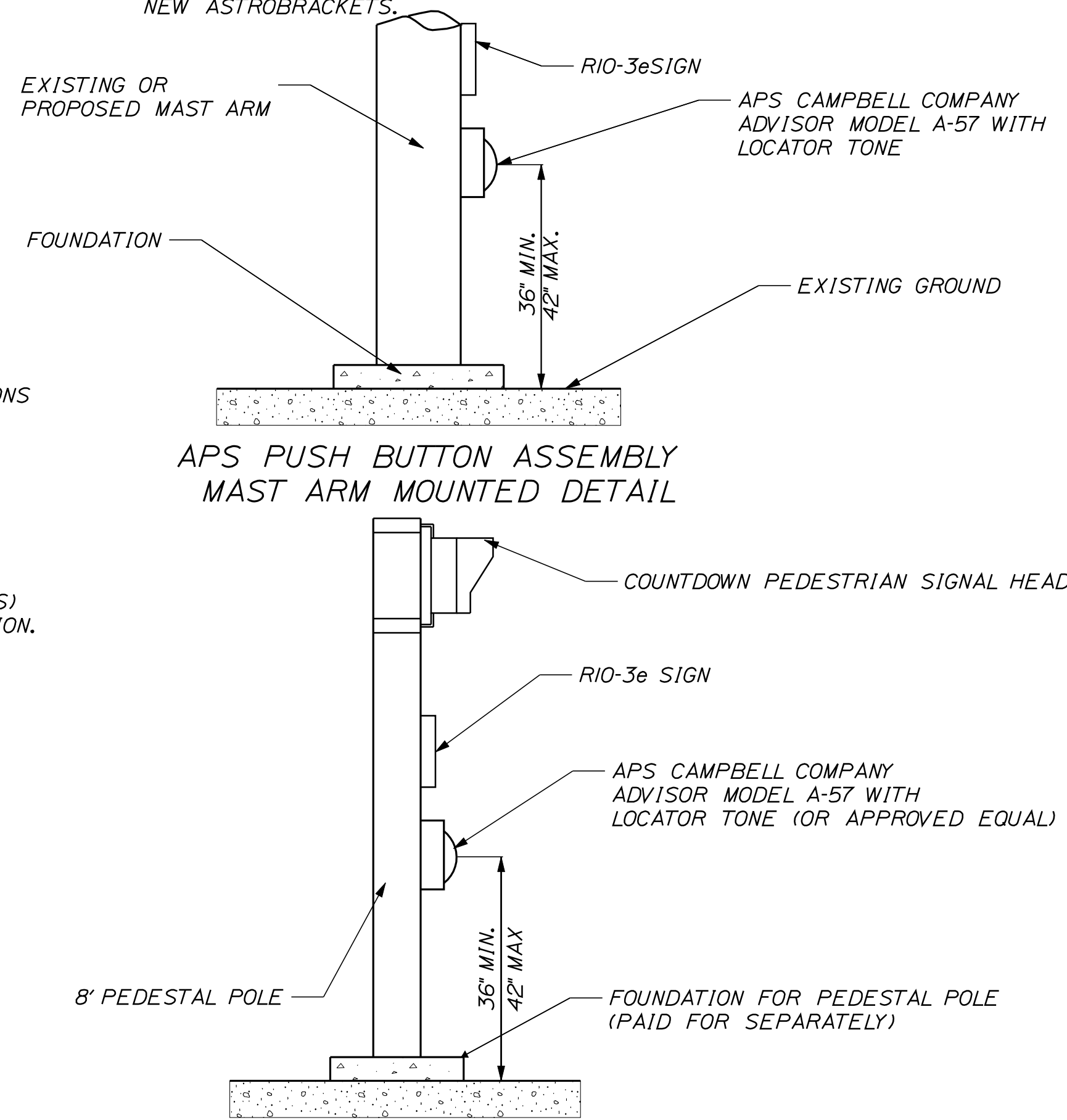
**TRAFFIC SIGNAL LUMP SUM ITEMS (ITEM 643.80)**

MAINE STREET @ ROUTE 1 WB OFF-RAMP:

- \*CONTROLLER & P CABINET W/ CONTENTS
- \*COUNTDOWN PEDESTRIAN HEADS
- \*SIGNAL HEADS
- \*APS BUTTONS AND SIGNS
- \*WIRING
- \*SERVICE CONNECTION

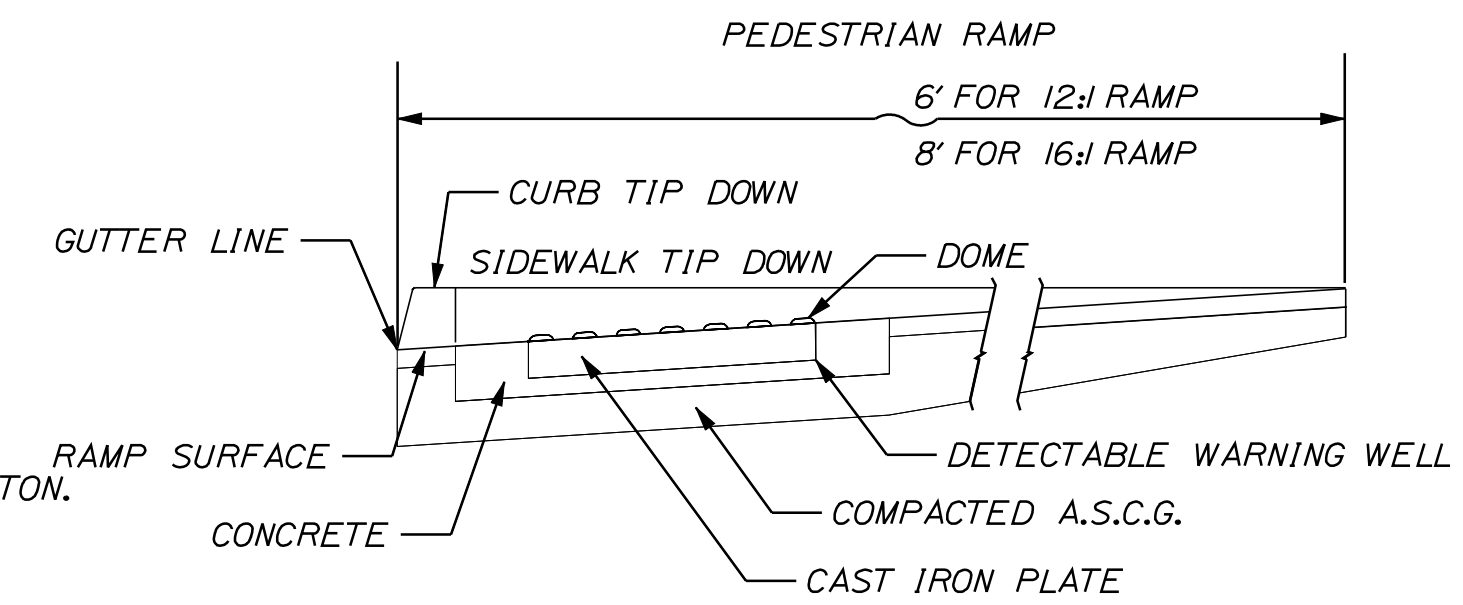
MAINE STREET @ MASON STREET:

- \*G-CABINET AND CONTENTS
- \*WIRING
- \*REMOVAL OF EXISTING PEDESTRIAN EQUIPMENT
- \*GENERLINK HOOK-UP
- \*REPLACE EXISTING SIGNAL HEAD MOUNTING BRACKETS W/ NEW ASTROBRACKETS.

