STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

TMSI

PLAN LEGEND

Town, County, State
Property Lines
R/W Lines-Existing
R/W Lines-Proposed

Culvert-Existing
Culvert Proposed

Curbing	Existing	Proposed
Type 1		
Type 3		
Type 5		

Outline of Bodies of Water
Ledge
Buildings

Trees — Conifer — Deciduous
Tree Line
Clearing Limit Line — CLL

Centerline-Existing
Centerline-Proposed — 10+00
Travelway-Existing
Travelway-Proposed
Railroad

Catch Basins — Existing ■ Proposed
Manholes — Existing ● Proposed
Proposed Underdrain
Proposed Ditch
Existing Ditch

Utility Poles — Existing ♦ Proposed
Fire Hydrants — Existing ♦ Proposed
Existing Water Line — W
Existing San. Sewer
Existing San. Sewer Manhole

Guardrail-Existing
Guardrail-Proposed
Guardrail-Cable, Other

SOUTH PORTLAND
CUMBERLAND
US ROUTE 1
BR-1106(200)X
PROJECT LENGTH : 0.184 MILES

INDEX OF SHEETS

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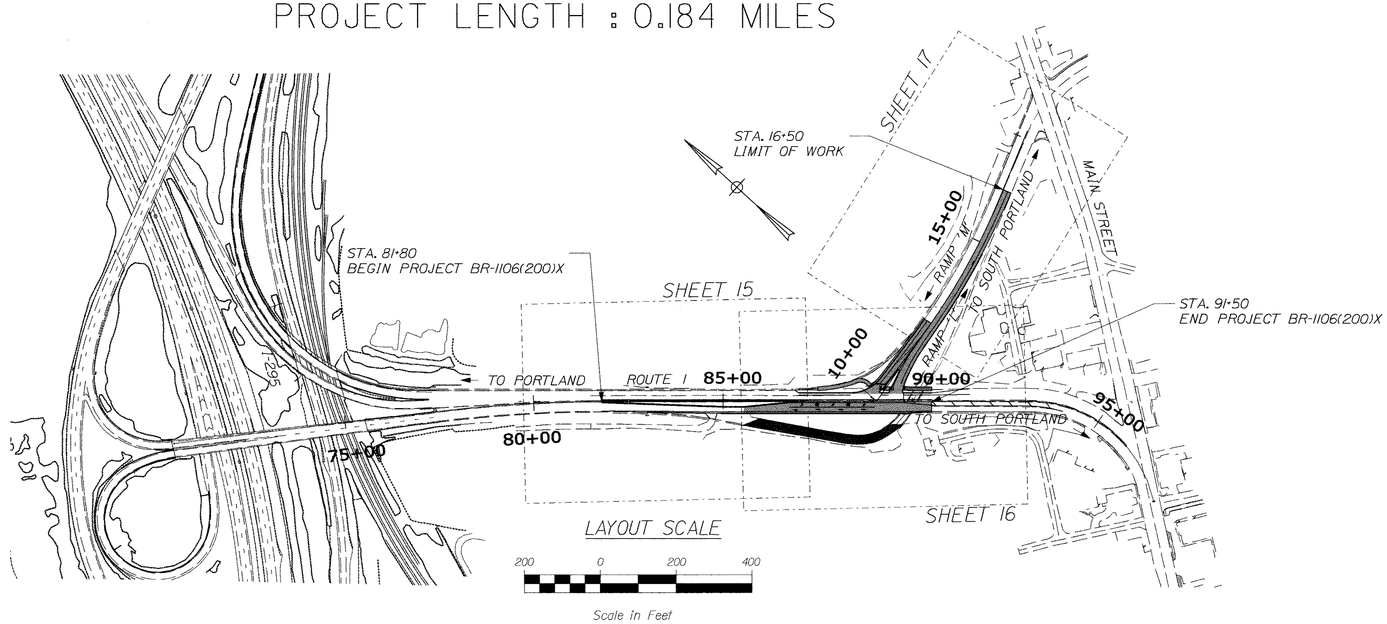


TRAFFIC DATA

	US 1 NW/O RAMPS L&M (NORTHBOUND)	US 1 NW/O RAMPS L&M (SOUTHBOUND)	RAMP L	RAMP M	US 1 SE/O RAMPS L&M (NORTHBOUND)
Latest AADT (Year)	---	---	---	---	---
Current (2011) AADT	6,990	6,990	3,470	4,100	2,890
Future (2031) AADT	10,490	10,490	5,100	5,860	4,670
DHV - % of AADT	10%	11%	10%	9%	10%
Design Hour Volume	1005	1,143	511	532	473
% Heavy Trucks (AADT)	10%	10%	7%	8%	12%
% Heavy Trucks (DHV)	8%	8%	6%	7%	10%
Directional Distribution (DHV)	100%	100%	100%	100%	100%
18 kip Equivalent P 2.0	1,196	1,239	428	501	700
18 kip Equivalent P 2.5	1,140	1,181	407	477	667
Design Speed (mph)	35	35	25	25	35
Functional Class:	PRIN. ART.	PRIN. ART.	PRIN. ART.	PRIN. ART.	PRIN. ART.

PROJECT LOCATION:	US Route 1 connector beginning 600 feet east end of I-295 overpass and extending 970 LF east ending approximately 450 LF west of Main Street and including Lincoln Street approach ramp.
PROGRAM AREA:	Bridge
OUTLINE OF WORK:	Bridge removal and intersection improvements with overlay and widening.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

		DATE
APPROVED		
COMMISSIONER:		6/30/11
ACTING CHIEF ENGINEER:		6-29-11

STATE OF MAINE — JAMES L. EASON No. 7960 — LICENSED PROFESSIONAL ENGINEER

SIGNATURE		
7960	P.E. NUMBER	
JUNE 17, 2011	DATE	

PROJECT INFORMATION

PROGRAM	BRIDGE
PROJECT MANAGER	L. TIMBERLAKE
DESIGNER	A. GODFREY/J. EASON
CONSULTANT	TERRA VAGNA SERVICES, INC.
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

WIN 11062.00

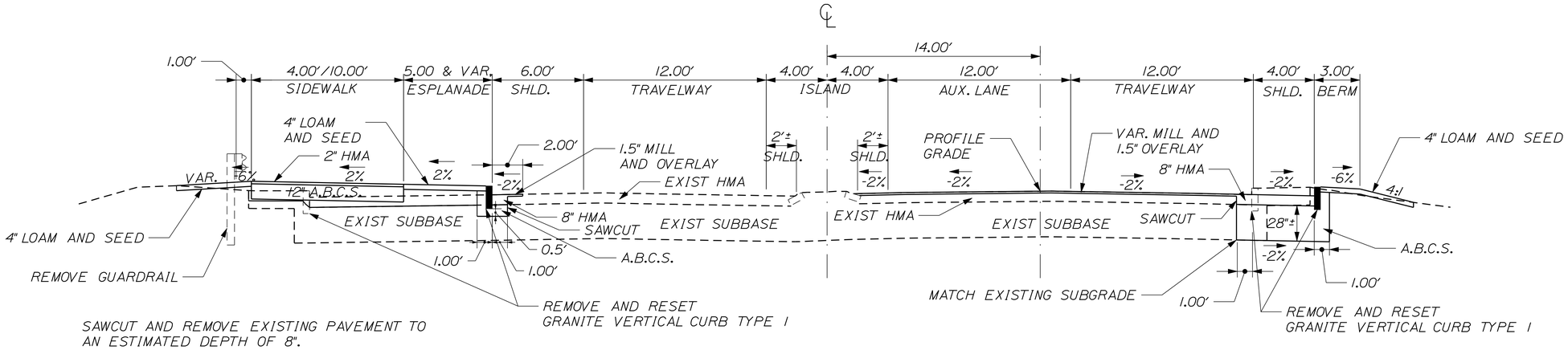
BR-1106(200)X

SOUTH PORTLAND
US ROUTE 1

TITLE SHEET

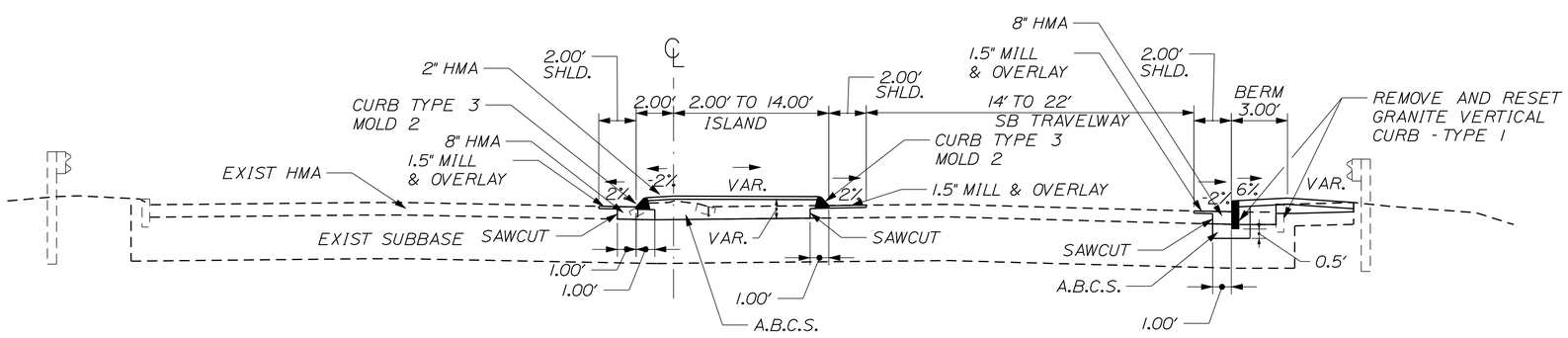
SHEET NUMBER
1
OF 40

Filename: ...\HIGHWAY\MSTA\001_Title_001.dgn Division: HIGHWAY Username: jeason Date-6/15/2011



AGGREGATE BASE COURSE - SCREENED (ITEM 304.08)		
10' SIDEWALK LEFT 37.04 CY/100 LF	LEFT SHOULDER 7.19 CY/100 LF	RIGHT SHOULDER VARIES
STATION TO STATION	STATION TO STATION	STATION TO STATION
87+00 TO 90+50	87+00 TO 90+50	85+55 TO 90+50

ROUTE 1
NORMAL SECTION



AGGREGATE BASE COURSE - SCREENED (ITEM 304.08)		
	HMA MEDIAN ISLAND VARIES	RIGHT SHOULDER 7.26 CY/100 LF
	STATION TO STATION	STATION TO STATION
	81+80 TO 86+98	81+80 TO 85+55

ROUTE 1
NORMAL SECTION

NOTE:

1. THE PAVEMENT, BASE, AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER'S PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. EXCEPT WHERE NOTED, THE GRAVEL QUANTITY CALCULATION IS BASED ON 4" LOAM. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPE'S "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATION SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. HMA = HOT MIX ASPHALT
   A.B.C.S. = AGGREGATE BASE COURSE - SCREENED
8. CURB TYPE 3 SHALL BE PLACED ON NEW HMA BASE COURSE OR MILLED EXISTING PAVEMENT BEFORE PLACEMENT OF HMA SURFACE COURSE.
9. A.B.C.S. PLACED FOR CURB TYPE I SHALL HAVE A MINIMUM OF 6" DEPTH BELOW BOTTOM OF CURB IN AREAS NOT DESIGNATED FOR FULL DEPTH BASE GRAVEL.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	ALG	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

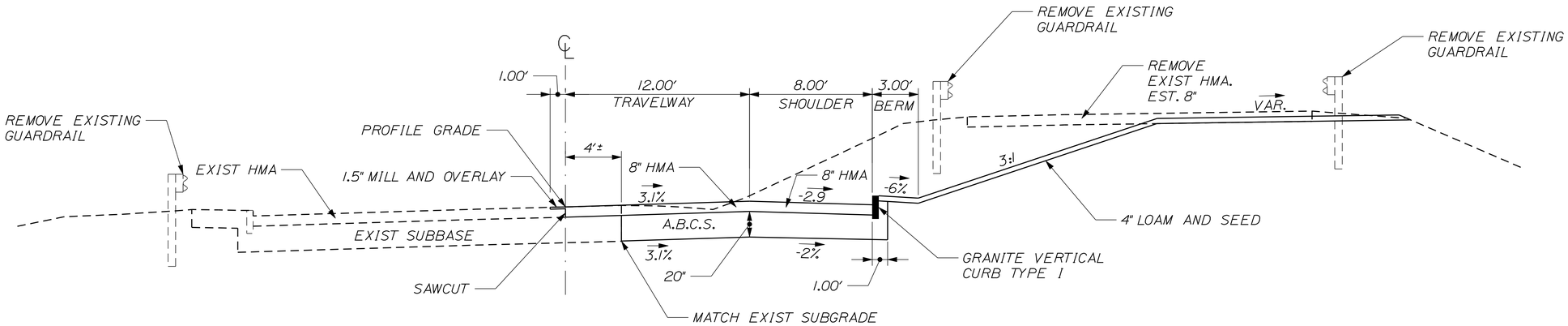
SIGNATURE
7960
P.E. NUMBER
JULY 5, 2011
DATE

SOUTH PORTLAND
US ROUTE 1

TYPICAL SECTIONS

SHEET NUMBER
2
OF 40

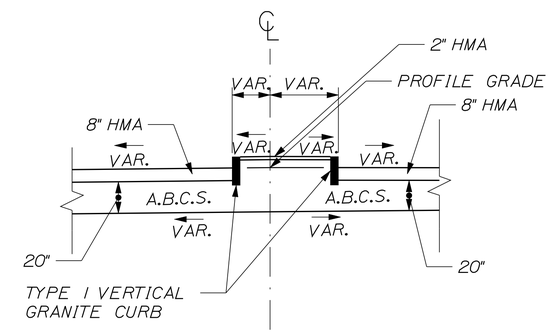
Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$



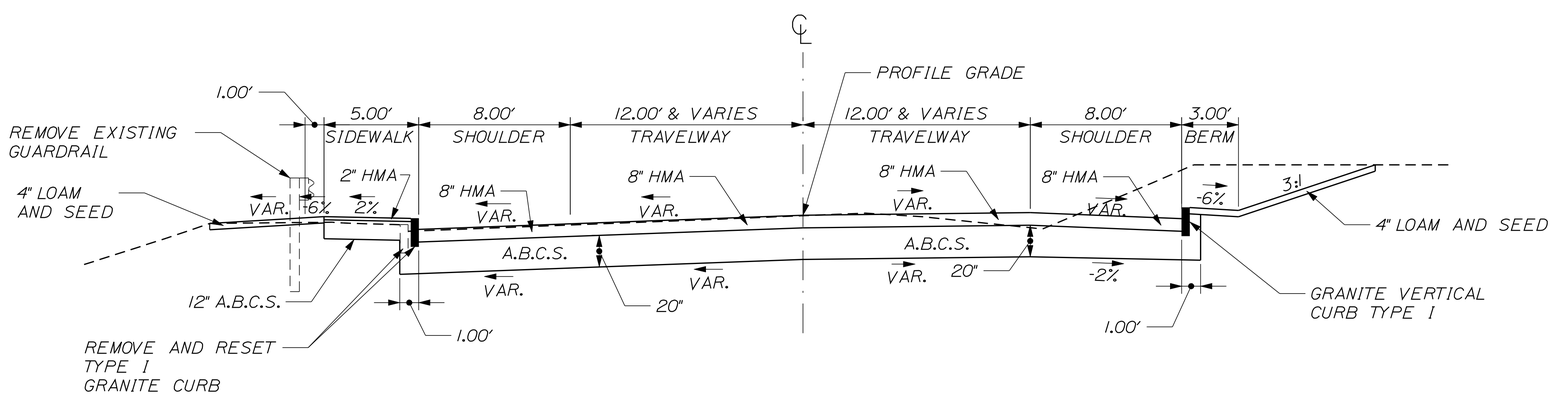
NOTE: STA. 14+50 TO STA. 16+50 VARIABLE DEPTH MILL AND 1.5" HMA OVERLAY

AGGREGATE BASE COURSE - SCREENED (ITEM 304.08)		
	12' TRAVELWAY RIGHT 49.38 CY/100 LF	RIGHT SHOULDER 55.81 CY/100 LF
	STATION TO STATION	STATION TO STATION
	12+50 TO 14+50	12+50 TO 14+50

RAMP
SUPERELEVATED



RAISED ISLAND
STA. 10+27 TO STA. 11+02



AGGREGATE BASE COURSE - SCREENED (ITEM 304.08)		
8' LT SHOULDER & 5' WALK 72.41 CY/100 LF	24' TRAVELWAY 148.15 CY/100 LF	8' RIGHT SHOULDER 55.81 CY/100 LF
STATION TO STATION	STATION TO STATION	STATION TO STATION
10+27 TO 12+50	11+02 TO 12+50	10+60 TO 12+50

RAMP
SUPERELEVATED

NOTE:

1. THE PAVEMENT, BASE, AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER'S PAVEMENT SHALL HAVE THE SAME CROSS SLOPE AS THE TRAVEL WAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. EXCEPT WHERE NOTED, THE GRAVEL QUANTITY CALCULATION IS BASED ON 4" LOAM. THE ACTUAL DEPTH MAY VARY. SEE THE GENERAL NOTES.
5. THE ALGEBRAIC DIFFERENCE BETWEEN SHOULDER AND TRAVEL LANE CROSS SLOPE'S "ROLLOVER" SHALL NOT EXCEED 8%.
6. THE STATION SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
7. HMA - HOT MIX ASPHALT
   A.B.C.S. = AGGREGATE BASE COURSE - SCREENED

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG		6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
7960
P.E. NUMBER
JUNE 17, 2011
DATE

SOUTH PORTLAND
US ROUTE 1

TYPICAL SECTIONS

SHEET NUMBER
3
OF 40

Filename: ...\msta\003_Typical1_02.dgn Division: HIGHWAY Username: jeason Date:6/16/2011

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.15	REMOVING MANHOLE OR CATCH BASIN	6	EA
202.19	REMOVING EXISTING BRIDGE / 400 C.Y.	1	LS
202.202	REMOVING PAVEMENT SURFACE	1,800	SY
203.20	COMMON EXCAVATION	3,900	CY
* 203.25	GRANULAR BORROW	200	CY
* 206.061	STR. EARTH EXC - DRAIN & MINOR STRUCT - BELOW GRADE	50	CY
304.08	AGGREGATE BASE COURSE - SCREENED	1,350	CY
403.208	HOT MIX ASPHALT, 12.5mm SURFACE	525	TON
403.209	HOT MIX ASPHALT, 9.5mm (SW, DRIVES, INCIDENTALS)	220	TON
403.211	HOT MIX ASPHALT (SHIM)	10	TON
403.213	HOT MIX ASPHALT, 12.5mm BASE	350	TON
409.15	BITUMINOUS TACK COAT - APPLIED	200	GAL
603.155	12" RCP CLASS III	300	LF
603.165	15" RCP CLASS III	12	LF
603.215	36" RCP CLASS III	24	LF
604.072	CATCH BASIN TYPE A1-C	8	EA
604.076	60" CATCH BASIN TYPE A1-C	3	EA
604.092	CATCH BASIN TYPE B1-C	5	EA
604.16	ALTER CB TO MH	2	EA
604.164	REBUILDING CATCH BASIN	1	EA
604.18	ADJUST CB TO GRADE	2	EA
605.09	6" UNDERDRAIN TYPE 'B'	470	LF
606.265	TERMINAL END - SINGLE RAIL - GALV. STEEL	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	2	EA
606.36	GUARDRAIL REMOVED AND RESET	25	LF
606.363	GUARDRAIL REMOVE AND DISPOSE	1,830	LF
608.08	REINFORCED CONCRETE SIDEWALK	20	SY
608.26	CURB RAMP DETECTABLE WARNING FIELD	70	SF
609.11	VERTICAL CURB TYPE 1	610	LF
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	25	LF
609.234	TERMINAL CURB TYPE 1 - 4'	12	EA
609.238	TERMINAL CURB TYPE 1 - 8'	1	EA
609.31	CURB TYPE 3	1,040	LF
609.35	CURB TYPE 5 - CIRCULAR	13	LF
609.38	RESET CURB TYPE 1	1,040	LF
613.319	EROSION CONTROL BLANKET	250	SY
615.07	LOAM	520	CY
618.1401	SEEDING METHOD NO. 2 - PLAN QUANTITY	50	UNIT
619.1201	MULCH - PLAN QUANTITY	50	UNIT
626.11	PRECAST JUNCTION BOX	5	EA
626.22	NON-METALLIC CONDUIT	2,000	LF
626.25	UNDER-PAVEMENT DUCT	80	LF
626.32	24 INCH FOUNDATION	8	EA

*UNDETERMINED LOCATION

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
626.36	REM OR MOD CONCRETE FOUNDATION	18	EA
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	5,000	LF
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	620	SF
627.76	TEMP PVMT. MARKING LINE, WHITE OR YELLOW	1	LS
627.77	REMOVING PAVEMENT MARKINGS	200	SF
629.05	HAND LABOR - STRAIGHT TIME	20	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	40	HR
631.172	TRUCK - LARGE (INCLUDING OPERATOR)	40	HR
631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	10	HR
631.20	STUMP CHIPPER (INCLUDING OPERATOR)	10	HR
631.22	FRONT END LOADER (INCLUDING OPERATOR)	25	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	15	HR
634.16	HIGHWAY LIGHTING	1	LS
634.2042	LED LUMINAIRE	8	EA
634.21	CONVENTIONAL LIGHT STANDARD	8	EA
639.19	FIELD OFFICE TYPE B	1	LS
645.106	DEMOUNT REG. WARN. CONF. & RTE SIGN	7	EA
645.116	REINSTALL REG. WARN. CONF. & RTE SIGN	5	EA
645.251	ROADSIDE GUIDE SIGN	9	SF
645.271	REG. WARN. CONF. RTE SIGNS TYPE 1	240	SF
645.306	FLEXIBLE REFLECTORIZED DELINEATOR	9	EA
652.31	TYPE 1 BARRICADE	10	EA
652.311	TYPE 11 BARRICADE	4	EA
652.33	DRUM	130	EA
652.34	CONE	130	EA
652.35	CONSTRUCTION SIGNS	700	SF
652.361	MAINTENANCE OF TRAFFIC CONTROL DEVICES	1	LS
652.38	FLAGGER	1,600	HR
652.43	PORTABLE CHANGEABLE MESSAGE SIGN - RET. BY DEPT.	3	EA
652.75	TEMP SOIL EROSION AND WATER POLLUTION CONTROL PLAN	1	LS
658.20	ACRYLIC LATEX FINISH, GREEN	680	SY
659.10	MOBILIZATION	1	LS

SUMMARY OF EARTHWORK AND BORROW

COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS)	3,551 CY	
PAVEMENT SALVAGE REMOVAL NOT IN SECTIONS	296 CY	
GRUBBING IN FILL	10 CY	
TOTAL COMMON EXCAVATION		3,857 CY

FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	501 CY	
GRUBBING IN FILL	10 CY	
TOTAL FILL		511 CY

ROCK EXCAVATION FOR ESTIMATE

ROCK EXCAVATION	0 CY	
TOTAL ROCK EXCAVATION		0 CY

AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION		3,857 CY
DEDUCTIONS:		
GRUBBING IN CUT	221 CY	
GRUBBING IN FILL	10 CY	
PAVEMENT SALVAGE REMOVAL (IN SECTIONS)	411 CY	
PAVEMENT SALVAGE REMOVAL NOT IN SECTIONS	296 CY	
(2) TOTAL DEDUCTIONS		938 CY
TOTAL AVAILABLE NON-ROCK EXCAVATION (1) MINUS (2)		2,919 CY

COMPUTATION OF COMMON BORROW FOR ESTIMATE

(3) TOTAL FILL			511 CY
TOTAL AVAILABLE NON-ROCK EXCAV.	2,919 CY	X 0.85 =	2,481 CY
TOTAL AVAILABLE ROCK EXCAV.	0 CY	X 1.33 =	0 CY
(4) TOTAL AVAILABLE EXCAVATION			2,481 CY
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION			0 CY
SURPLUS MATERIAL = AVAILABLE EXCAVATION - TOTAL FILL + DEDUCTIONS			2,908 CY

NOTE: PAVEMENT SALVAGE QUANTITIES DO NOT INCLUDE ITEM 202.202.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L.TIMBERLAKE	
DESIGN-DETAILED	JLE	6-11
CHECKED-REVIEWED	ALG	6-11
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

7960
P.E. NUMBER

JULY 5, 2011
DATE

SOUTH PORTLAND
US ROUTE 1

ESTIMATED QUANTITIES

SHEET NUMBER
4
OF 40

Filename: ...\MSTA\004_Estimate_001.dgn Division: BRIDGE Username: coy.williams Date:7/6/2011

STATION	CULVERT. PIPE RCP SIZE	CULVERT. PIPE RCP LENGTH	CULVERT. PIPE RCP CLASS	CULVERT. PIPE CMP SIZE	CULVERT. PIPE CMP LENGTH	CULVERT. PIPE OPTION I SIZE	CULVERT. PIPE OPTION I LENGTH	CULVERT. PIPE OPTION III SMOOTHLINED SIZE	CULVERT. PIPE OPTION III SMOOTHLINED LENGTH	CULVERT. PIPE OPTION III CORRUGATED SIZE	CULVERT. PIPE OPTION III CORRUGATED LENGTH	CATCH BASIN A1-C	CATCH BASIN B1-C	CATCH BASIN B1	CATCH BASIN 60" A1-C	PIPE ARCH SPAN	PIPE ARCH RISE	PIPE ARCH LENGTH	PIPE ARCH GAGE OR WALL THICKNESS	MH	UNDERDRAIN TYPE B TYPE B LENGTH	UNDERDRAIN TYPE B OUTLET LENGTH	UNDERDRAIN TYPE C SMOOTHLINED SIZE	UNDERDRAIN TYPE C SMOOTHLINED LENGTH	UNDERDRAIN TYPE C CORRUGATED SIZE	UNDERDRAIN TYPE C CORRUGATED LENGTH	ELBOWS, TEES, WYES AND INLET GRATE UNITS DESCRIPTIONS	REMARKS
STA. 84+51.8, 12.3' RT. TO STA. 84+83.6, 2.6' LT.	12"	36'	III																									
STA. 84+85.5, 9.2' LT. TO STA. 84+85.5, 5.2' LT.	12"	4'	III																									
STA. 84+85.5, 1.2 LT. TO STA. 84+85.7, 2.8' RT.	12"	4'	III																									
STA. 84+88.9, 24.7' RT. TO STA. 84+89.4, 28.7' RT.	12"	4'	III																									
STA. 87+00.2, 24.9' RT. TO STA. 87+00.0, 28.9' RT.	15"	4'	III																									
STA. 88+52.0, 21.9' LT. TO STA. 89+27.6, 20.9' LT.	12"	76'	III																									
STA. 89+02.0, 0.0' CEN. TO STA. 89+27.3, 0.1' RT.	12"	26'	III																									
STA. 89+12.8, 53.4 LT. TO STA. 89+16.9, 52.1' LT.	12"	4'	III																									
STA. 89+19.5, 32.6' RT. TO STA. 89+27.4, 31.3' RT.	12"	8'	III																									
STA. 89+28.9, 24.9' RT. TO STA. 89+29.2, 28.9' RT.	12"	4'	III																									
STA. 89+29.7, 27.3' LT. TO STA. 89+29.6, 23.3' LT.	36"	4'	III																									
STA. 89+29.8, 18.3' LT. TO STA. 89+29.5, 14.3' LT.	36"	4'	III																									
STA. 89+31.8, 20.9' LT. TO STA. 89+75.5, 20.9 LT.	12"	44'	III																									
STA. 89+31.3, 0.0' CEN. TO STA. 89+73.0, 0.0' CEN.	12"	42'	III																									
STA. 10+88.6, 27.1' RT. TO STA. 10+89.6, 23.7' RT.	36"	4'	III																									
STA. 10+85.9, 36.2' RT. TO STA. 10+87.0, 32.9' RT.	36"	4'	III																									
STA. 11+03.7, 25.3' LT. TO STA. 11+04.9, 29.2' LT.	36"	4'	III																									
STA. 11+01.3, 16.7' LT. TO STA. 11+02.4, 20.5' LT.	36"	4'	III																									
STA. 12+41.9, 17.2' LT. TO STA. 12+41.9, 16.9' RT.	12"	35'	III																									
STA. 12+41.9, 20.4' LT. TO STA. 12+41.7, 29.2' LT.	15"	8'	III																									
STA. 12+43.7, 19.8' RT. TO STA. 12+48.2, 22.1' RT.	12"	6'	III																									
1 STA. 84+50.0, 13.2' RT.													1															
2 STA. 84+85.5, 3.2' LT.													1															
3 STA. 84+89.7, 30.7' RT.												1																
4 STA. 87+00.0, 30.9' RT.												1																
5 STA. 88+50.0, 21.9' LT.												1																
6 STA. 89+00.0, 0.0' CEN.													1															
7 STA. 89+29.3, 30.9' RT.												1 1/4																1.5' EXTRA DEPTH
8 STA. 89+29.3, 0.1' RT.																												ALTER CB TO MH
9 STA. 89+29.3, 20.9' LT.															1 3/8													2.2' EXTRA DEPTH (5' DIA.)
10 STA. 89+75.0, 0.0' CEN.													1															
11 STA. 89+77.5, 20.9' LT.												1																
12 STA. 89+29.6, 48.5' LT.																												ALTER CB TO MH
13 STA. 89+11.0, 54.2' LT.												1 1/8																0.8' EXTRA DEPTH
14 STA. 10+85.3, 38.0' RT.																												REBUILD CB
15 STA. 10+87.8, 30.0' RT.															1 5/8													4.6' EXTRA DEPTH (5' DIA.)
16 STA. 11+03.1, 23.0' LT.															1 3/4													5.7' EXTRA DEPTH (5' DIA.)
17 STA. 12+41.9, 19.2' LT.												1																
18 STA. 12+41.9, 18.9' RT.												1																
19 STA. 12+50.0, 23.0' RT.													1															
STA. 86+00.0, 31.8' RT. TO STA. 86+98.0, 30.9' RT.																					98'							
STA. 87+10.0, 31.8' RT. TO STA. 89+48.0, 30.9' RT.																					238'							
STA. 89+31.3, 30.9' RT. TO STA. 90+00.0, 30.4' RT.																					69'							
STA. 10+90.3, 30.0' RT. TO STA. 11+50.0, 21.7' RT.																					60'							
STA. 82+50.8, 0.2' LT.																												ADJUST CB TO GRADE
STA. 87+00.1, 0.1' LT.																												ADJUST CB TO GRADE
STA. 84+85.5, 0.1' RT.																												REMOVE CB
STA. 84+92.5, 52.0' RT.																												REMOVE CB
STA. 87+00.1, 29.7' RT.																												REMOVE CB
STA. 89+29.1, 29.4' RT.																												REMOVE CB
STA. 88+73.9, 67.6' LT.																												REMOVE CB
STA. 12+41.9, 22.2' LT.																												REMOVE CB