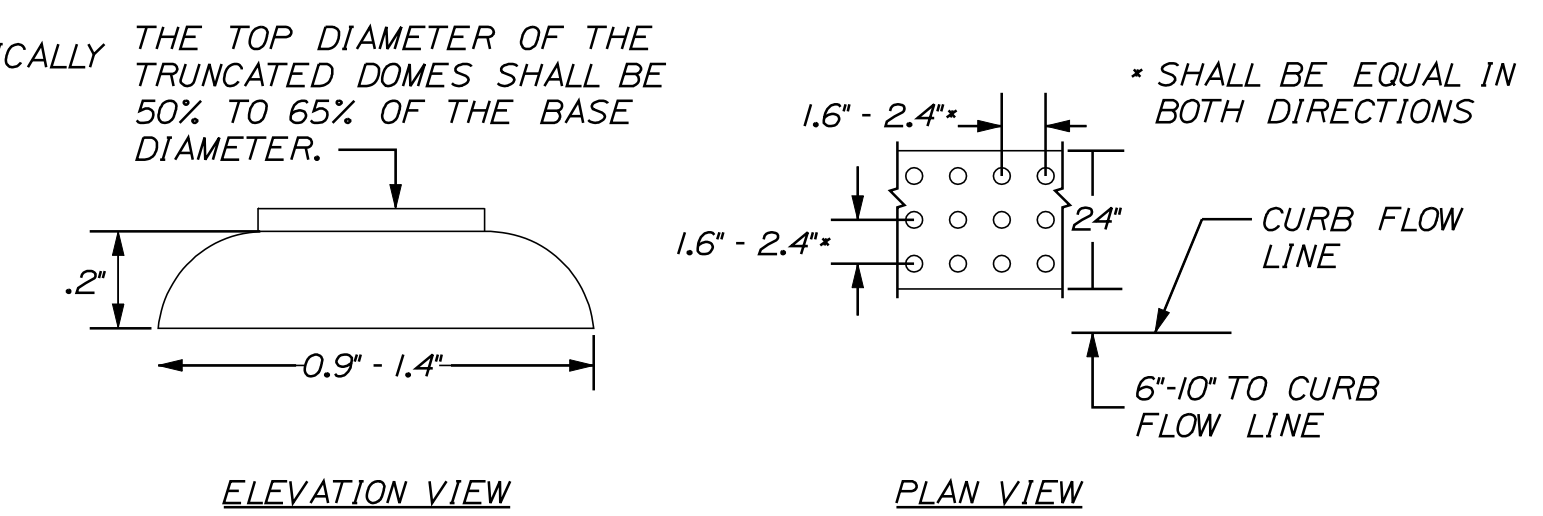


APS PUSH BUTTON ASSEMBLY SINGLE MOUNTED DETAIL

**VIEWS AND DETAILS OF THE DETECTABLE WARNING FIELDS (NOT TO SCALE)**



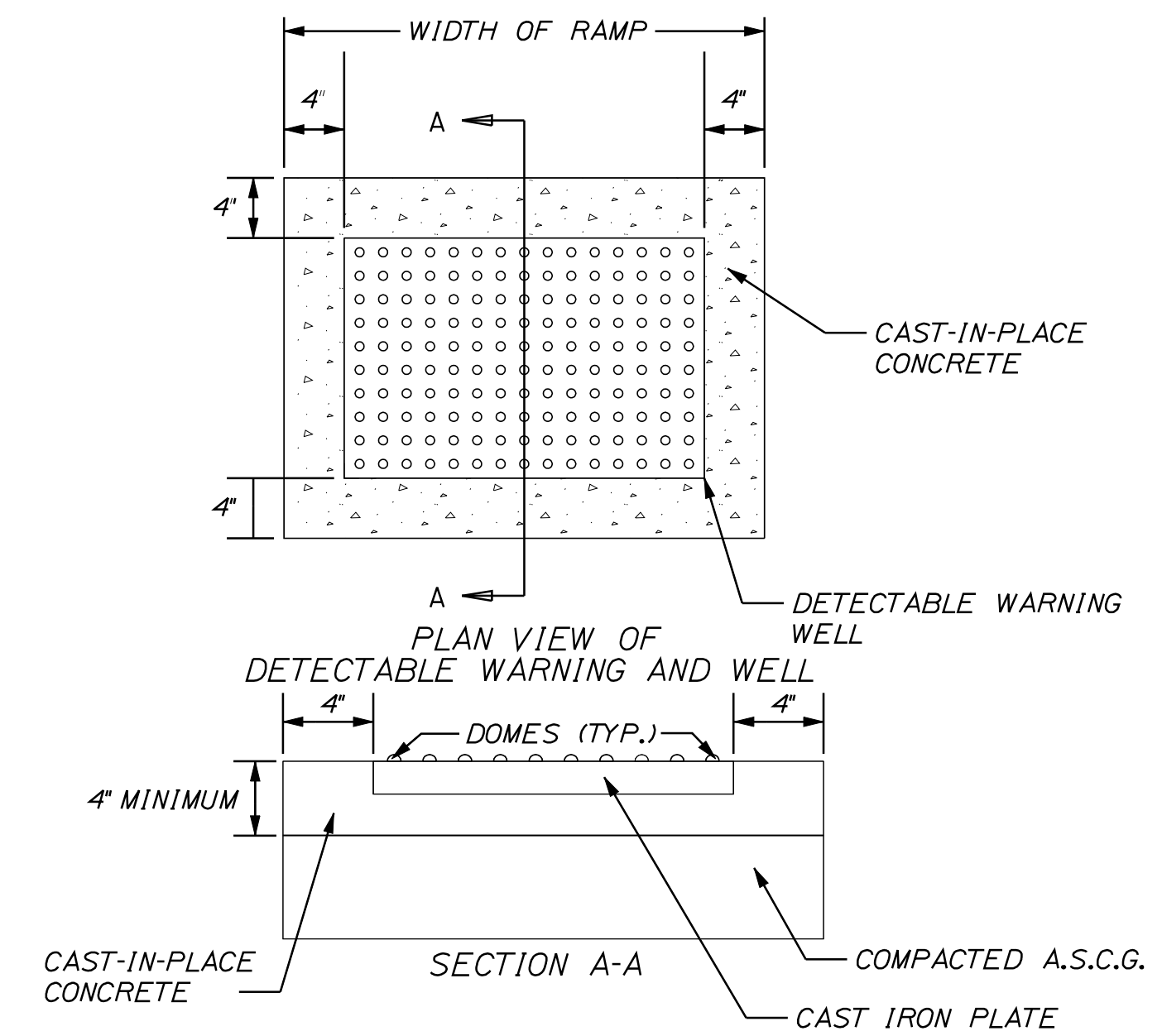
SIDE SECTION VIEW OF DETECTABLE WARNING, WELL, CURB AND GUTTER



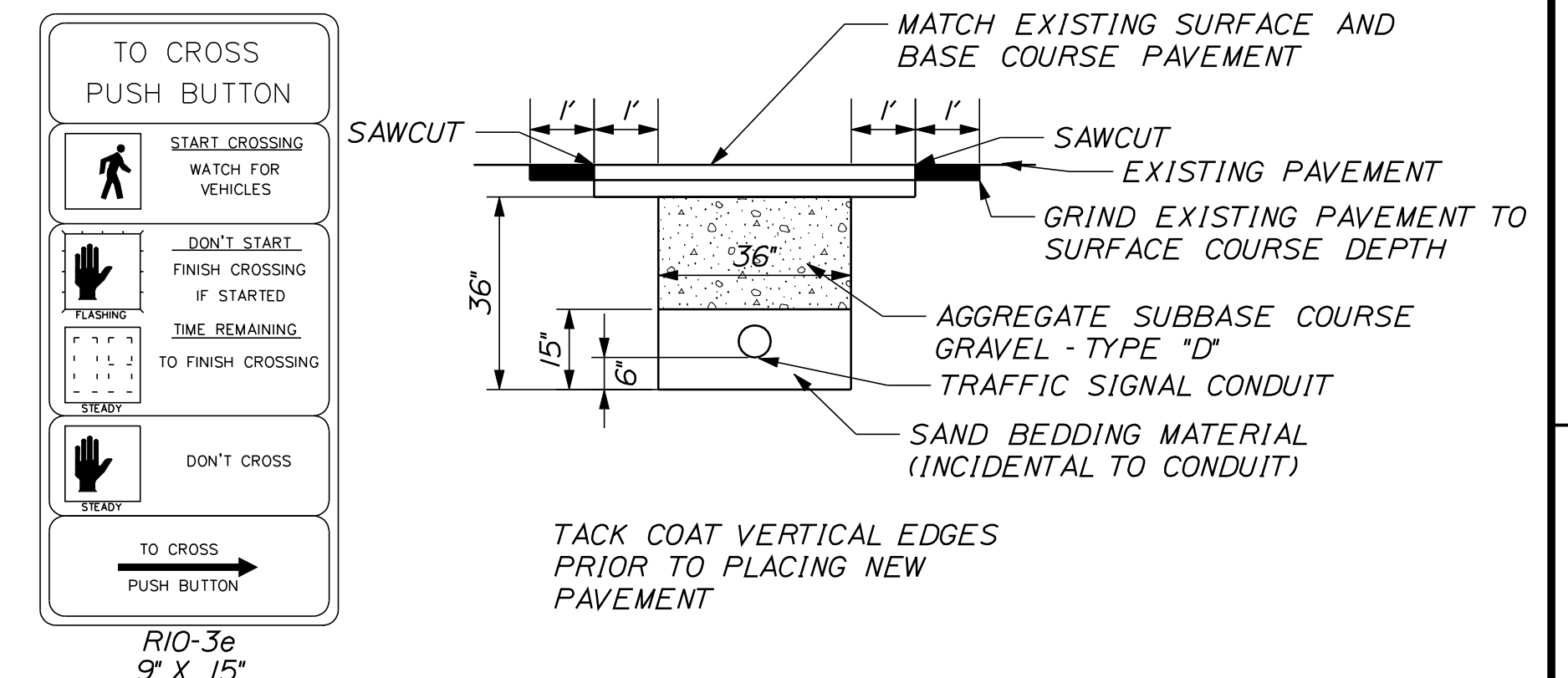
ELEVATION VIEW

PLAN VIEW

**DOMES AND DETECTABLE WARNING DETAILS**



**CONDUIT TRENCH DETAIL**



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		NH-1726(400)E		HIGHWAY PLANS	
BRUNSWICK		ROUTE 1 WB OFF-RAMP @ MAINE STREET		TRAFFIC SIGNAL NOTES & SPECIAL DETAILS		SHEET NUMBER	
PIN 17264.00		SIGNATURE		P.E. NUMBER		DATE	
PROJ. MANAGER	DATE	DESIGN-DETAILED	9/22/10	DESIGNED		REVISIONS 1	
BY	DATE	CHECKED-REVIEWED	9/22/10	DESIGNED-REVIEWED		REVISIONS 2	
J. MANHIR		BRL		SSS		REVISIONS 3	
		BRL		SSS		REVISIONS 4	
						FIELD CHANGES	
7							
OF 15							