STATE OF MAINE
DEPART.MENT OF TRANSPORT.ATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L.TIMBERLAKE	
DESIGN-DETAILED	JLE	6-11
CHECKED-REVIEWED	ALG	6-11
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

7960
P.E. NUMBER

JULY 5, 2011
DATE

SOUTH PORTLAND
US ROUTE 1

DRAINAGE SHEET

SHEET NUMBER

5

OF 40

Date:$date$ Username: $user$ Division: $wkgroup$ Filename: $file$

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS:

CENTRAL MAINE POWER COMPANY
FAIRPOINT
TIME WARNER CABLE
MCI WORLD COM
PORTLAND PIPE LINE CORPORATION
EXXON MOBIL PIPE LINE COMPANY
UNITIL CORP.

2. NO UTILITY INVOLVEMENT IS ANTICIPATED.

3. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.202 REMOVING PAVEMENT SURFACE.

4. CLEARING LIMITS SHALL BE 10' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.

5. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.

6. GRUBBING 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 6 INCHES IN FIELD AREAS AND 12 INCHES IN WOODED AREAS.

7. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT.

8. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.

9. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL BE PAID FOR AS GRANULAR BORROW.

10. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1' ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW UNDERWATER BACKFILL.

11. ALL PAVED WALKS TO BE CONSTRUCTED WITH 12" AGGREGATE BASE COURSE - SCREENED AND 2" HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.

12. PLACE 12 INCHES GRAVEL AND 2 INCHES HOT MIX ASPHALT AROUND CATCH BASINS IN GRASSED AREAS (3' OUTSIDE OF FRAME) AND PAINT WITH ACRYLIC LATEX COLOR FINISH - GREEN. PAYMENT SHALL BE UNDER THE APPLICABLE CONTRACT ITEMS.

13. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING SHALL BE INCIDENTAL TO THE RELATED PAVING ITEMS.

14. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEM(S):
- ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS
- ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT
- 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).
- GRANULAR BORROW UNDER THE PIPE SHALL MEET THE REQUIREMENTS FOR UNDERWATER BACKFILL
- ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES

15. EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 631.32 CULVERT CLEANER (INCLUDING OPERATOR).

16. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.

17. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 604.

18. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 603 OR 605.

19. HOLES CREATED BY GUARDRAIL REMOVAL WILL BE FILLED AND COMPACTED WITH APPROVED MATERIALS AS DIRECTED BY THE RESIDENT. PAYMENT TO BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.

20. TWO REFLECTORIZED FLEXIBLE G.R. MARKERS (ITEM 606.353) WILL BE INSTALLED AT EACH GUARDRAIL END.

21. 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).

22. LOAM HAS BEEN ESTIMATED FOR DISTURBED AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.

23. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL DISTURBED SLOPE AREAS.

24. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES UNLESS DIRECTED OTHERWISE BY THE RESIDENT.

25. ACRYLIC LATEX COLOR FINISH GREEN (ITEM 658.20) SHALL BE PLACED ON ALL PAVED ISLANDS.

26. ANY BASE PAVEMENT NOT SURFACED BEFORE WINTER WILL REQUIRE TEMPORARY PAVEMENT MARKINGS OF PAINT. BOTH YELLOW CENTERLINE AND WHITE EDGE LINES AND WILL BE CONSIDERED PART OF ITEM 627.76

27. 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.

28. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION AREAS.

29. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.

30. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.

31. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.

32. PAYMENT FOR ITEM 626.36 REMOVE OR MODIFY CONCRETE FOUNDATION SHALL INCLUDE REMOVAL OF ASSOCIATED LUMINAIRES, TERMINATING ELECTRICAL SERVICE, AND INCIDENTAL WORK REQUIRED TO REMOVE EXISTING LIGHT FIXTURES WITHIN THE PROJECT LIMITS. FOUNDATIONS SHALL BE REMOVED TO A MINIMUM 24 INCHES BELOW FINISH GRADE. FOUNDATIONS LOCATED WITHIN THE NEW ROADWAY AREA SHALL BE REMOVED TO A MINIMUM 36 INCHES BELOW FINISH GRADE.

33. PAYMENT UNDER ITEM 202.19, REMOVING EXISTING BRIDGE, SHALL INCLUDE REMOVAL OF SUPERSTRUCTURE, RAILINGS, PIERS, ABUTMENTS, UPPER PORTIONS OF FOOTINGS, AND ALL INCIDENTAL BRIDGE COMPONENTS. TOP OF REMAINING PIER FOOTINGS SHALL BE MINIMUM 36 INCHES BELOW FINISH GRADE. TOP OF REMAINING ABUTMENT FOOTINGS SHALL BE MINIMUM 24 INCHES BELOW FINISH GRADE.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

PROJ. MANAGER	L:TIMBERLAKE	BY	DATE
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	AJG		6-11
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7960
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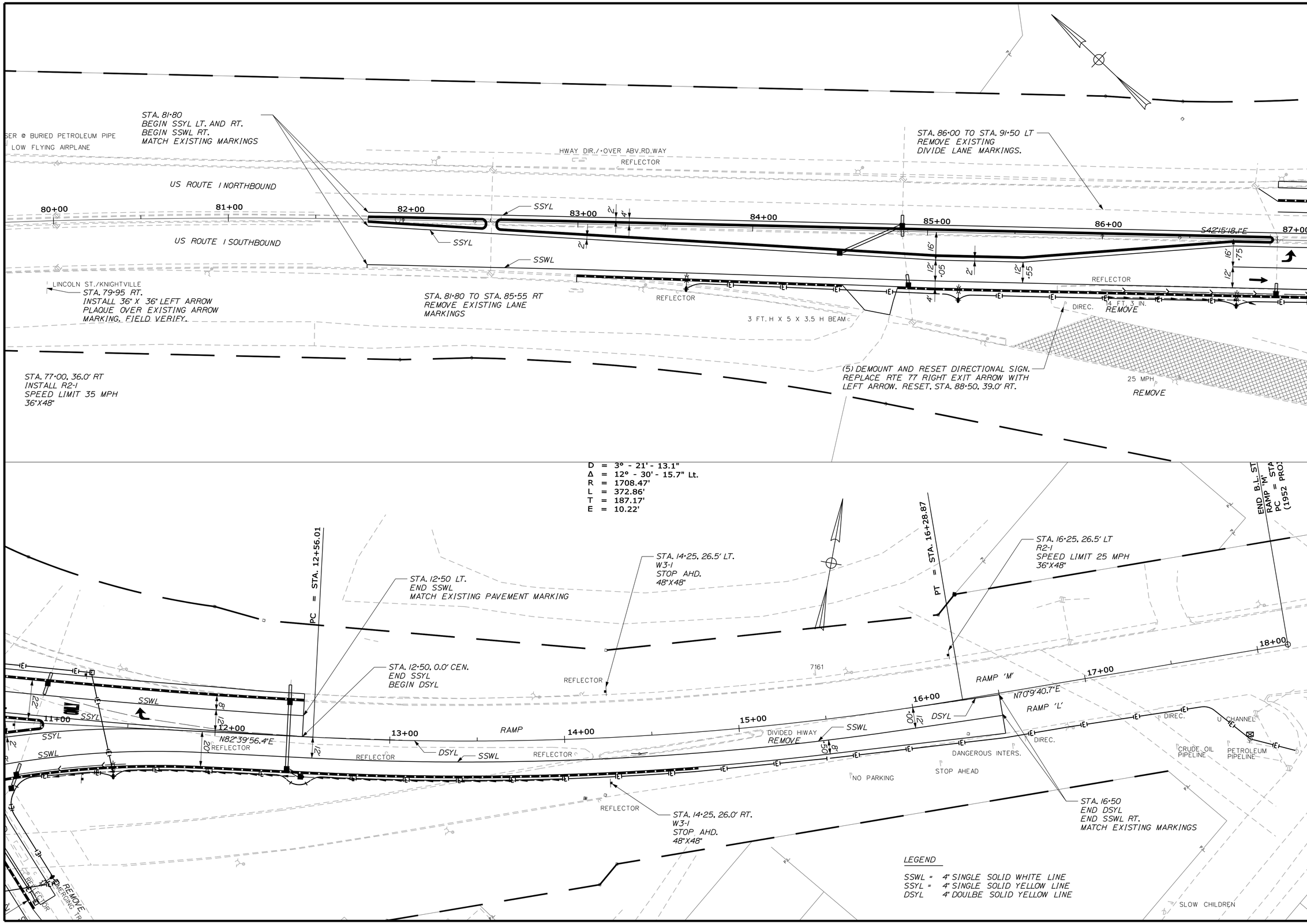
DATE

SOUTH PORTLAND
US ROUTE 1

GENERAL NOTES

SHEET NUMBER
6
OF 40

Filename: $file$ Division: $wkgroup$ Username: $user$ Date: $date$



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
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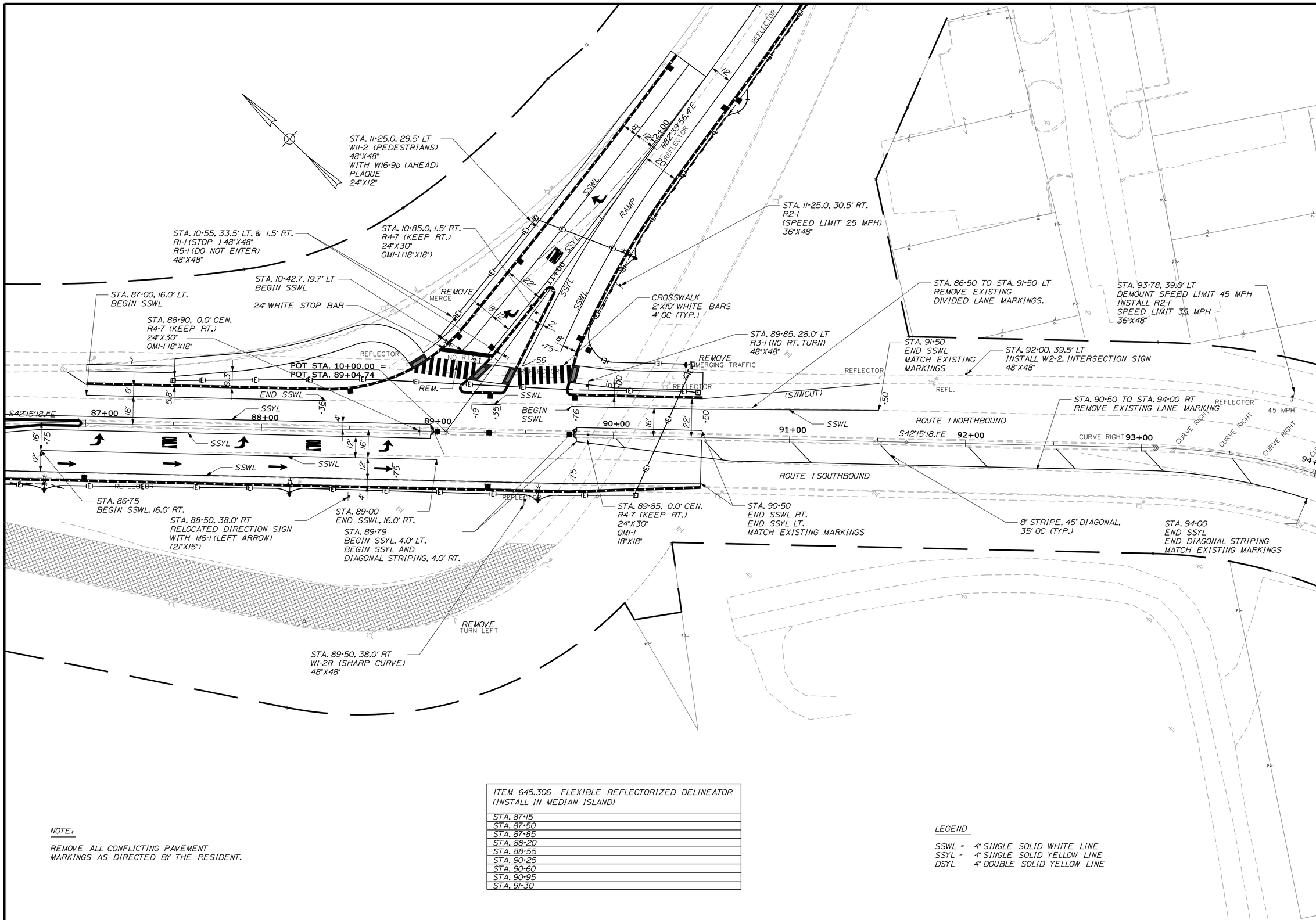
7960
P.E. NUMBER
JUNE 17, 2011
DATE

SOUTH PORTLAND
US ROUTE 1

STRIPING/SIGNING PLAN

SHEET NUMBER
7
OF 40

Filename: ...\msta\007_striping_01.dgn Division: HIGHWAY Username: jeason Date:6/16/2011



ITEM 645.306 FLEXIBLE REFLECTORIZED DELINEATOR (INSTALL IN MEDIAN ISLAND)
STA. 87+15
STA. 87+50
STA. 87+85
STA. 88+20
STA. 88+55
STA. 90+25
STA. 90+60
STA. 90+95
STA. 91+30

NOTE:

REMOVE ALL CONFLICTING PAVEMENT MARKINGS AS DIRECTED BY THE RESIDENT.