Date: 10/5/2010

Username: blyon

Division: HIGHWAY

Filename: ... \007\_TSGeneralNotes.dgn

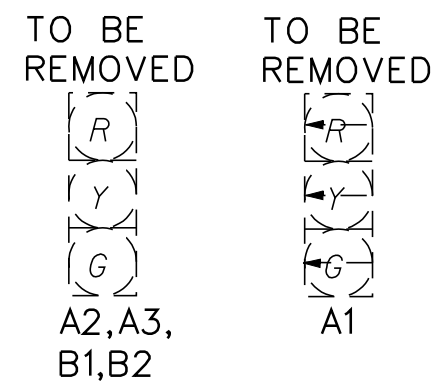
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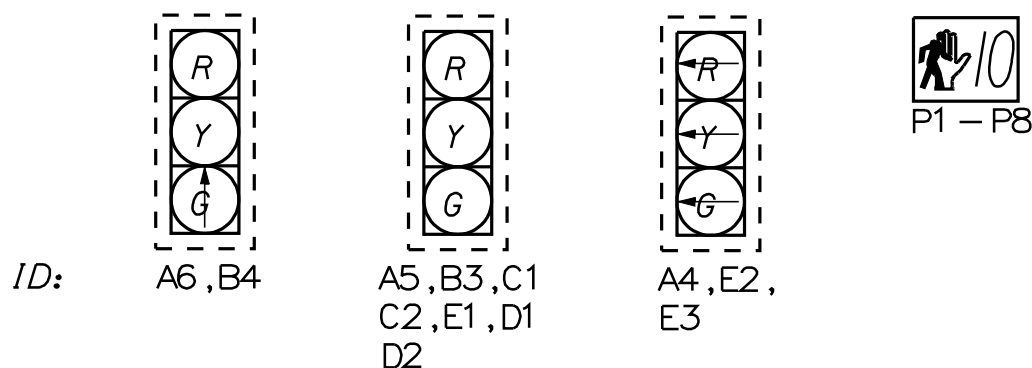
Division: HIGHWAY

Filename: ... \MSTA\08-31-10\008\_IDPlan.dgn

EXISTING SIGNAL INDICATIONS



PROPOSED SIGNAL INDICATIONS

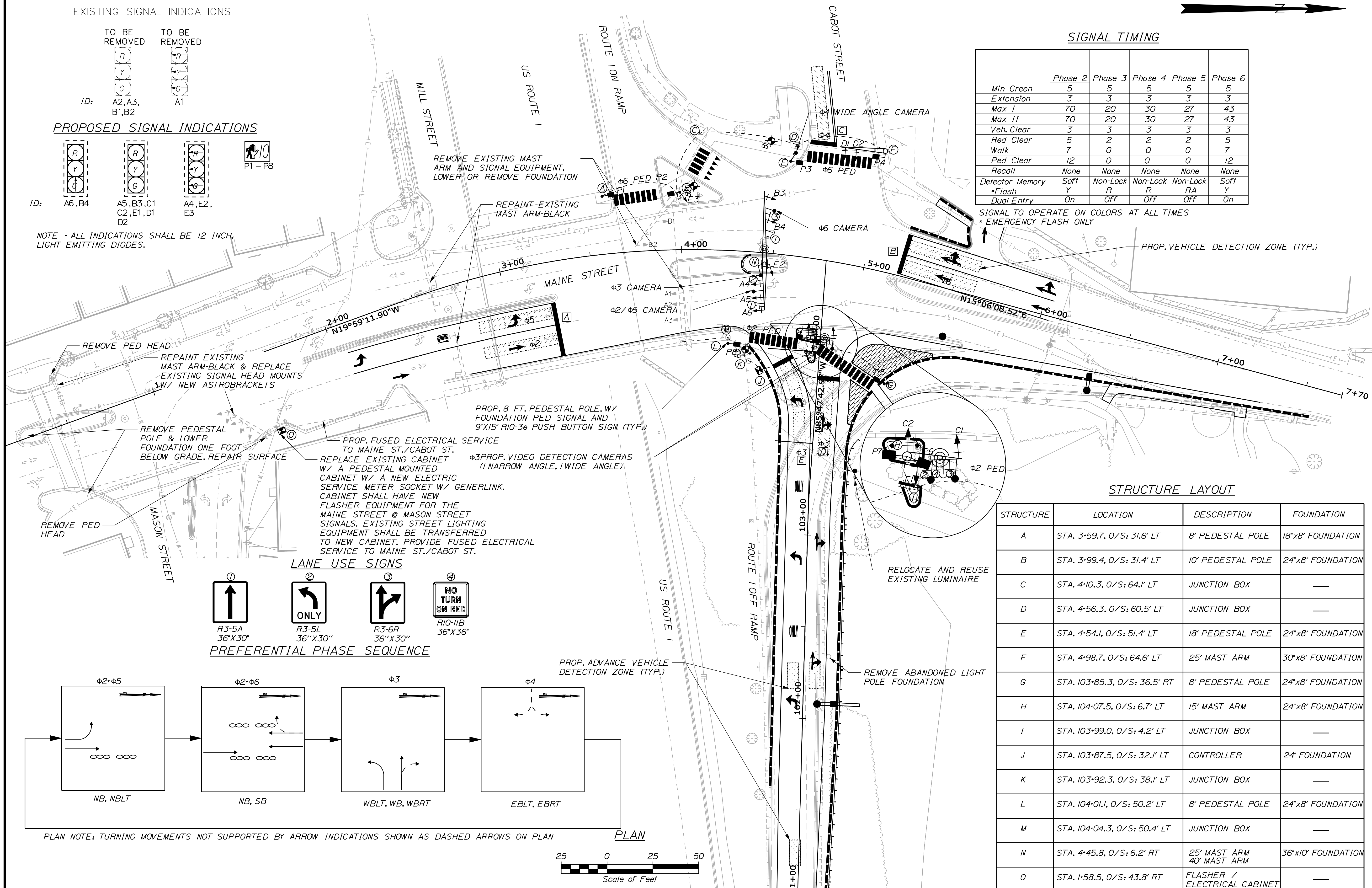


NOTE - ALL INDICATIONS SHALL BE 12 INCH LIGHT EMITTING DIODES.

SIGNAL TIMING

	Phase 2	Phase 3	Phase 4	Phase 5	Phase 6
Min Green	5	5	5	5	5
Extension	3	3	3	3	3
Max I	70	20	30	27	43
Max II	70	20	30	27	43
Veh. Clear	3	3	3	3	3
Red Clear	5	2	2	2	5
Walk	7	0	0	0	7
Ped Clear	12	0	0	0	12
Recall	None	None	None	None	None
Detector Memory	Soft	Non-Lock	Non-Lock	Non-Lock	Soft
*Flash	Y	R	R	RA	Y
Dual Entry	On	Off	Off	Off	On

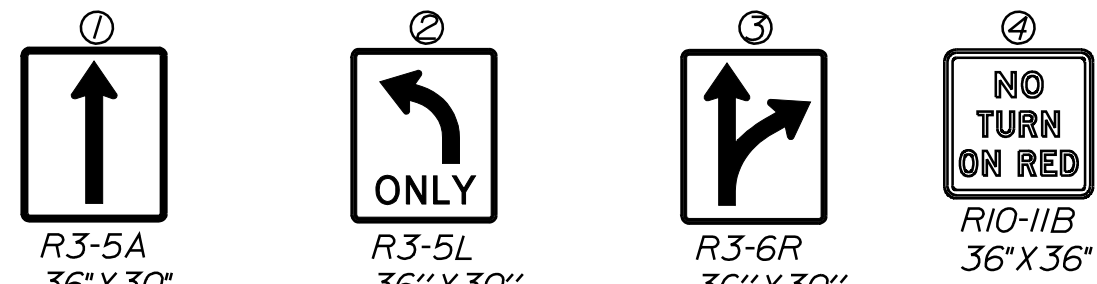
SIGNAL TO OPERATE ON COLORS AT ALL TIMES  
\* EMERGENCY FLASH ONLY



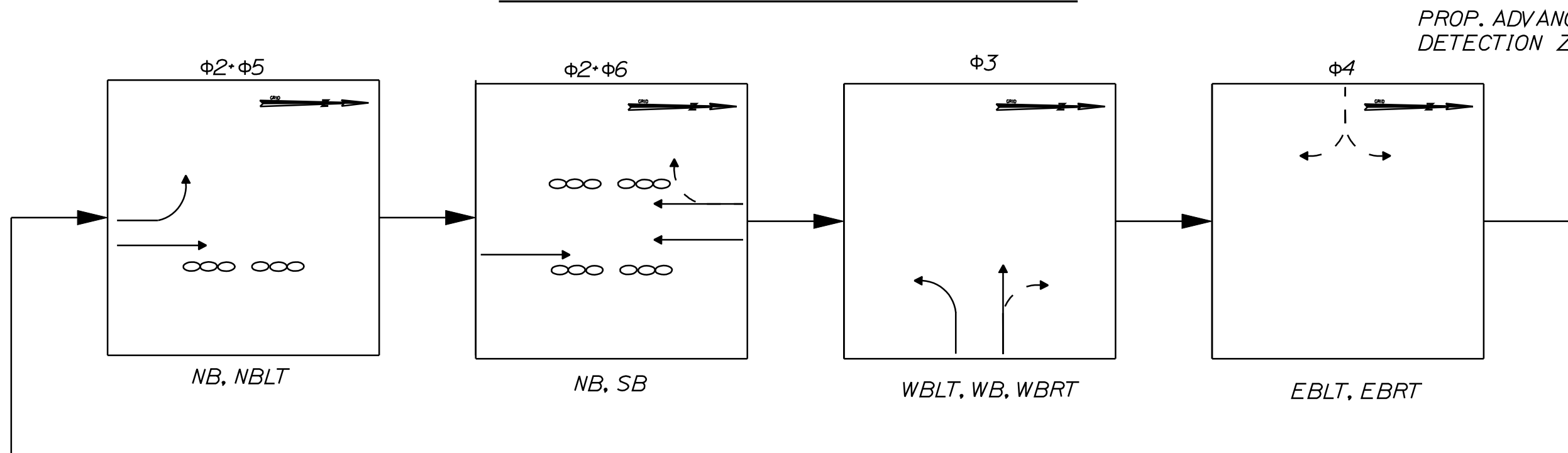
STRUCTURE LAYOUT

STRUCTURE	LOCATION	DESCRIPTION	FOUNDATION
A	STA. 3+59.7, 0/S: 31.6' LT	8' PEDESTAL POLE	18"x8' FOUNDATION
B	STA. 3+99.4, 0/S: 31.4' LT	10' PEDESTAL POLE	24"x8' FOUNDATION
C	STA. 4+10.3, 0/S: 64.1' LT	JUNCTION BOX	—
D	STA. 4+56.3, 0/S: 60.5' LT	JUNCTION BOX	—
E	STA. 4+54.1, 0/S: 51.4' LT	18' PEDESTAL POLE	24"x8' FOUNDATION
F	STA. 4+98.7, 0/S: 64.6' LT	25' MAST ARM	30"x8' FOUNDATION
G	STA. 103+85.3, 0/S: 36.5' RT	8' PEDESTAL POLE	24"x8' FOUNDATION
H	STA. 104+07.5, 0/S: 6.7' LT	15' MAST ARM	24"x8' FOUNDATION
I	STA. 103+99.0, 0/S: 4.2' LT	JUNCTION BOX	—
J	STA. 103+87.5, 0/S: 32.1' LT	CONTROLLER	24' FOUNDATION
K	STA. 103+92.3, 0/S: 38.1' LT	JUNCTION BOX	—
L	STA. 104+01.1, 0/S: 50.2' LT	8' PEDESTAL POLE	24"x8' FOUNDATION
M	STA. 104+04.3, 0/S: 50.4' LT	JUNCTION BOX	—
N	STA. 4+45.8, 0/S: 6.2' RT	25' MAST ARM 40' MAST ARM	36"x10' FOUNDATION
O	STA. 1+58.5, 0/S: 43.8' RT	FLASHER / ELECTRICAL CABINET	—

LANE USE SIGNS

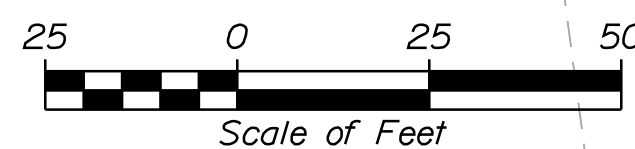


PREFERENTIAL PHASE SEQUENCE



PLAN NOTE: TURNING MOVEMENTS NOT SUPPORTED BY ARROW INDICATIONS SHOWN AS DASHED ARROWS ON PLAN

PLAN



LEGEND

- VIDEO DETECTION
- SIGNAL CONTROLLER
- PEDESTRIAN COUNTDOWN HEAD
- +— SIGNAL HEAD
- TRAFFIC SIGNAL CONDUIT
- ⊙ CONFIRMATION STROBE
- > OPTICAL DETECTOR
- +— LANE USE GUIDE SIGN
- JUNCTION BOX
- > MAST ARM
- ▨ OVERLAPPING VIDEO DETECTION ZONE

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NH-1726(400)E  
PIN 17264.00  
TRAFFIC SIGNAL PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN DETAILED	BRL	9/22/10			
CHECKED/REVIEWED	AJD	9/22/10			
DESIGNS DETAILED					
DESIGNS DET AILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

BRUNSWICK  
ROUTE 1 WB OFF-RAMP @ MAINE STREET  
TRAFFIC SIGNAL PLAN

SHEET NUMBER

8

OF 15

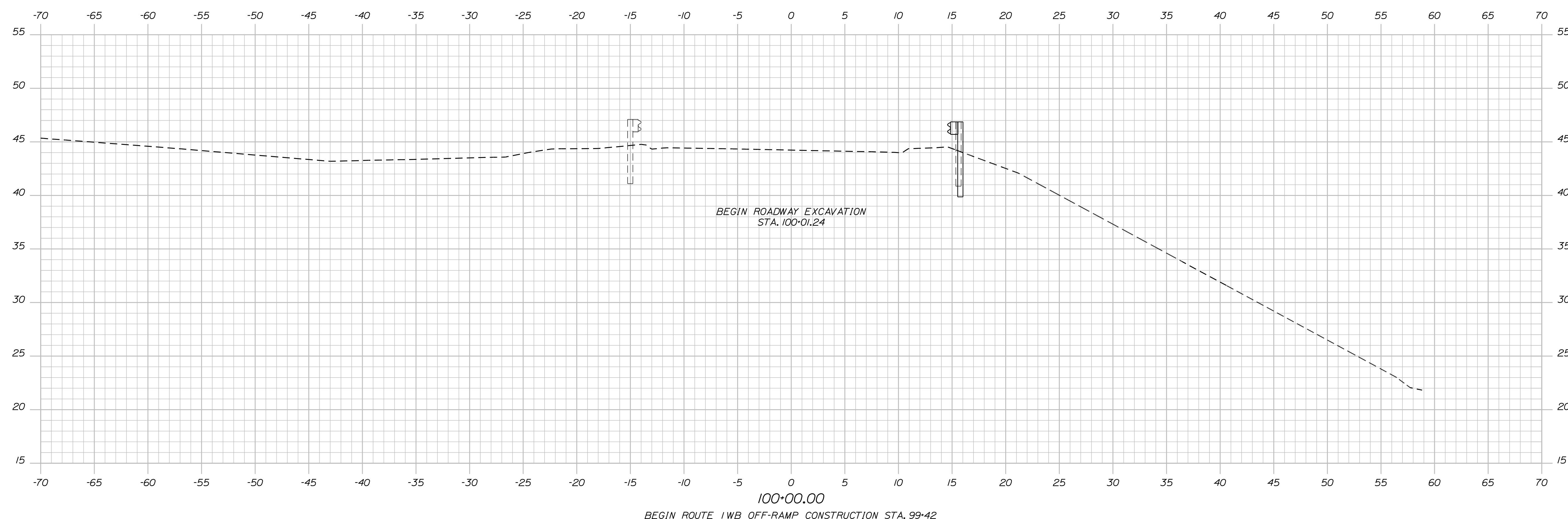
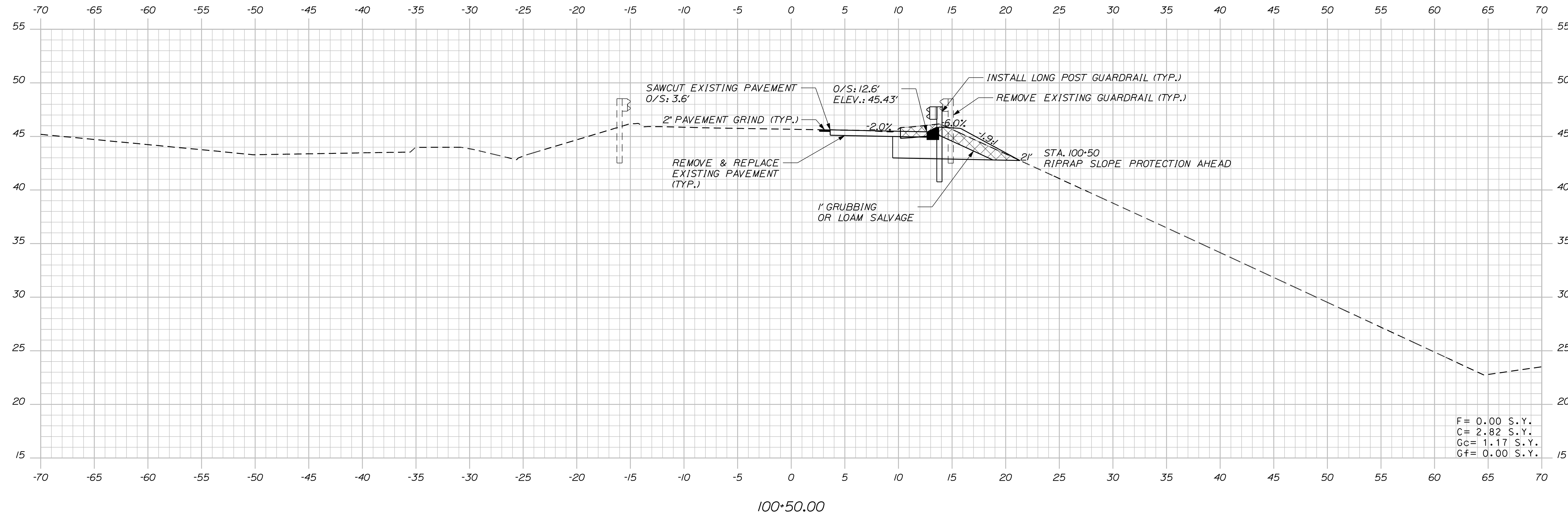


Date: 9/21/2010

Username: blyon

Division: HIGHWAY

Filename: ... \MSTA\08-31-10\Xsect.dgn



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NH-1726(400)E  
PIN 17264.00  
HIGHWAY PLANS

PROJ. MANAGER	J. MANSIR	BY	BRL	DATE	9/22/10
CHECKED-REVIEWED	SSS	DESIGNED	SSS	SIGNATURE	
DESIGNED-REVIEWED		DESIGNED-REVIEWED		P.E. NUMBER	
DESIGNED-REVIEWED		DESIGNED-REVIEWED		DATE	
REVISIONS 1		REVISIONS 1			
REVISIONS 2		REVISIONS 2			
REVISIONS 3		REVISIONS 3			
REVISIONS 4		REVISIONS 4			
FIELD CHANGES		FIELD CHANGES			

DESIGNED-REVIEWED	SSS	DATE	9/22/10
DESIGNED-REVIEWED		SIGNATURE	
DESIGNED-REVIEWED		P.E. NUMBER	
DESIGNED-REVIEWED		DATE	
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