LEGEND

SSWL = 4" SINGLE SOLID WHITE LINE
SSYL = 4" SINGLE SOLID YELLOW LINE
DSYL 4" DOUBLE SOLID YELLOW LINE

STATE OF MAINE
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BR-1106(200)X

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HIGHWAY PLANS

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JUNE 17, 2011
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SOUTH PORTLAND
US ROUTE 1

STRIPING/SIGNING PLAN

SHEET NUMBER
8
OF 40

Filename: ...\msta\008_striping_02.dgn Division: HIGHWAY Username: jeason Date:6/16/2011

GENERAL NOTES - HIGHWAY LIGHTING

1. SCOPE OF WORK - INSTALL HIGHWAY LIGHTING AS SHOWN ON THE PLANS. INSTALL FOUNDATIONS, POLES, LUMINAIRES, AND CONDUIT AS NOTED. REMOVE EXISTING POLES AND FOUNDATIONS WITHIN THE LIMITS OF THE PROJECT. ABANDON EXISTING CONDUIT.

2. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO APPLICABLE PROVISIONS OF THE MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DETAILS, NATIONAL ELECTRICAL CODE AND REQUIREMENTS OF CENTRAL MAINE POWER COMPANY.

3. THE CONTRACTOR SHALL FIELD VERIFY POLE LOCATIONS TO AVOID NATURAL AND BUILT SITE FEATURES THAT WOULD CONFLICT WITH PROPER INSTALLATION OF POLE FOUNDATIONS.

4. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO ENSURE AWARENESS OF SITE CONDITIONS THAT COULD AFFECT THE BID.

5. STATIONING SHOWN FOR LIGHTING RELATED ITEMS IS APPROXIMATE AND MAY BE ADJUSTED BY THE RESIDENT IN THE FIELD.

6. FIXTURES SHALL BE IES FULL CUTOFF, LIGHT EMITTING DIODE (LED) COBRAHEAD STYLE FIXTURES, ZERO DEGREE TILT. INSTALL THE FIXTURES ON 30 FOOT POLES WITH 6 FOOT BRACKET ARMS AT LOCATIONS SHOWN. POLES CAN BE ALUMINUM OR GALVANIZED STEEL.

7. ALL FIXTURES SHALL BE GRAY.

8. THE LIGHTING LAYOUT WAS DONE USING COOPER LIGHTING, LUMARK COBRAHEAD STYLE LED LUMINAIRES, CATALOG NUMBER -

   LDRL-T3S-A06 - 8 IES TYPE 3 FIXTURES

   IF DIFFERENT FIXTURES ARE PROPOSED, THEY SHALL BE IES FULL CUTOFF, TYPE 3 IES DISTRIBUTION. THE CONTRACTOR MUST DEMONSTRATE THAT THE PROPOSED FIXTURES WILL MEET OR EXCEED THE LIGHT LEVELS ON THE PLANS.

9. INSTALL CONTROL CABINET AND SERVICE AT STA 18+00 +/- RT. SYSTEM VOLTAGE SHALL BE 240 VOLTS. WIRE SIZE SHALL BE STRANDED COPPER, 3 WIRE #8. CONDUIT SHALL BE 2" PVC SCHEDULE 40 OR PREWIRED CONDUIT. CONDUIT CROSSING UNDER PAVEMENT SHALL BE SCHEDULE 80 PVC. CONTROL CABINET, FOUNDATION, METER POST, AND SERVICE WILL BE INCIDENTAL TO PAYMENT UNDER ITEM 634.16.

10. THERE SHALL BE NO SPLICES OR JUNCTION BOXES BETWEEN POLES. THE WIRE IN CONDUITS SHALL BE CONTINUOUS BETWEEN POLES.

11. THE LENGTH OF PREWIRED CONDUIT IS FOR ESTIMATING PURPOSES. THE CONTRACTOR SHALL DETERMINE ACTUAL LENGTH BY FIELD MEASUREMENT BEFORE ORDERING.

12. IF STRUCTURAL ROCK IS ENCOUNTERED DURING INSTALLATION OF FOUNDATIONS, PAYMENT FOR EXCAVATION AND DOWELING REINFORCING INTO ROCK SHALL BE CONSIDERED INCIDENTAL TO FOUNDATION ITEMS.

13. BREAKAWAY DEVICES FOR LIGHT POLES SHALL CONFORM TO THE LATEST VERSION OF "AASHTO STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS" AND NCHRP REPORT 350. THE BREAKAWAY DEVICE SHALL BE DESIGNED SO THAT THE ANCHOR BOLTS WILL NOT BEND WHEN A VEHICLE HITS THE POLE. A FRANGIBLE COUPLING SUCH AS TRANSPO POLE-SAFE 5000 SERIES (WITH A FEMALE ANCHOR), THE MANITOBA SAFETY BASE WITH REACTION PLATE, OR APPROVED EQUAL SHALL BE USED. BREAKAWAY DEVICES SHALL BE INSTALLED ON ALL POLES EXCEPT THOSE LOCATED MORE THAN 4' BEHIND GUARDRAIL.

14. PAYMENT UNDER ITEM 634.16, HIGHWAY LIGHTING, WILL INCLUDE ALL MATERIALS, LABOR AND EQUIPMENT NECESSARY TO PROVIDE A FULLY FUNCTIONING HIGHWAY LIGHTING SYSTEM, EXCEPT THOSE ITEMS TO BE PAID UNDER OTHER RELATED BID ITEMS IN THE CONTRACT.

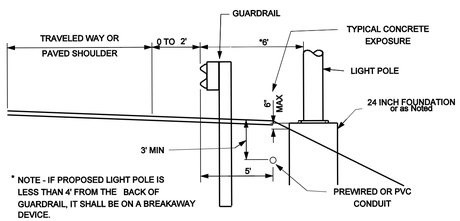
15. ALL LIGHT BASES SHALL HAVE A GROUND ROD, LOCATED IN THE FOUNDATION, THAT IS BONDED TO THE GROUNDING CONDUCTOR. PAYMENT FOR THE GROUND ROD SHALL BE INCLUDED IN ITEM 634.16, HIGHWAY LIGHTING.

16. PAYMENT UNDER ITEM 634.21, CONVENTIONAL LIGHT STANDARD, WILL INCLUDE BUT NOT BE LIMITED TO NEW POLES, TRANSFORMER BASES AND BREAKAWAY DEVICES.

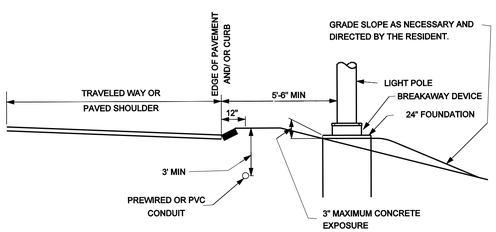
LEGEND for LIGHTING

- LED Light Fixture on a 30 Foot Pole and Foundation
- Lighting Conduit
- Junction Box
- Service and Control Cabinet

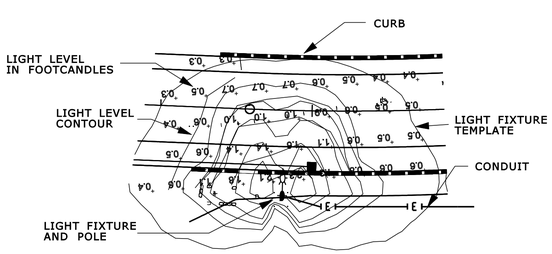
TYPICAL SECTIONS - PLACEMENT OF POLES



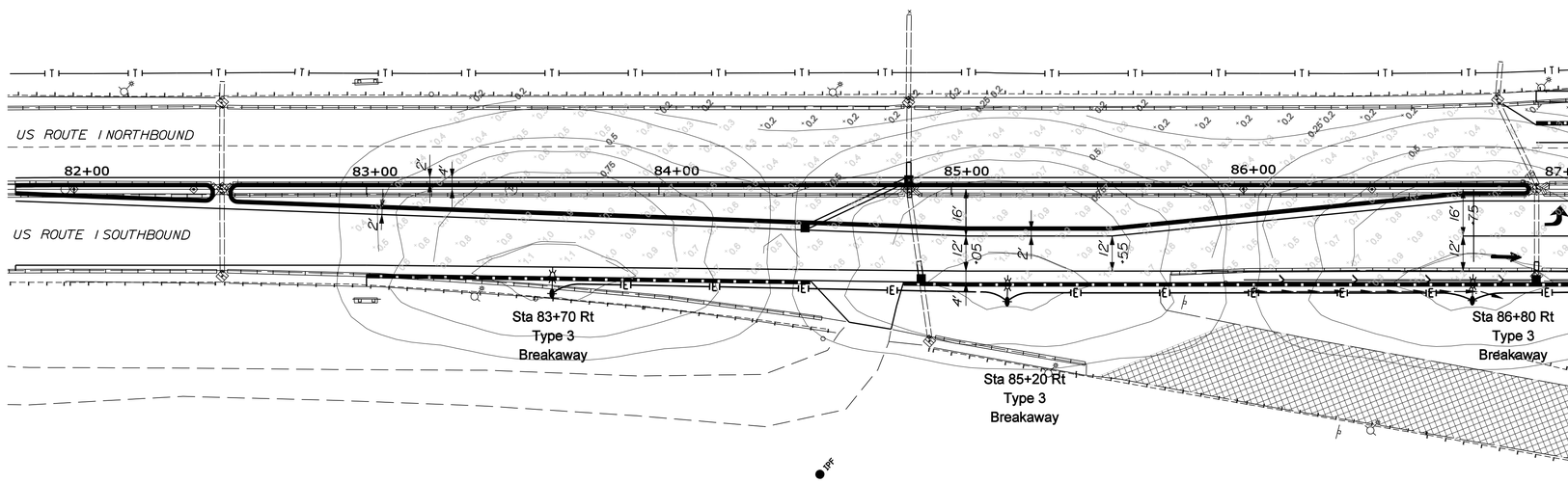
GUARDRAIL



NORMAL SECTION



KEY TO PLAN



STATISTICS

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calculation Zone	+	0.8 fc	1.3 fc	0.2 fc	6.5:1	4.0:1

LUMINAIRE SCHEDULE

Symbol	Qty	Catalog Number	Description	Lamp	File	Lumens	LLF	Watts
	8	LDRL-T3-A06	RL LED ROADWAY LARGE CUTOFF COBRAHEAD LUMINAIRE (6) LIGHTBARS WITH AccuLED OPTICS - TYPE 3		LDRL-T3-A06.ies	Absolute	0.81	156

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1160(200)X

WIN 11062.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	RAL	May, 2011
CHECKED-REVIEWED	ALC	May, 2011
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

RAL
JLE

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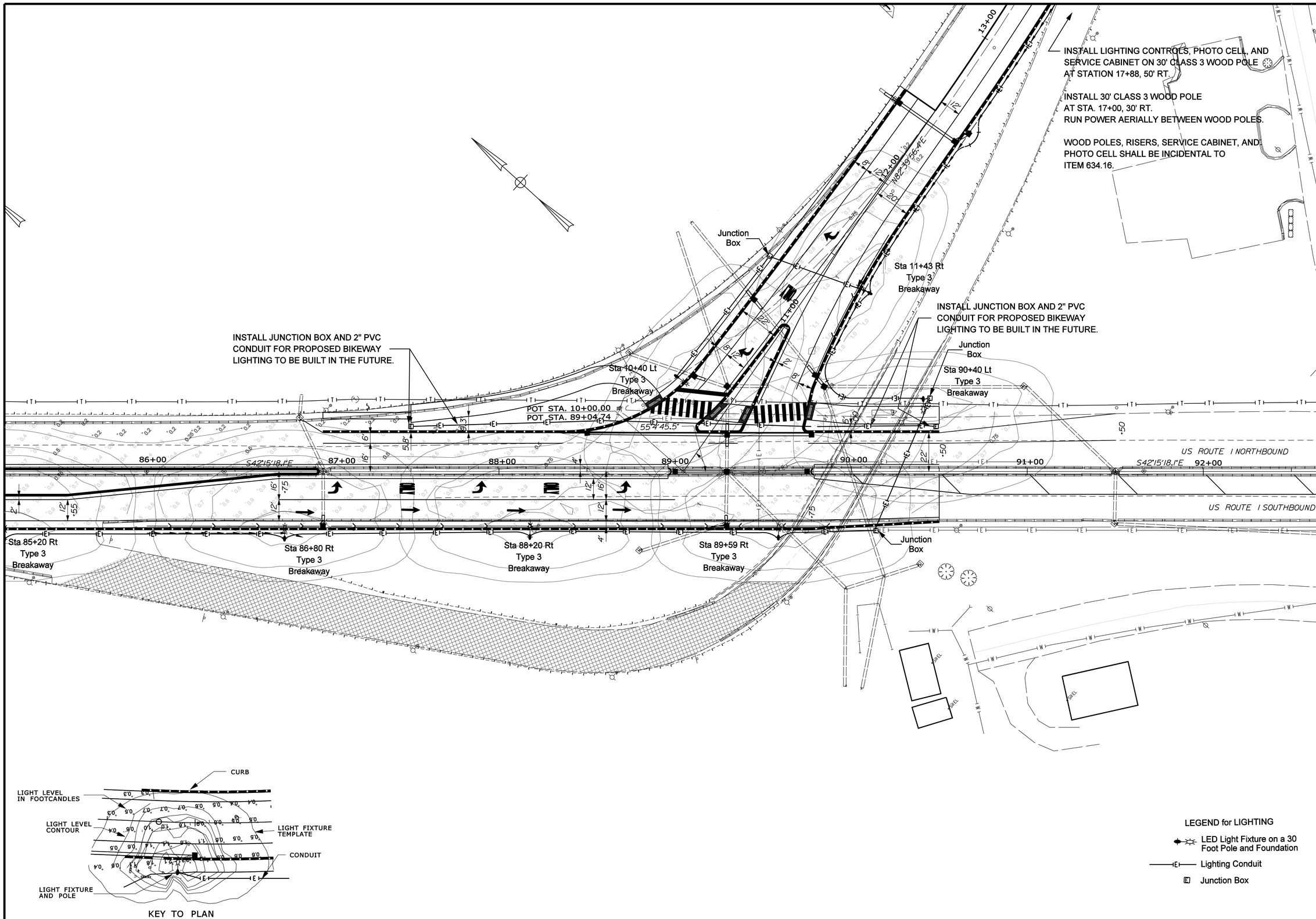
SOUTH PORTLAND
U.S. ROUTE 1