BRUNSWICK  
ROUTE 1 OFF-RAMP  
CROSS SECTIONS

SHEET NUMBER  
**9**  
OF 15

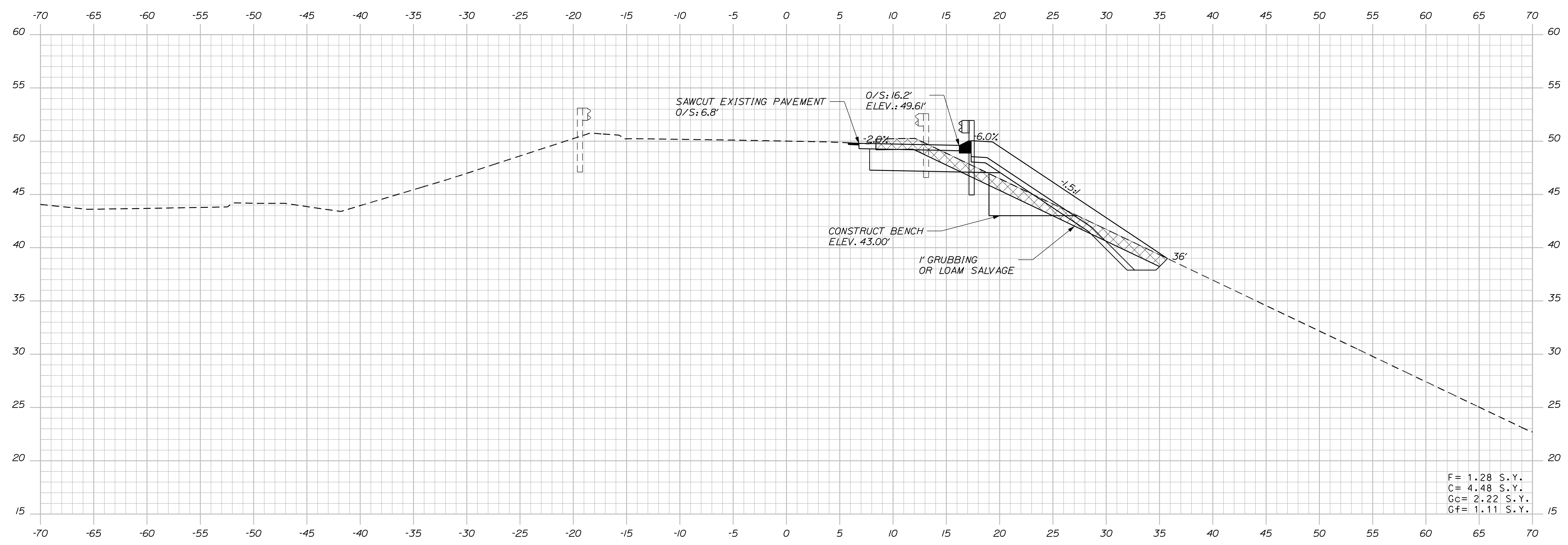


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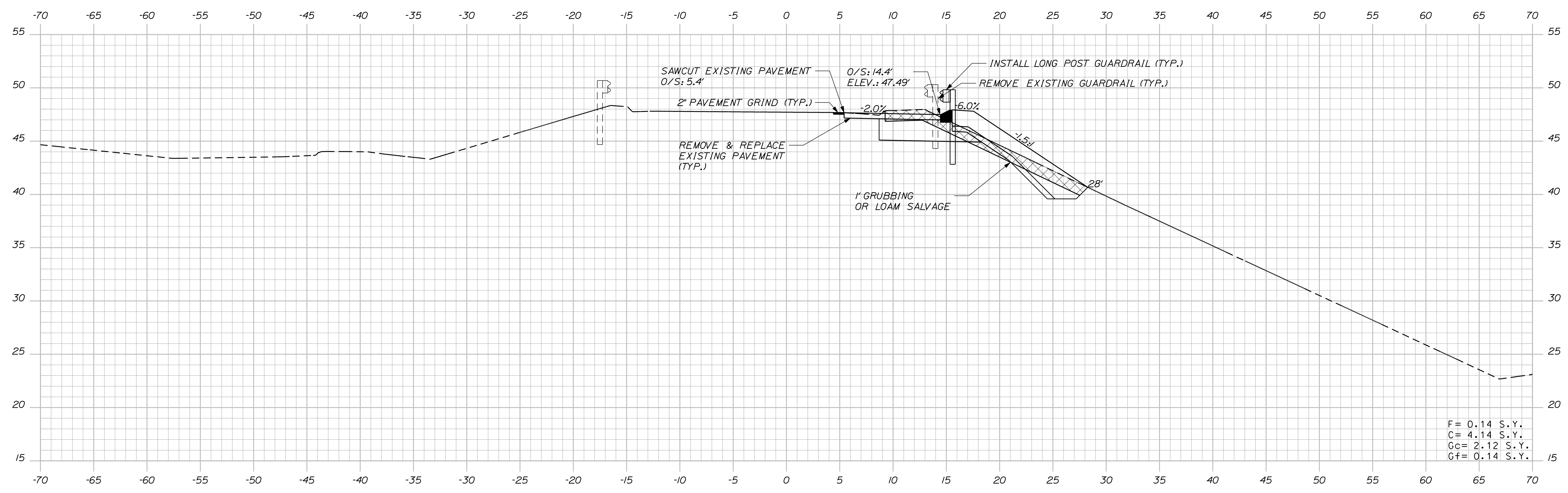
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Division: HIGHWAY

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101+50.00



101+00.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NH-1726(400)E  
PIN 17264.00  
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
J. MANHIR	BRL	9/22/10			
DESIGN DETAILED	SSS	9/22/10			
CHECKED-REVIEWED	SSS	9/22/10			
DESIGN DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
J. MANHIR	BRL	9/22/10			
DESIGN DETAILED	SSS	9/22/10			
CHECKED-REVIEWED	SSS	9/22/10			
DESIGN DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

BRUNSWICK  
ROUTE 1 OFF-RAMP  
CROSS SECTIONS

SHEET NUMBER  
**10**  
OF 15

Sta. 101+00.00 to Sta. 101+50.00

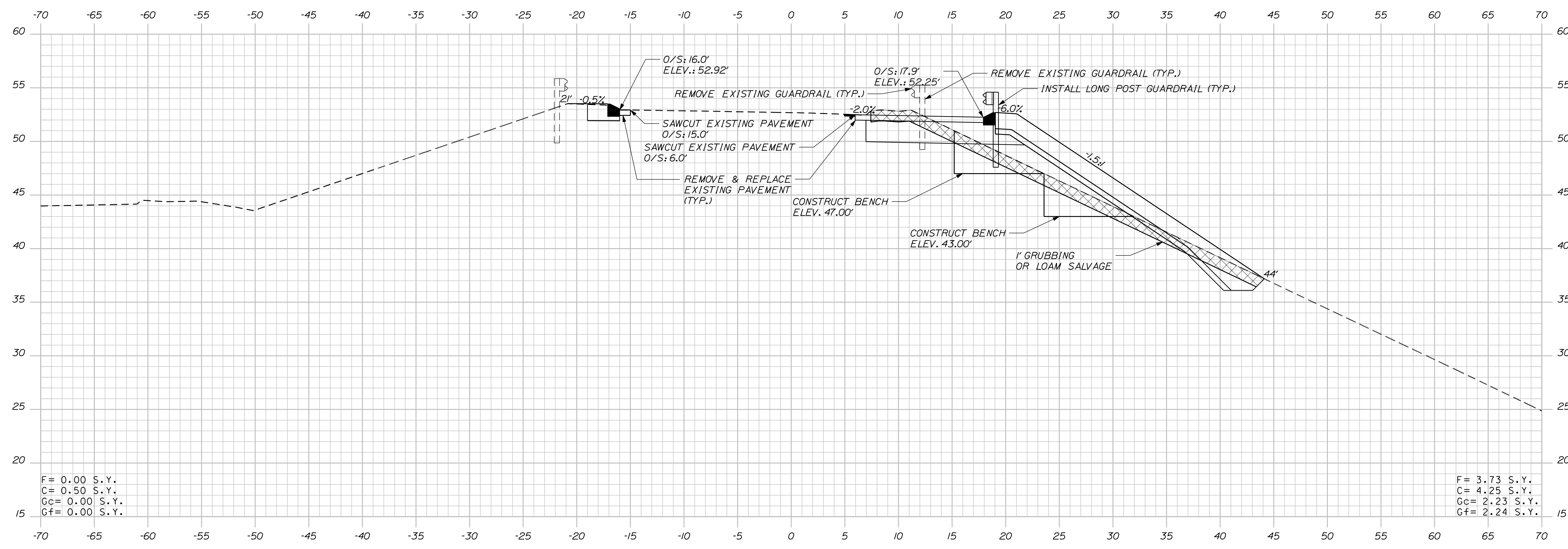
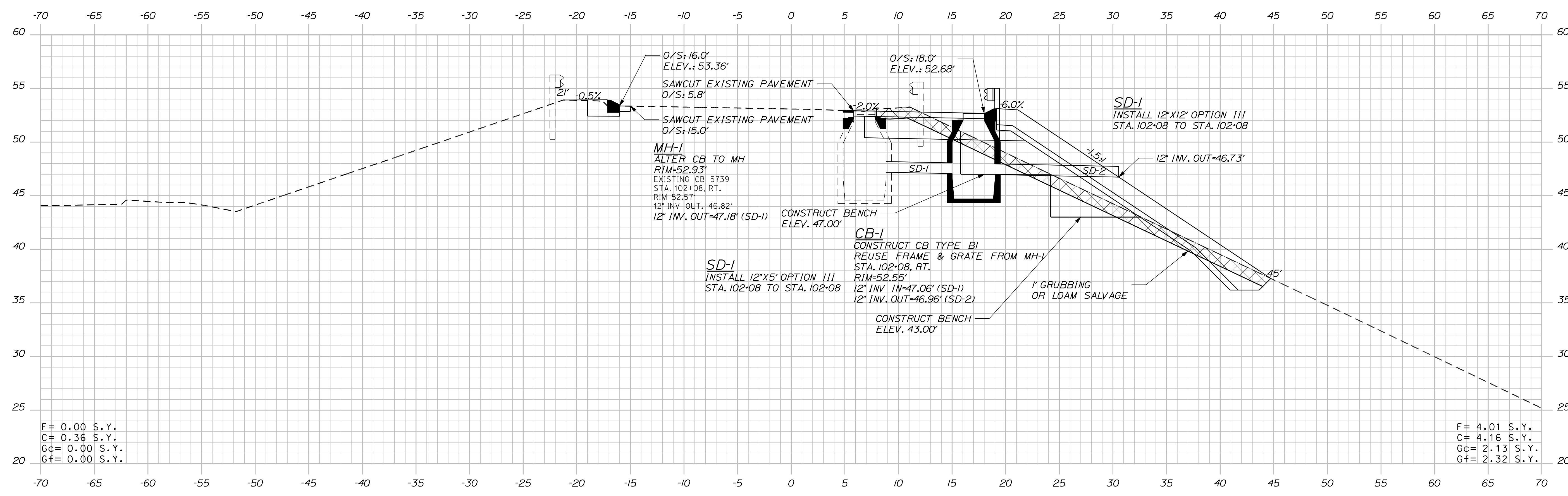


Date: 9/21/2010

Username: blyon

Division: HIGHWAY

Filename: ... \MSTA\08-31-10\Xsect.dgn



BEGIN 100' LEFT CROWN TRANSITION  
STA. 101+63

102+00.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NH-1726(400)E  
PIN 17264.00  
HIGHWAY PLANS

DATE	SIGNATURE	P.E. NUMBER	DATE
9/22/10			

BY	DATE
BRL	9/22/10
SSS	9/22/10

PROJ. MANAGER	DESIGN DETAILED	CHECKED/REVIEWED	DESIGN DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
J. MANSIR								

BRUNSWICK  
ROUTE 1 OFF-RAMP  
CROSS SECTIONS

SHEET NUMBER  
**11**  
OF 15

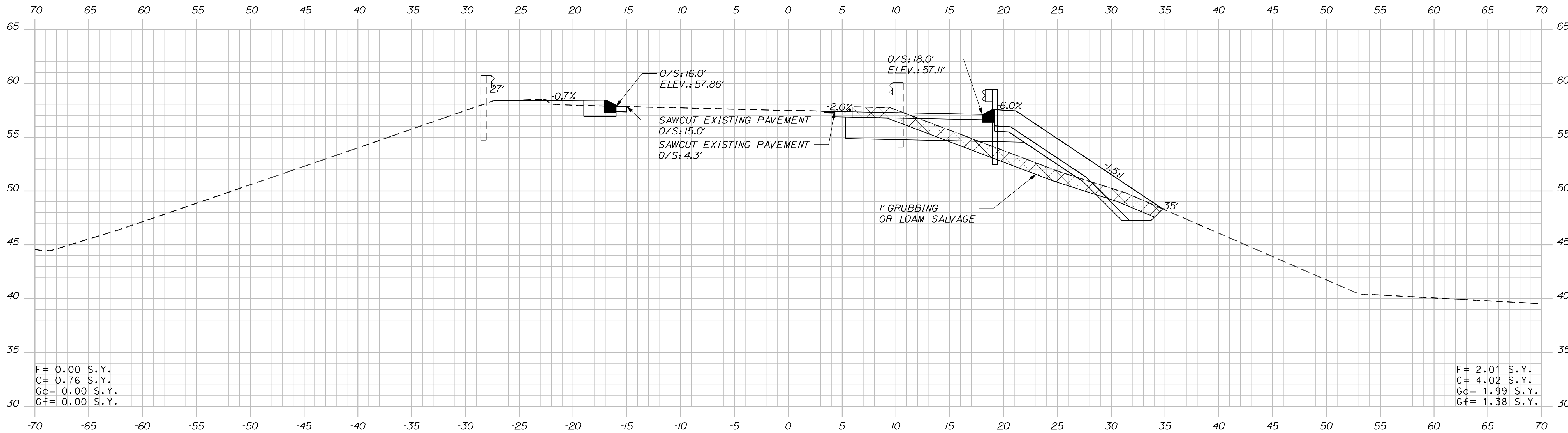


Date: 9/21/2010

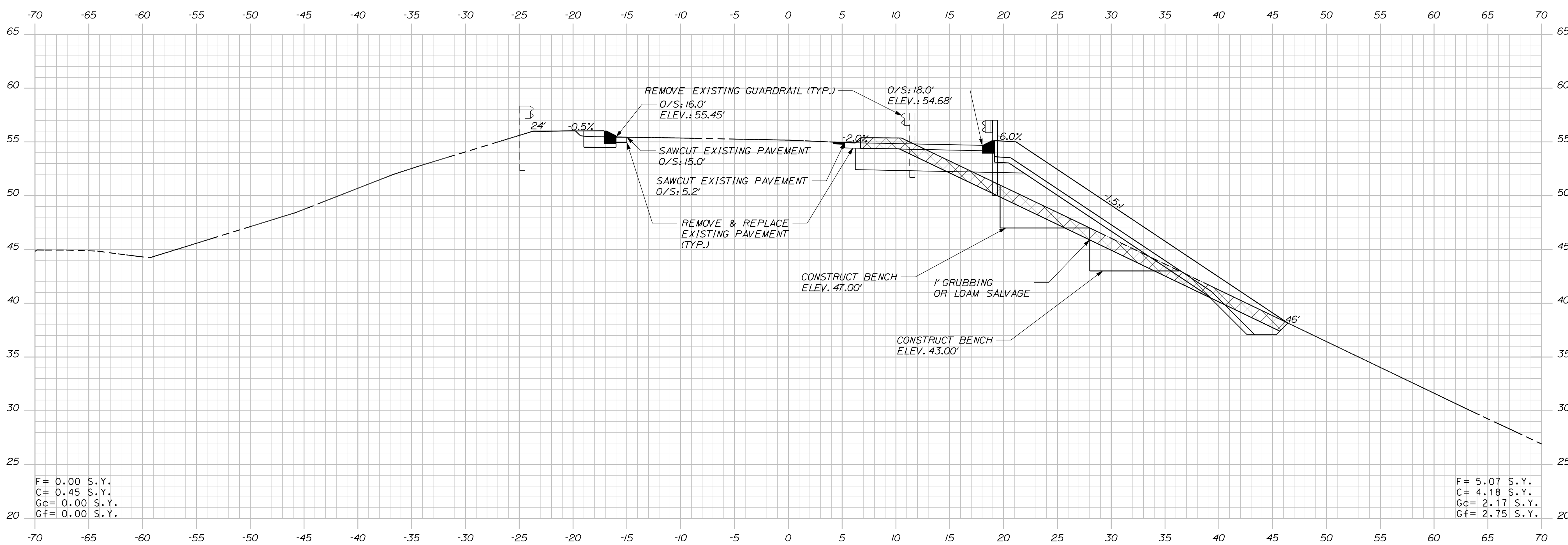
Username: blyon

Division: HIGHWAY

Filename: ... \MSTA\08-31-10\Xsect.dgn



103+00.00



102+50.00

F = 0.00 S.Y.  
 C = 0.76 S.Y.  
 Gc = 0.00 S.Y.  
 Gf = 0.00 S.Y.

F = 2.01 S.Y.  
 C = 4.02 S.Y.  
 Gc = 1.99 S.Y.  
 Gf = 1.38 S.Y.

F = 0.00 S.Y.  
 C = 0.45 S.Y.  
 Gc = 0.00 S.Y.  
 Gf = 0.00 S.Y.

F = 5.07 S.Y.  
 C = 4.18 S.Y.  
 Gc = 2.17 S.Y.  
 Gf = 2.75 S.Y.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		NH-1726(400)E		PIN 17264.00		HIGHWAY PLANS	
		SIGNATURE		P.E. NUMBER		DATE			
		DATE		DATE		DATE			
		BY		BY		BY			
		J. MANSIR		J. MANSIR		J. MANSIR			
		DESIGN DETAILED		DESIGN DETAILED		DESIGN DETAILED			
		CHECKED-REVIEWED		CHECKED-REVIEWED		CHECKED-REVIEWED			
		DESIGN DETAILED		DESIGN DETAILED		DESIGN DETAILED			
		REVISIONS 1		REVISIONS 1		REVISIONS 1			
		REVISIONS 2		REVISIONS 2		REVISIONS 2			
		REVISIONS 3		REVISIONS 3		REVISIONS 3			
		REVISIONS 4		REVISIONS 4		REVISIONS 4			
		FIELD CHANGES		FIELD CHANGES		FIELD CHANGES			
BRUNSWICK		ROUTE 1 OFF-RAMP		CROSS SECTIONS		SHEET NUMBER			
12		OF 15		Sta. 102+50.00 to Sta. 103+00.00		12			