HIGHWAY LIGHTING PLAN

SHEET NUMBER
9
OF 40

Date:$date$
Username: $user$
Division: $wkgroup$
Filename: $file$



KEY TO PLAN

LEGEND for LIGHTING

- LED Light Fixture on a 30 Foot Pole and Foundation
- Lighting Conduit
- Junction Box

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

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HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER L. TIMBERLAKE		
DESIGN-DETAILED	RAL	June, 2011
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DESIGN2-DETAILED2		
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4226

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JUNE 17, 2011

DATE

SOUTH PORTLAND
U.S. ROUTE 1

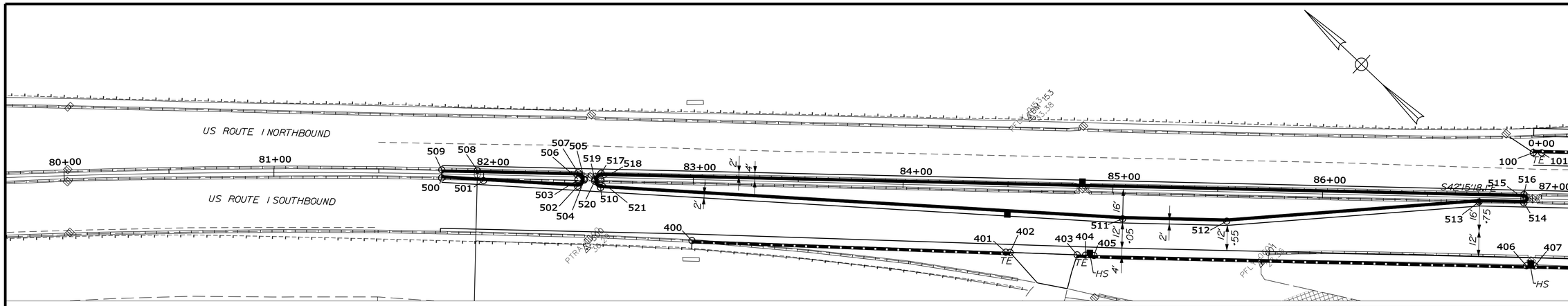
HIGHWAY LIGHTING PLAN

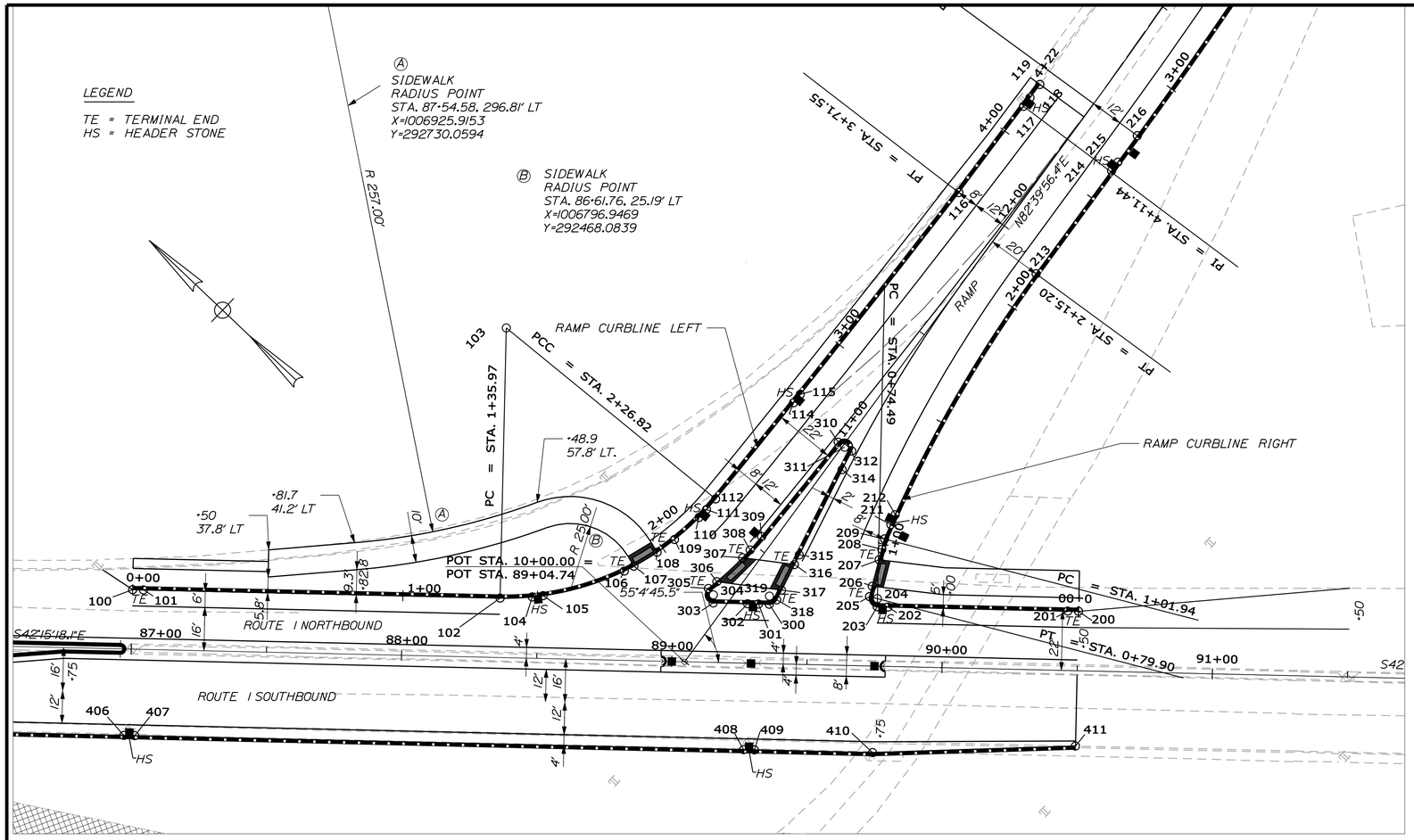
SHEET NUMBER

10

OF 40

Date:$date$
Username: $user$
Division: $wkgroup$
Filename: $file$


US ROUTE 1 NORTHBOUND
US ROUTE 1 SOUTHBOUND
80+00
81+00
82+00
83+00
84+00
85+00
86+00
87+00
0+00
S42°15'18"E
PFLY_0605
PTRA_0500
PFLY_0615
PFLY_0605
PFLY_0605
PFLY_0605



CONTROL POINTS FOR GRANITE CURB TYPE 1 - ISLAND				
Point	Station	Offset	NORTHING	EASTING
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301	10+33.39	9.3973	292414.27476	1006841.51635
302	10+31.10	6.1175	292417.23540	1006838.82662
303	10+23.80	-4.3367	292426.67234	1006830.25320
305	10+27.09	-8.9381	292431.65558	1006832.92439
306	10+30.95	-7.9005	292431.11956	1006836.88813
307	10+43.73	-5.4072	292430.27853	1006849.88491
308	10+47.70	-4.9171	292430.29923	1006853.88467
309	10+54.23	-4.3968	292430.61561	1006860.41869
310	10+99.14	-2.2243	292434.19409	1006905.23890
312	10+99.46	3.7385	292428.32100	1006906.31824
314	10+91.79	4.9693	292426.12105	1006898.86694
315	10+56.97	10.8310	292415.86322	1006865.08811
316	10+53.03	11.4952	292414.70092	1006861.26070
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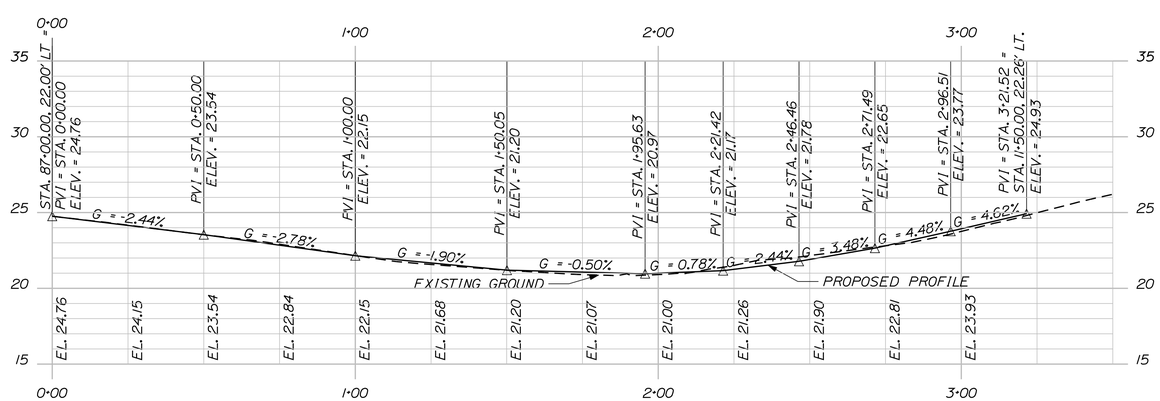
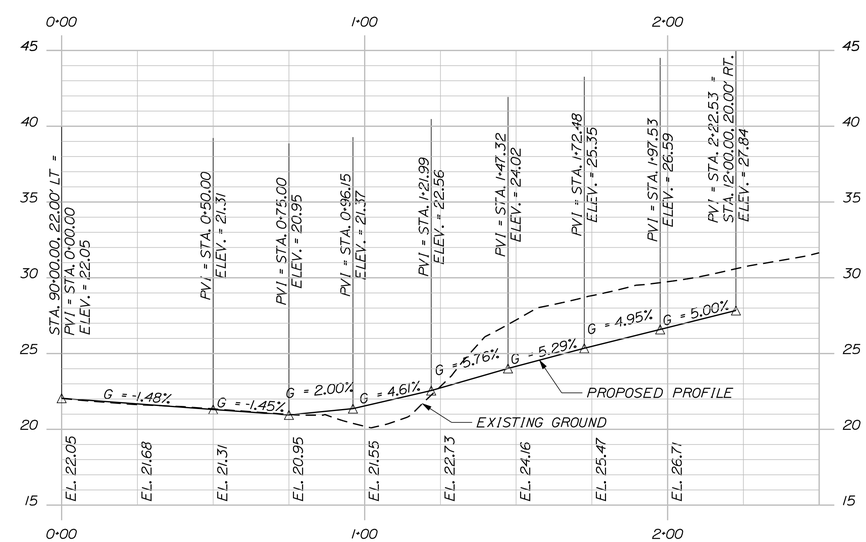


PROFILE - RAMP CURBLINE LEFT



PROFILE - RAMP CURBLINE RIGHT

STATE OF MAINE
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BR-1106(200)X

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SOUTH PORTLAND
US ROUTE 1

GEOMETRY PLAN

SHEET NUMBER
12
OF 40

Filename: ...\msta\012_geometry_02.dgn Division: HIGHWAY Username: jeason Date:6/16/2011

Horizontal Alignment Name: ramp curb lt

STATION NORTHING EASTING
POB (100) 0+00.00 292585.66758 1006685.80661
PI (101) 0+04.00 292582.70694 1006688.49634
Tangent Direction: S 42°15'18.1" E
Tangent Length: 4.00
PC (102) 1+35.97 292485.02768 1006777.23759
Tangent Direction: S 42°15'18.1" E
Tangent Length: 131.97
PI ( ) 1+41.94 292480.61182 1006781.24938
CC (103) 292552.27085 1006851.25350
PCC (104) 1+47.89 292476.70428 1006785.75775
Radius: 100.00
Delta: 6°49'42.7" Left
Length: 11.92
PI ( ) 1+49.89 292475.39411 1006787.26938
CC (103) 292552.27085 1006851.25350
PCC (105) 1+51.89 292474.14543 1006788.83220
Radius: 100.00
Delta: 2°17'31.1" Left
Length: 4.00
PI ( ) 1+67.79 292464.22179 1006801.25246
CC (103) 292552.27085 1006851.25350
PCC (106) 1+83.42 292458.63917 1006816.13787
Radius: 100.00
Delta: 18°03'59.0" Left
Length: 31.53
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PCC (107) 1+87.42 292457.30981 1006819.91023
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PCC (108) 1+97.42 292454.65421 1006829.55117
Radius: 100.00
Delta: 5°43'55.1" Left
Length: 10.00
PI ( ) 2+01.43 292453.78565 1006833.45792
CC (103) 292552.27085 1006851.25350
PCC (109) 2+05.42 292453.23208 1006837.42159
Radius: 100.000
Delta: 4°35'01.2" Left
Length: 8.00
PI ( ) 2+11.54 292452.38565 1006843.48216
CC (103) 292552.27085 1006851.25350
PCC (110) 2+17.65 292452.28451 1006849.60071
Radius: 100.00
Delta: 7°00'12.9" Left
Length: 12.22
PI ( ) 2+19.65 292452.25145 1006851.60084
CC (103) 292552.27085 1006851.25350
PCC (111) 2+21.65 292452.29840 1006853.60069
Radius: 100.00
Delta: 2°17'31.1" Left
Length: 4.00
PI ( ) 2+24.24 292452.35912 1006856.18661
CC (103) 292552.27085 1006851.25350
PCC (112) 2+26.82 292452.55344 1006858.76595
Radius: 100.00
Delta: 2°57'48.3" Left
Length:5.17
PI ( ) 2+49.71 292454.27325 1006881.59414
CC (113) 297438.42426 1006483.14356
PCC (114) 2+72.61 292456.20203 1006904.40563
Radius: 5000.00
Delta: 0°31'28.8" Left
Length: 45.78
PI ( ) 2+74.61 292456.37054 1006906.39851
CC (113) 297438.42426 1006483.14356
PCC (115) 2+76.61 292456.54064 1006908.39127
Radius: 5000.00
Delta: 0°02'45.0" Left
Length: 4.00
PI ( ) 3+24.08 292460.57802 1006955.69025
CC (113) 297438.42426 1006483.14356
PT (116) 3+71.55 292465.51273 1007002.90405
Radius: 5000.00
Delta: 1°05'16.5" Left
Length: 94.94
PI (117) 4+11.44 292470.17339 1007042.52940
Tangent Direction: N 83°17'30.5" E
Tangent Length: 39.90
PI (118) 4+15.44 292470.64067 1007046.50225
Tangent Direction: N 83°17'30.5" E
Tangent Length: 4.00
POE (119) 4+21.55 292471.35373 1007052.56471
Tangent Direction: N 83°17'30.5" E
Tangent Length: 6.10

Horizontal Alignment Name: ramp curb rt

STATION NORTHING EASTING
POB (200) 0+00.00 292326.61189 1006921.15774
PI (201) 0+04.00 292329.57253 1006918.46801
Tangent Direction: N 42°15'18.1" W
Tangent Length: 4.00
PI (202) 0+70.50 292378.79302 1006873.75138
Tangent Direction: N 42°15'18.1" W
Tangent Length: 66.50
PC (203) 0+74.49 292381.74924 1006871.06567
Tangent Direction: N 42°15'18.1" W
Tangent Length: 4.00
PI ( ) 0+78.28 292384.55155 1006868.51977
CC (204) 292383.76653 1006873.28614
PT (205) 0+79.90 292386.38938 1006871.82990
Radius: 3.00
Delta: 103°12'55.4" Right
Length: 5.40
PI (206) 0+83.87 292388.31723 1006875.30216
Tangent Direction: N 60°57'37.3" E
Tangent Length: 4.00
PI (207) 0+93.96 292393.21543 1006884.12435
Tangent Direction: N 60°57'37.3" E
Tangent Length: 10.09
PI (208) 0+97.96 292395.15709 1006887.62148
Tangent Direction: N 60°57'37.3" E
Tangent Length: 4.00
PC (209) 1+01.94 292397.08741 1006891.09820
Tangent Direction: N 60°57'37.3" E
PI ( ) 1+04.84 292398.09602 1006893.82291
CC (210) 291928.18226 1007064.67227
PCC (211) 1+07.75 292399.07289 1006896.55916
Radius: 500.00
Delta: 0°39'57.1" Right
Length: 5.81
PI ( ) 1+09.75 292399.74535 1006898.44274
CC (210) 291928.18226 1007064.67227
PCC (212) 1+11.75 292400.40272 1006900.33164
Radius: 500.00
Delta: 0°27'30.1" Right
Length: 4.00
PI ( ) 1+63.66 292417.46454 1006949.35750
CC (210) 291928.18226 1007064.67227
PT (213) 2+15.20 292424.09132 1007000.84272
Radius: 500.00
Delta: 11°51'15.9" Right
Length: 103.45
PI (214) 2+62.43 292430.12045 1007047.68470
Tangent Direction: N 82°39'56.4" E
Tangent Length: 47.23
PI (215) 2+66.43 292430.63109 1007051.65198
Tangent Direction: N 82°39'56.4" E
Tangent Length: 4.00
PC (216) 2+78.54 292432.17811 1007063.67121
Tangent Direction: N 82°39'56.4" E
Tangent Length: 12.12
PI ( ) 3+89.47 292446.33889 1007173.69009
CC (217) 294146.50252 1006843.01671
PT (219) 4+96.09 292473.43770 1007277.12570
Radius: 1728.47
Delta: 7°12'41.0" Left
Length: 217.55
CC (217) 294146.50252 1006843.01671
PT (218) 5+00.09 292474.44676 1007280.99632
Radius: 1728.47
Delta: 0°7'57.3" Left
Length: 4.00

Horizontal Alignment Name: island

STATION NORTHING EASTING
POB (300) 0+00.00 292411.31409 1006844.20610
PI (301) 0+04.00 292414.27476 1006841.51635
Tangent Direction: N 42°15'18.1" W
Tangent Length: 4.00
PI (302) 0+08.00 292417.23540 1006838.82662
Tangent Direction: N 42°15'18.1" W
Tangent Length: 4.00
PC (303) 0+20.75 292426.67234 1006830.25320
Tangent Direction: N 42°15'18.1" W
Tangent Length: 12.75
PI ( ) 0+29.20 292432.92470 1006824.57295
CC (304) 292428.68963 1006832.47367
PRC (305) 0+28.13 292431.65558 1006832.92439
Radius: 3.00
Delta: 140°53'44.8" Right
Length: 7.38
PI ( ) 0+30.13 292431.35508 1006834.90186
CC (103) 292552.27085 1006851.25350
PCC (306) 0+32.13 292431.11956 1006836.88813
Radius: 122.00
Delta: 1°52'42.8" Left
Length: 4.00
PI ( ) 0+38.65 292430.35169 1006843.36404
CC (103) 292552.27085 1006851.25350
PCC (307) 0+45.16 292430.27853 1006849.88490
Radius: 122.00
Delta: 6°07'10.0" Left
Length: 13.03
PI ( ) 0+47.16 292430.25609 1006851.88496
CC (103) 292552.27085 1006851.25350
PCC (308) 0+49.16 292430.29923 1006853.88467
Radius: 122.00
Delta: 1°52'42.8" Left
Length: 4.00
PI ( ) 0+52.43 292430.36980 1006857.15592
CC (103) 292552.27085 1006851.25350
PCC (309) 0+55.70 292430.61561 1006860.41868
Radius: 122.00
Delta: 3°04'21.3" Left
Length: 6.54
PI ( ) 0+78.18 292432.30453 1006882.83680
CC (113) 297438.42426 1006483.14356
PRC (310) 1+00.66 292434.19409 1006905.23890
Radius: 5022.00
Delta: 0°30'46.7" Left
Length: 44.96
PI ( ) 1+31.30 292436.76935 1006935.77038
CC (311) 292431.20471 1006905.49105
PRC (312) 1+09.50 292428.32100 1006906.31824
Radius: 3.00
Delta: 168°48'56.9" Right
Length: 8.84
PI ( ) 1+13.39 292427.24986 1006902.58408
CC (313) 291945.78103 1007044.73490
PT (314) 1+17.27 292426.12105 1006898.86694
Radius: 502.00
Delta: 0°53'12.3" Left
Length: 7.77
PI (315) 1+52.57 292415.86322 1006865.08811
Tangent Length: 35.30
PI (316) 1+56.57 292414.70092 1006861.26070
Tangent Direction: S 73°06'27.7" W
Tangent Length: 4.00
PI (317) 1+67.17 292411.62316 1006851.12568
Tangent Direction: S 73°06'27.7" W
Tangent Length: 10.59
PC (318) 1+71.17 292410.46086 1006847.29826
Tangent Direction: S 73°06'27.7" W
Tangent Length: 4.00
PI ( ) 1+73.06 292409.90940 1006845.48230
CC (319) 292413.33142 1006846.42655
PT (300) 1+74.55 292411.31409 1006844.20610
Radius: 3.00
Delta: 64°38'10.0" Right
Length: 3.38

Horizontal Alignment Name: curb rt rte 1

STATION NORTHING EASTING
POB (400) 0+00.00 292847.36907 1006379.01079
PI (401) 1+49.74 292735.12822 1006478.12094
Tangent Direction: S 41°26'41.7" E
Tangent Length: 149.74
PI (402) 1+51.74 292733.62902 1006479.44475
Tangent Direction: S 41°26'41.7" E
Tangent Length: 2.00
PI (403) 1+83.74 292709.63967 1006500.62766
Tangent Direction: S 41°26'41.7" E
Tangent Length: 32.00
PI (404) 1+87.74 292706.64127 1006503.27529
Tangent Direction: S 41°26'41.7" E
Tangent Length: 4.00
PI (405) 1+91.74 292703.64287 1006505.92291
Tangent Direction: S 41°26'41.7" E
Tangent Length: 4.00
PI (406) 3+98.02 292550.83591 1006644.49242
Tangent Direction: s 42°12'09.3" E
Tangent Length: 206.28
PI (407) 4+02.02 292547.87527 1006647.18215
Tangent Direction: S 42°15'18.1" E
Tangent Length: 4.00
PI (408) 6+27.33 292381.10805 1006798.69089
Tangent Direction: S 42°15'19.0" E
Tangent Length: 225.31
PI (409) 6+31.33 292378.14742 1006801.38062
Tangent Direction: S 42°15'18.1" E
Tangent Length: 4.00
PI (409) 6+31.33 292378.14742 1006801.38062
PI (410) 6+75.02 292345.81251 1006830.75676
Tangent Direction: S 42°15'18.1" E
Tangent Length: 43.69
POE (411) 7+50.13 292293.08457 1006884.25355
Tangent Direction: S 45°24'52.9" E
Tangent Length: 75.11

Horizontal Alignment Name: CURB TYPE 3 A

STATION NORTHING EASTING
POB (500) 0+00.00 292954.44035 1006318.40953
PI (501) 0+20.02 292939.07567 1006331.24012
Tangent Direction: S 39°51'51.4" E
Tangent Length: 20.02
PC (502) 0+64.94 292904.74241 1006360.20652
Tangent Direction: S 40°09'13.6" E
Tangent Length: 44.92
PI ( ) 0+68.05 292902.36379 1006362.21332
CC (503) 292906.67694 1006362.49947
PT (504) 0+69.76 292904.45646 1006364.51676
Radius: 3.00
Delta: 92°06'04.5" Left
Length: 4.82
PC (505) 0+70.20 292904.75356 1006364.84379
Tangent Direction: N 47°44'41.9" E
Tangent Length: 0.44
PI ( ) 0+73.20 292906.77087 1006367.06428
CC (506) 292906.97404 1006362.82649
PT (507) 0+74.91 292908.99135 1006365.04695
Radius: 3.00
Delta: 90°00'01.5" Left
Length: 4.71
PI (508) 1+22.94 292944.54141 1006332.74985
Tangent Direction: N 42°15'18.1" W
Tangent Length: 48.03
POE (509) 1+39.91 292957.01322 1006321.24154
Tangent Direction: N 42°41'57.0" W
Tangent Length: 16.97

Horizontal Alignment Name: CURB TYPE 3 B

STATION NORTHING EASTING
POB (510) 0+00.00 292896.32927 1006367.30455
PI (511) 2+49.28 292705.79106 1006528.03669
Tangent Direction: S 40°08'59.8" E
Tangent Length: 249.28
PI (512) 2+98.93 292669.04151 1006561.42351
Tangent Direction: S 42°15'18.1" E
Tangent Length: 49.65
PI (513) 4+19.53 292588.27400 1006650.97970
Tangent Direction: S 47°57'13.8" E
Tangent Length: 120.60
PC (514) 4+40.87 292572.48986 1006665.35306
Tangent Direction: S 42°19'17.9" E
Tangent Length: 21.35
CC (515) 292573.83471 1006666.83339
PT (516) 4+47.16 292575.17962 1006668.31367
Radius: 2.00
Delta: 180°00'07.2" Left
Length: 6.28
PC (517) 8+87.16 292900.84958 1006372.44372
Tangent Direction: N 42°15'18.1" W
Tangent Length: 440.00
PI ( ) 8+90.16 292903.07006 1006370.42642
CC (518) 292898.83229 1006370.22324
PT (519) 8+91.87 292901.05276 1006368.20595
Radius: 3.00
Delta: 90°00'00.0" Left
Length: 4.71
PC (520) 8+92.72 292900.48428 1006367.58020
Tangent Direction: S 47°44'41.9" W
Tangent Length: 0.85
PI ( ) 8+95.61 292898.53964 1006365.43970
CC (521) 292898.26380 1006369.59750
PT (510) 8+97.32 292896.32927 1006367.30455
Radius: 3.00
Delta: 87°53'55.5" Left
Length: 4.60

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L.TIMBERLAKE	
DESIGN-DETAILED	JLE	6-11
CHECKED-REVIEWED	ALG	MSM
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

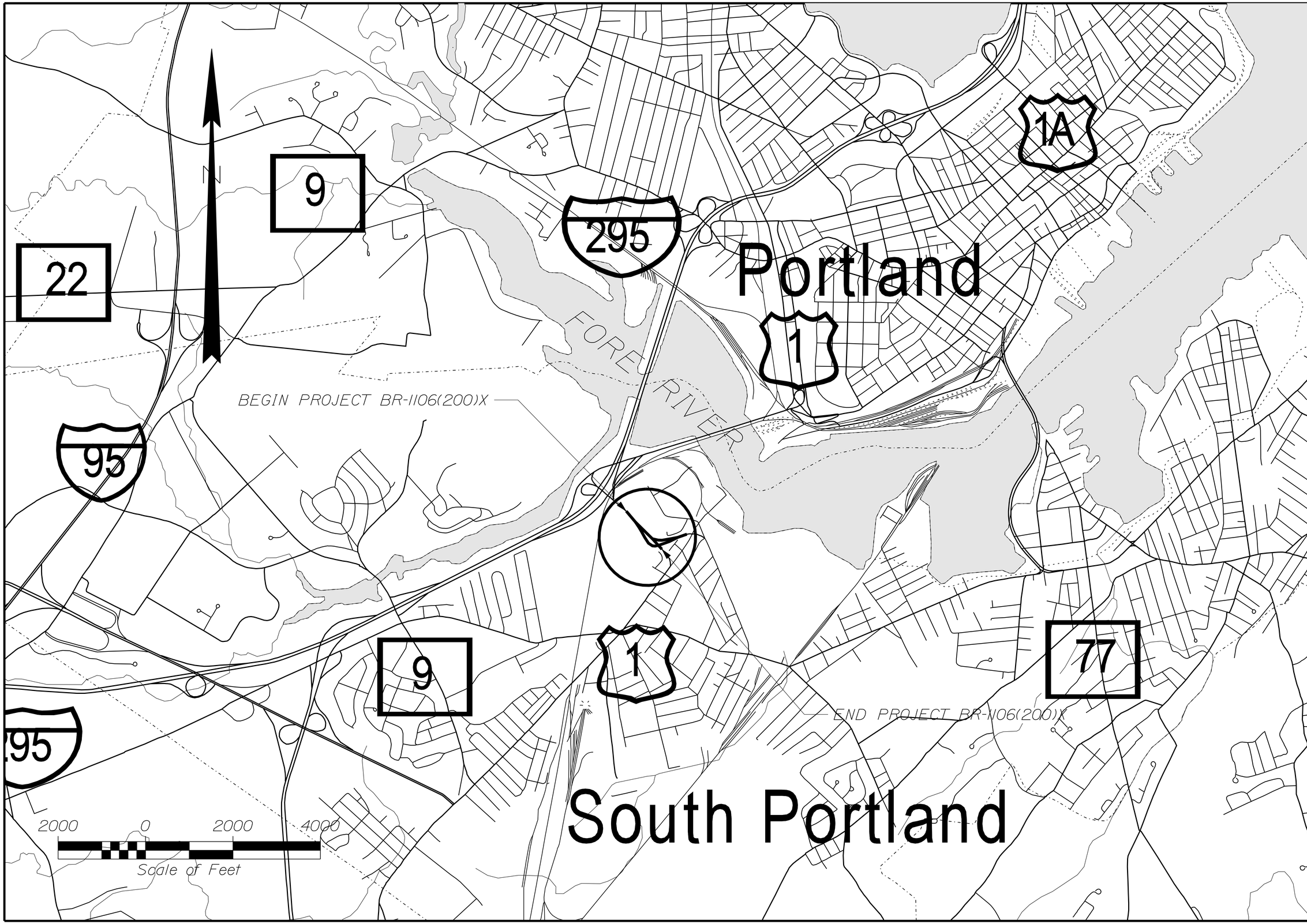
SIGNATURE
7960
P.E. NUMBER
JULY 5, 2011
DATE