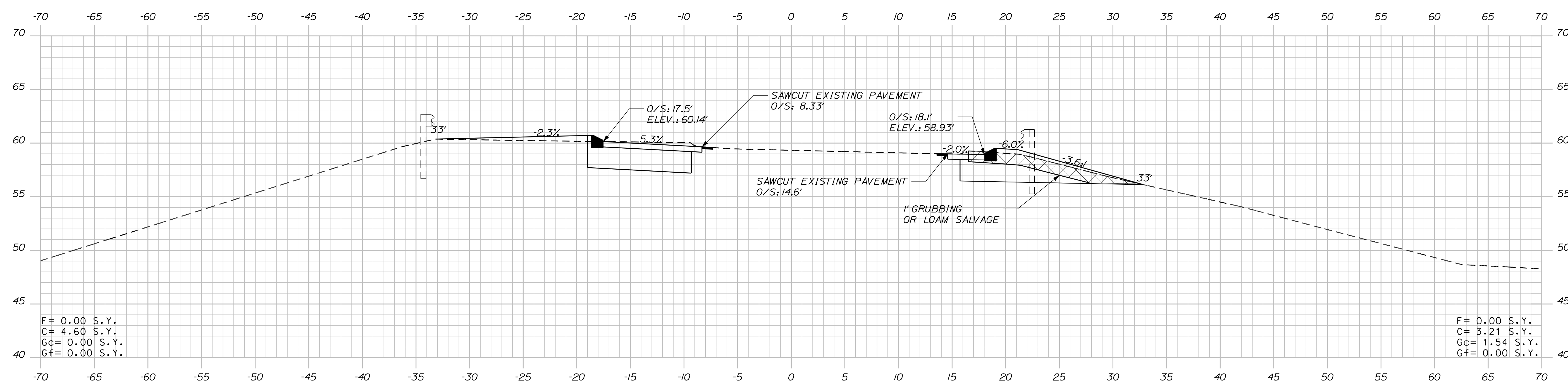
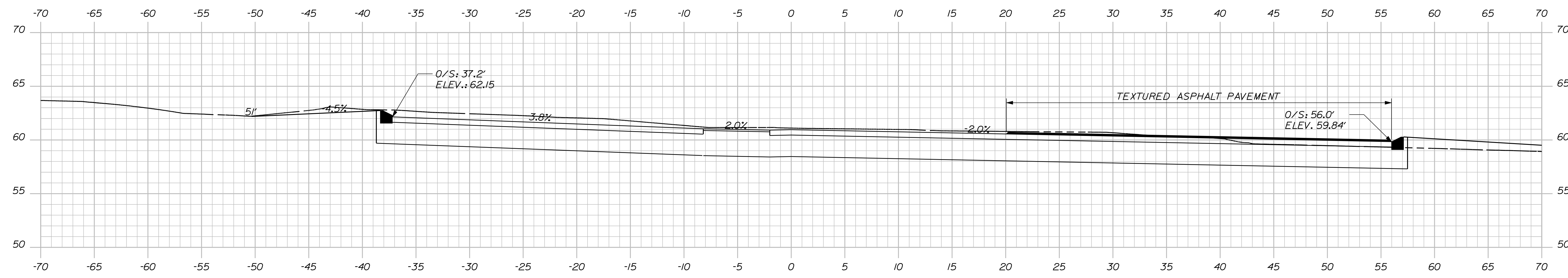
Date: 9/21/2010

Username: blyon

Division: HIGHWAY

Filename: ... \MSTA08-31-10\Xsect.dgn

END WB ROUTE 1 OFF-RAMP CONSTRUCTION STA. 104+16



F = 0.00 S.Y.  
 C = 4.60 S.Y.  
 Gc = 0.00 S.Y.  
 Gf = 0.00 S.Y.

F = 0.00 S.Y.  
 C = 3.21 S.Y.  
 Gc = 1.54 S.Y.  
 Gf = 0.00 S.Y.

STATE OF MAINE  
 DEPARTMENT OF TRANSPORTATION  
 NH-1726(400)E  
 PIN  
 17264.00  
 HIGHWAY PLANS

PROJ. MANAGER	DATE	SIGNATURE
J. MANSIR	9/22/10	
BRL	9/22/10	
SSS	9/22/10	

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

BRUNSWICK  
 ROUTE 1 OFF-RAMP  
 CROSS SECTIONS

SHEET NUMBER  
 13  
 OF 15

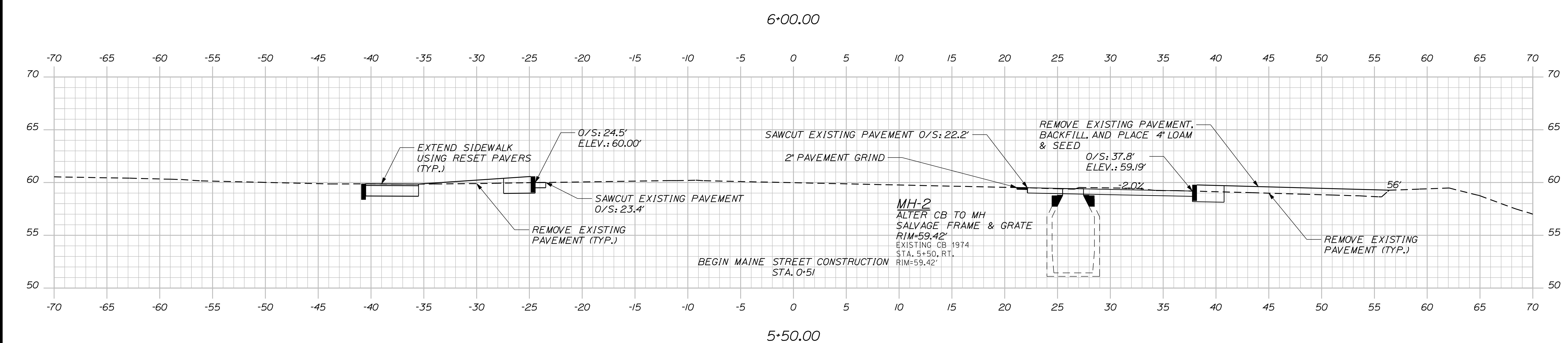
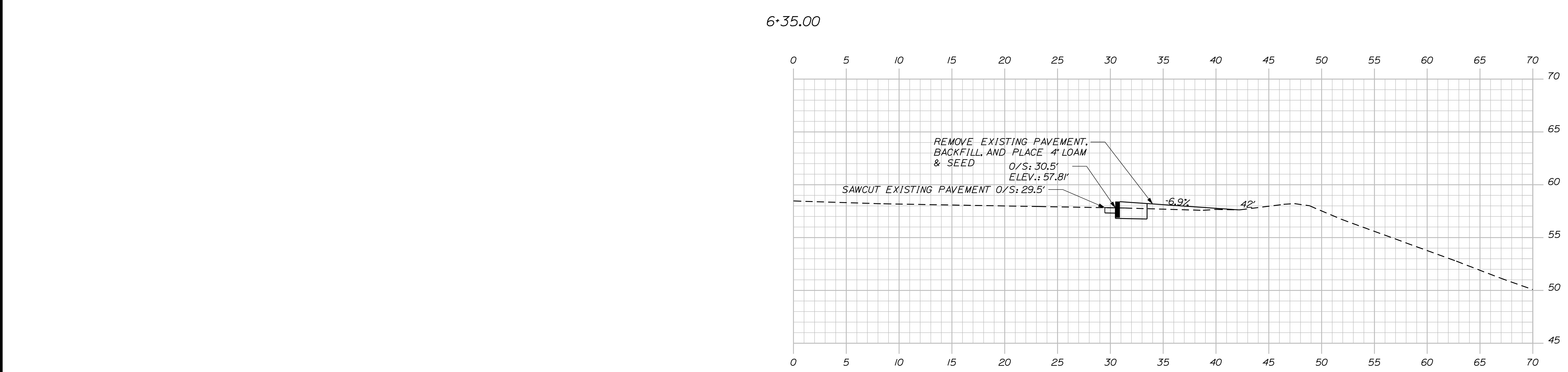
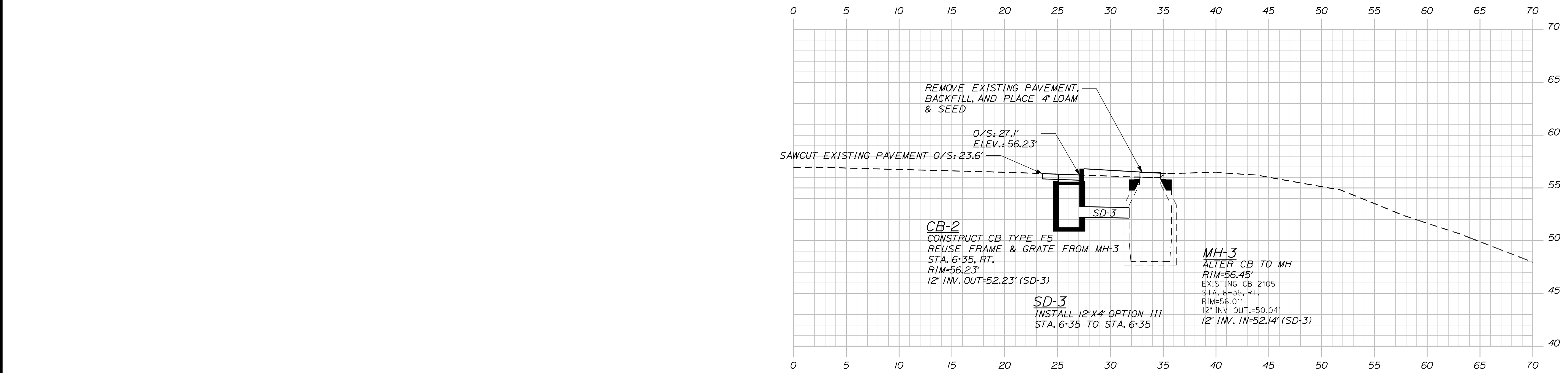