SOUTH PORTLAND
US ROUTE 1

GEOMETRY PLAN

SHEET NUMBER
13
OF 40

Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

PROJ. MANAGER	L. TIMBERLAKE	BY	DATE
DESIGN-DETAILED	JLE	JLE	12-09
CHECKED-REVIEWED	ALG		6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
7960
P.E. NUMBER
JUNE 17, 2011
DATE

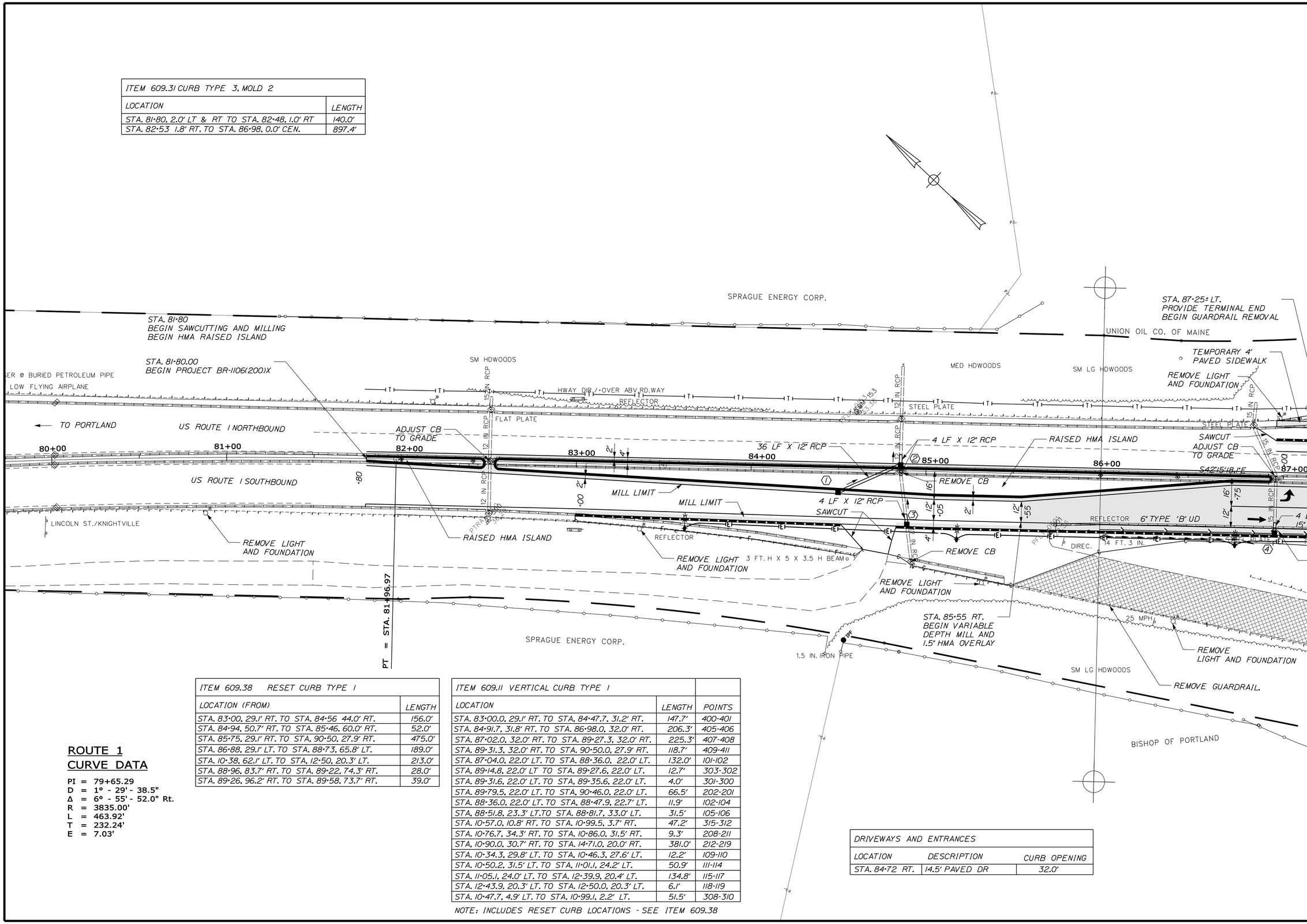
SOUTH PORTLAND
US ROUTE 1

LOCATION MAP

SHEET NUMBER
14
OF 40

Filename: ...\msto\014_Location_Map_001.dgn Division: HIGHWAY Username: jeason Date:6/16/2011

ITEM 609.31 CURB TYPE 3, MOLD 2	
LOCATION	LENGTH
STA. 81+80, 2.0' LT & RT TO STA. 82+48, 1.0' RT	140.0'
STA. 82+53 1.8' RT. TO STA. 86+98, 0.0' CEN.	897.4'



ITEM 609.38 RESET CURB TYPE 1	
LOCATION (FROM)	LENGTH
STA. 83+00, 29.1' RT. TO STA. 84+56 44.0' RT.	156.0'
STA. 84+94, 50.7' RT. TO STA. 85+46, 60.0' RT.	52.0'
STA. 85+75, 29.1' RT. TO STA. 90+50, 27.9' RT.	475.0'
STA. 86+88, 29.1' LT. TO STA. 88+73, 65.8' LT.	189.0'
STA. 10+38, 62.1' LT. TO STA. 12+50, 20.3' LT.	213.0'
STA. 88+96, 83.7' RT. TO STA. 89+22, 74.3' RT.	28.0'
STA. 89+26, 96.2' RT. TO STA. 89+58, 73.7' RT.	39.0'

ROUTE 1
CURVE DATA

PI = 79+65.29
D = 1° - 29' - 38.5"
Δ = 6° - 55' - 52.0" Rt.
R = 3835.00'
L = 463.92'
T = 232.24'
E = 7.03'

ITEM 609.11 VERTICAL CURB TYPE 1		
LOCATION	LENGTH	POINTS
STA. 83+00.0, 29.1' RT. TO STA. 84+47.7, 31.2' RT.	147.7'	400-401
STA. 84+91.7, 31.8' RT. TO STA. 86+98.0, 32.0' RT.	206.3'	405-406
STA. 87+02.0, 32.0' RT. TO STA. 89+27.3, 32.0' RT.	225.3'	407-408
STA. 89+31.3, 32.0' RT. TO STA. 90+50.0, 27.9' RT.	118.7'	409-411
STA. 87+04.0, 22.0' LT. TO STA. 88+36.0, 22.0' LT.	132.0'	101-102
STA. 89+14.8, 22.0' LT TO STA. 89+27.6, 22.0' LT.	12.7'	303-302
STA. 89+31.6, 22.0' LT. TO STA. 89+35.6, 22.0' LT.	4.0'	301-300
STA. 89+79.5, 22.0' LT. TO STA. 90+46.0, 22.0' LT.	66.5'	202-201
STA. 88+36.0, 22.0' LT. TO STA. 88+47.9, 22.7' LT.	11.9'	102-104
STA. 88+51.8, 23.3' LT.TO STA. 88+81.7, 33.0' LT.	31.5'	105-106
STA. 10+57.0, 10.8' RT. TO STA. 10+99.5, 3.7' RT.	47.2'	315-312
STA. 10+76.7, 34.3' RT. TO STA. 10+86.0, 31.5' RT.	9.3'	208-211
STA. 10+90.0, 30.7' RT. TO STA. 14+71.0, 20.0' RT.	381.0'	212-219
STA. 10+34.3, 29.8' LT. TO STA. 10+46.3, 27.6' LT.	12.2'	109-110
STA. 10+50.2, 31.5' LT. TO STA. 11+01.1, 24.2' LT.	50.9'	111-114
STA. 11+05.1, 24.0' LT. TO STA. 12+39.9, 20.4' LT.	134.8'	115-117
STA. 12+43.9, 20.3' LT. TO STA. 12+50.0, 20.3' LT.	6.1'	118-119
STA. 10+47.7, 4.9' LT. TO STA. 10+99.1, 2.2' LT.	51.5'	308-310

NOTE: INCLUDES RESET CURB LOCATIONS - SEE ITEM 609.38

DRIVEWAYS AND ENTRANCES		
LOCATION	DESCRIPTION	CURB OPENING
STA. 84+72 RT.	14.5' PAVED DR	32.0'

STATE OF MAINE
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HIGHWAY PLANS

	BY	DATE
DESIGN-DETAILED	JLE	6-11
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DESIGN2-DETAILED2		
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REVISIONS 1		
REVISIONS 2		
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FIELD CHANGES		

PROJ. MANAGER L. TIMBERLAKE

SIGNATURE
7960
P.E. NUMBER
JULY 5, 2011
DATE

SOUTH PORTLAND
US ROUTE 1

PLANS

SHEET NUMBER
15
OF 40

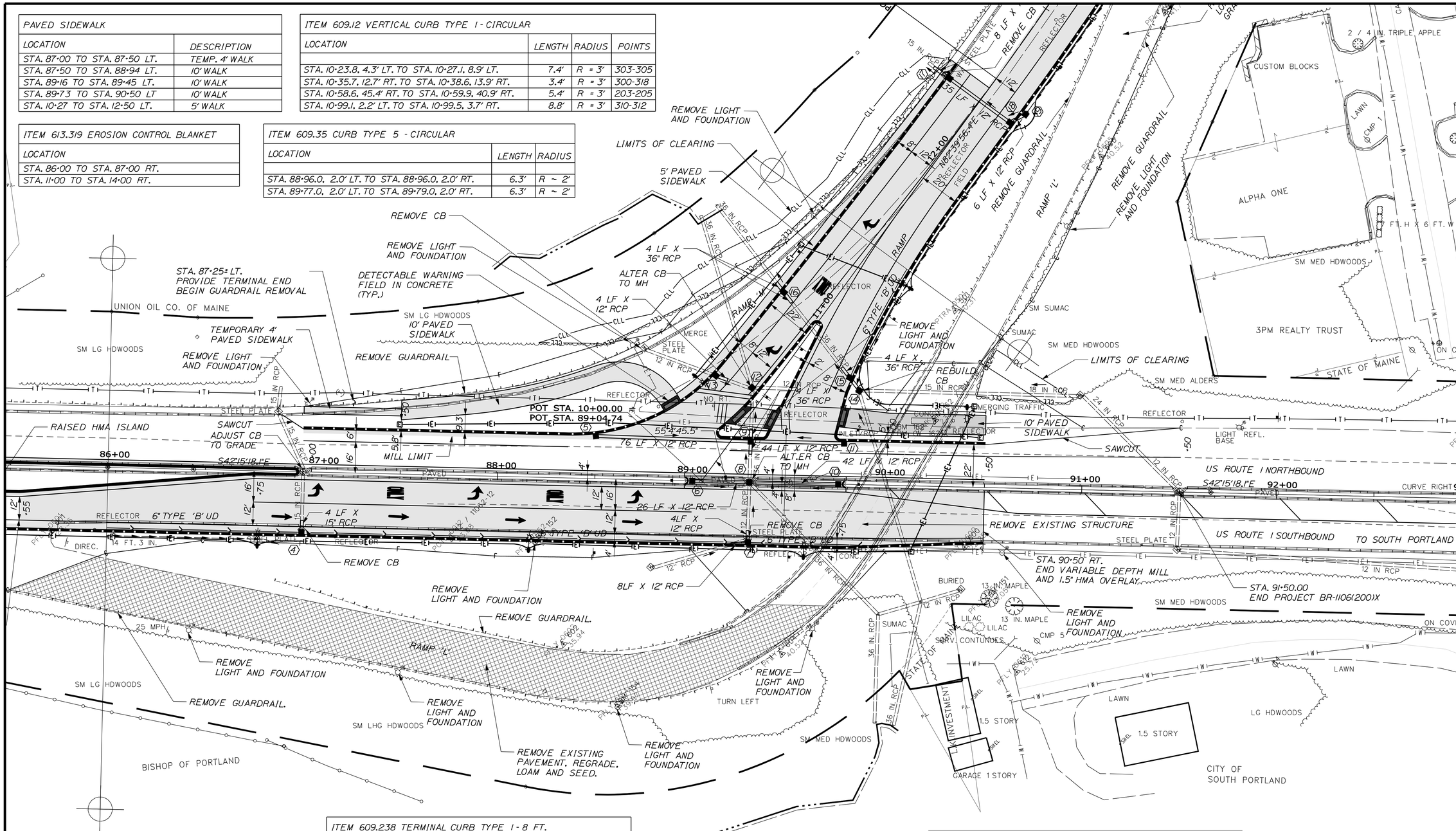
Filename: $file$ Division: $wkgroup$ Username: $user$ Date: $date$

PAVED SIDEWALK	
LOCATION	DESCRIPTION
STA. 87+00 TO STA. 87+50 LT.	TEMP. 4' WALK
STA. 87+50 TO STA. 88+94 LT.	10' WALK
STA. 89+16 TO STA. 89+45 LT.	10' WALK
STA. 89+73 TO STA. 90+50 LT	10' WALK
STA. 10+27 TO STA. 12+50 LT.	5' WALK

ITEM 609.12 VERTICAL CURB TYPE 1 - CIRCULAR			
LOCATION	LENGTH	RADIUS	POINTS
STA. 10+23.8, 4.3' LT. TO STA. 10+27.1, 8.9' LT.	7.4'	R = 3'	303-305
STA. 10+35.7, 12.7' RT. TO STA. 10+38.6, 13.9' RT.	3.4'	R = 3'	300-318
STA. 10+58.6, 45.4' RT. TO STA. 10+59.9, 40.9' RT.	5.4'	R = 3'	203-205
STA. 10+99.1, 2.2' LT. TO STA. 10+99.5, 3.7' RT.	8.8'	R = 3'	310-312

ITEM 613.319 EROSION CONTROL BLANKET
LOCATION
STA. 86+00 TO STA. 87+00 RT.
STA. 11+00 TO STA. 14+00 RT.