Date: 9/21/2010

Username: blyon

Division: HIGHWAY

Filename: ... \MSTA08-31-10\Xsect.dgn



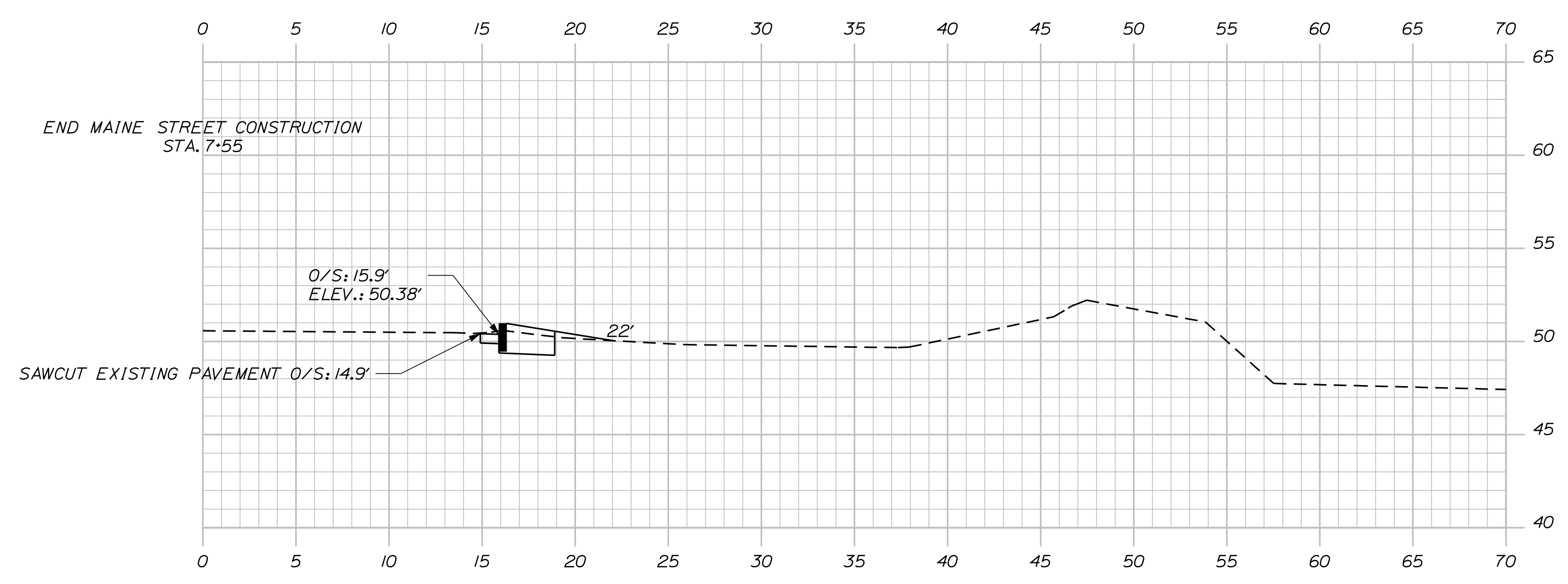
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		NH-1726(400)E		PIN 17264.00		HIGHWAY PLANS	
BRUNSWICK MAINE STREET		CROSS SECTIONS		SHEET NUMBER		14	
OF 15		Sta. 5+50.00 to Sta. 6+35.00		DATE		SIGNATURE	
PROJ. MANAGER		BY		DATE		P.E. NUMBER	
DESIGN DETAILED		BRL		9/22/10			
CHECKED/REVIEWED		SSS		9/22/10			
DESIGN DETAILED		SSS					
DESIGN DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							

Date: 9/21/2010

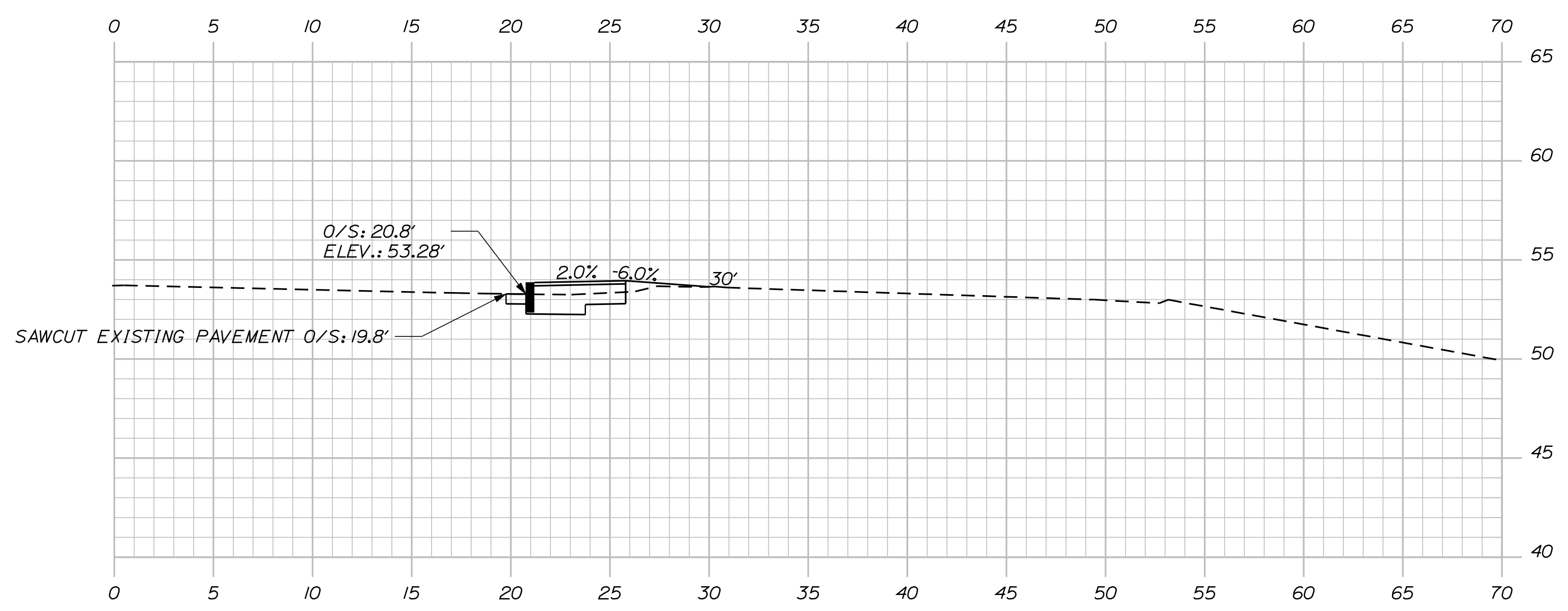
Username: blyon

Division: HIGHWAY

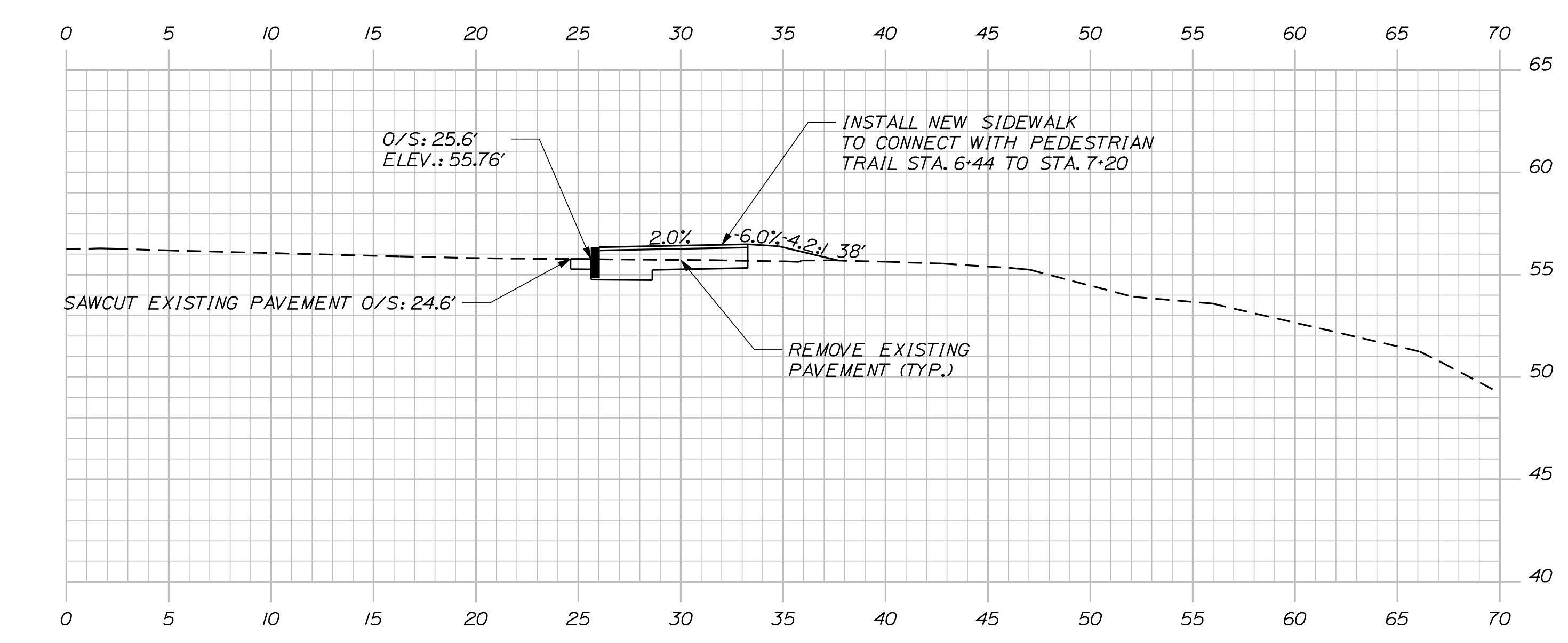
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7+50.00



7+00.00



6+50.00

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
NH-1726(400)E  
PIN 17264.00  
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN DETAILED	BRL	9/22/10			
CHECKED-REVIEWED	BRL	9/22/10			
DESIGN DETAILED	SSS				
DESIGN DETAILED	SSS				
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

BRUNSWICK  
MAINE STREET  
CROSS SECTIONS

SHEET NUMBER  
**15**  
OF 15