ITEM 609.35 CURB TYPE 5 - CIRCULAR		
LOCATION	LENGTH	RADIUS
STA. 88+96.0, 2.0' LT. TO STA. 88+96.0, 2.0' RT.	6.3'	R ~ 2'
STA. 89+77.0, 2.0' LT. TO STA. 89+79.0, 2.0' RT.	6.3'	R ~ 2'



ITEM 606.265. TERMINAL END - SINGLE RAIL - GAVL STEEL
LOCATION
STA. 87+25.0, 35.4' LT.

ITEM 606.363 GUARDRAIL, REMOVE AND DISPOSE	
LOCATION	LENGTH
STA. 84+93.0, 42.6' RT. TO STA. 89+61.3, 21.3 RT.	487'
STA. 86+87.0, 56.1' RT. TO STA. 89+20.0, 73.9' RT.	238'
STA. 11+31.0, 57.5' RT TO STA. 14+16.0, 10.6' RT.	291'
STA.11+51.3, 79.3' RT. TO STA. 14+20.1, 34.7' RT.	277'
STA. 87+25.0, 35.1 LT. TO STA. 14+12.0, 27.1' LT.	530'

ITEM 609.238 TERMINAL CURB TYPE 1 - 8 FT.	
LOCATION	POINTS
STA. 10+26.7, 32.2' LT. TO STA. 10+34.3, 29.8' LT.	108-109

ITEM 606.353 REFLECTORIZED FLEXIBLE GR MARKER	
LOCATION	EACH
STA. 87+25.0, LT.	2

ITEM 606.36 GUARDRAIL REMOVE AND RESET	
LOCATION	LENGTH
STA. 87+00.0, 33.8' LT. TO STA. 87+25.0, 35.5' LT.	25'

ITEM 608.26 CURB RAMP DETECTABLE WARNING FIELD
LOCATION
STA. 10+22, 35'± LT.
STA. 10+38, 5'± LT.
STA. 10+47, 11.5'± RT.
STA. 10+69, 9.5'± RT.

* WITH CONCRETE SIDEWALK SURROUND

ITEM 609.234 TERMINAL CURB TYPE 1 - 4 FT.	
LOCATION	POINTS
STA. 84+47.7, 31.2' RT. TO STA. 84+51.7, 31.3' RT.	401-402
STA. 84+83.7, 31.7' RT. TO STA. 84+87.7, 31.8' RT.	403-404
STA. 87+00.0, 22.0' LT. TO STA. 87+04.0, 22.0' LT.	100-101
STA. 90+46.0, 22.0' LT. TO STA. 90+50.0, 22.0' LT.	201-200
STA. 10+13.9, 37.8' LT. TO STA. 10+17.5, 36.0' LT.	106-107
STA. 10+27.1, 8.9' LT. TO STA. 10+31.0, 7.9' LT.	305-306
STA. 10+43.7, 5.4' LT. TO STA. 10+47.7, 4.9' LT.	307-308
STA. 10+38.6, 13.9' RT. TO STA. 10+42.6, 13.3' LT.	318-317
STA. 10+53.0, 11.5' RT. TO STA. 10+57.0, 10.8' RT.	316-315
STA. 10+59.9, 40.9' RT. TO STA. 10+63.6, 39.5' RT.	205-206
STA. 10+73.0, 35.7' RT. TO STA. 10+76.7, 34.2' RT.	207-208
STA. 14+71.0, 20.0' RT. TO STA. 14+75.0, 20.0' RT.	219-218

CURVE DATA

PI = 95+76.90
D = 14° - 19' - 26.2"
Δ = 77° - 23' - 18.1" Rt.
R = 400.00'
L = 540.27'
T = 320.39'
E = 112.50'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	JLE	6-11
CHECKED-REVIEWED	ALG	6-11
DESIGN2-DETAILED2	MSM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
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SOUTH PORTLAND
US ROUTE 1

PLANS

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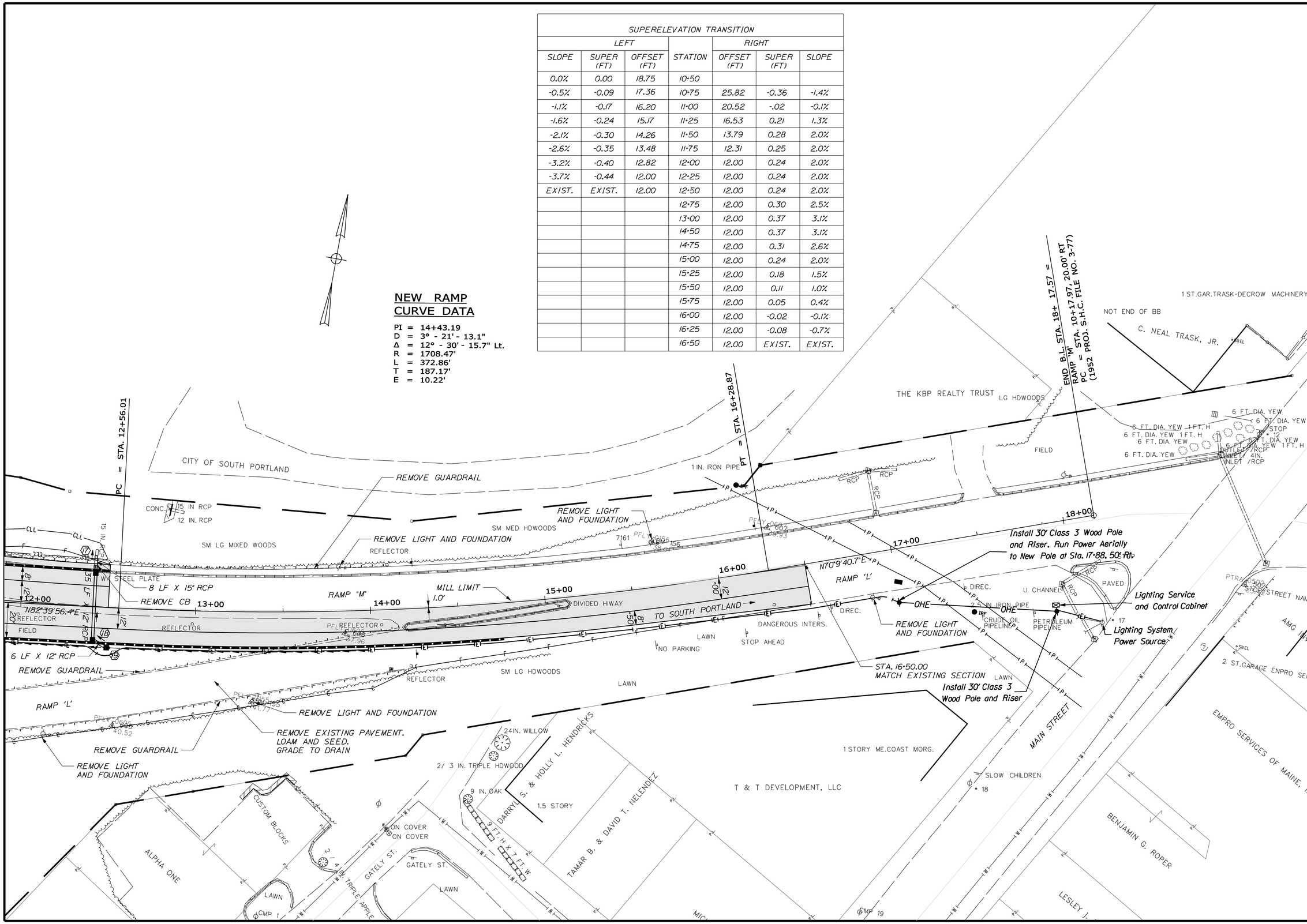
Filename: $file$ Division: $wkgroup$ Username: $user$ Date: $date$

SUPERELEVATION TRANSITION						
LEFT				RIGHT		
SLOPE	SUPER (FT)	OFFSET (FT)	STATION	OFFSET (FT)	SUPER (FT)	SLOPE
0.0%	0.00	18.75	10+50			
-0.5%	-0.09	17.36	10+75	25.82	-0.36	-1.4%
-1.1%	-0.17	16.20	11+00	20.52	-.02	-0.1%
-1.6%	-0.24	15.17	11+25	16.53	0.21	1.3%
-2.1%	-0.30	14.26	11+50	13.79	0.28	2.0%
-2.6%	-0.35	13.48	11+75	12.31	0.25	2.0%
-3.2%	-0.40	12.82	12+00	12.00	0.24	2.0%
-3.7%	-0.44	12.00	12+25	12.00	0.24	2.0%
EXIST.	EXIST.	12.00	12+50	12.00	0.24	2.0%
			12+75	12.00	0.30	2.5%
			13+00	12.00	0.37	3.1%
			14+50	12.00	0.37	3.1%
			14+75	12.00	0.31	2.6%
			15+00	12.00	0.24	2.0%
			15+25	12.00	0.18	1.5%
			15+50	12.00	0.11	1.0%
			15+75	12.00	0.05	0.4%
			16+00	12.00	-0.02	-0.1%
			16+25	12.00	-0.08	-0.7%
			16+50	12.00	EXIST.	EXIST.

NEW RAMP CURVE DATA

PI = 14+43.19
D = 3° - 21' - 13.1"
Δ = 12° - 30' - 15.7" Lt.
R = 1708.47'
L = 372.86'
T = 187.17'
E = 10.22'



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L.TIMBERLAKE	
DESIGN-DETAILED	JLE	6-11
CHECKED-REVIEWED	MSM	6-11
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

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SOUTH PORTLAND
US ROUTE 1

PLANS

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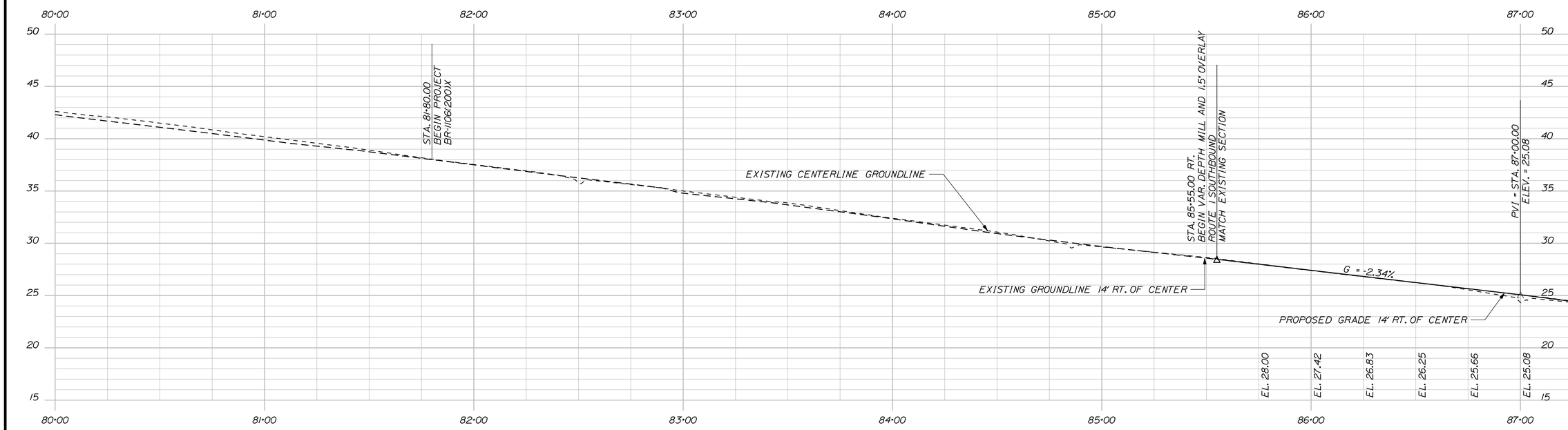
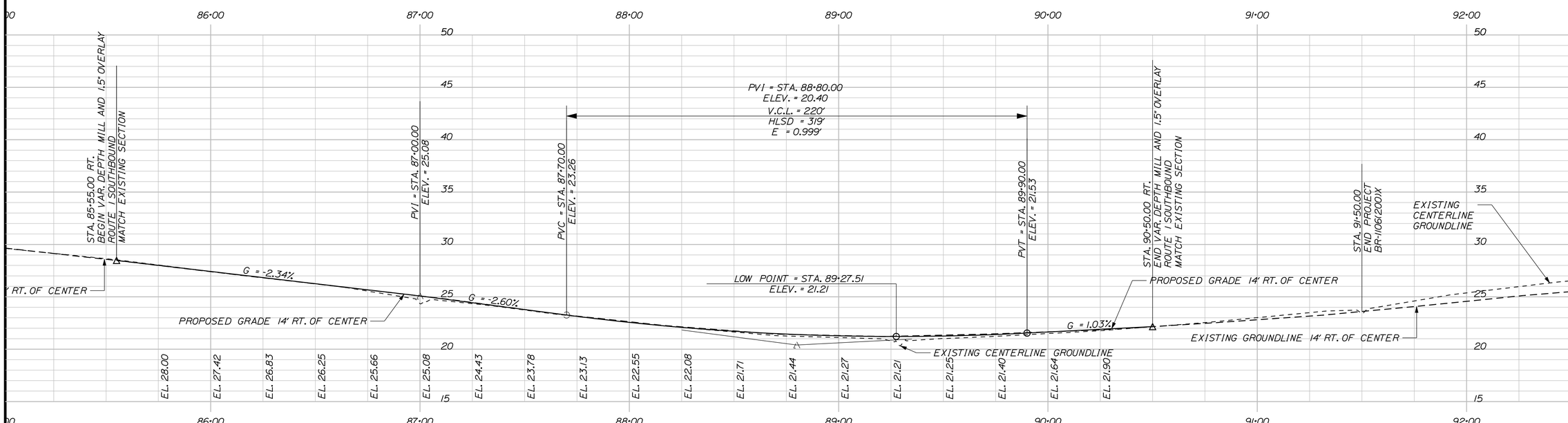
Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$



ROUTE 1 SOUTHBOUND PROFILE (14' RIGHT OF CENTERLINE)



PROFILE ROUTE 1 SOUTHBOUND PROFILE (14' RIGHT OF CENTERLINE)

STATE OF MAINE
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HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE	BY	DATE
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
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SOUTH PORTLAND
ROUTE 1 SOUTHBOUND

PROFILE

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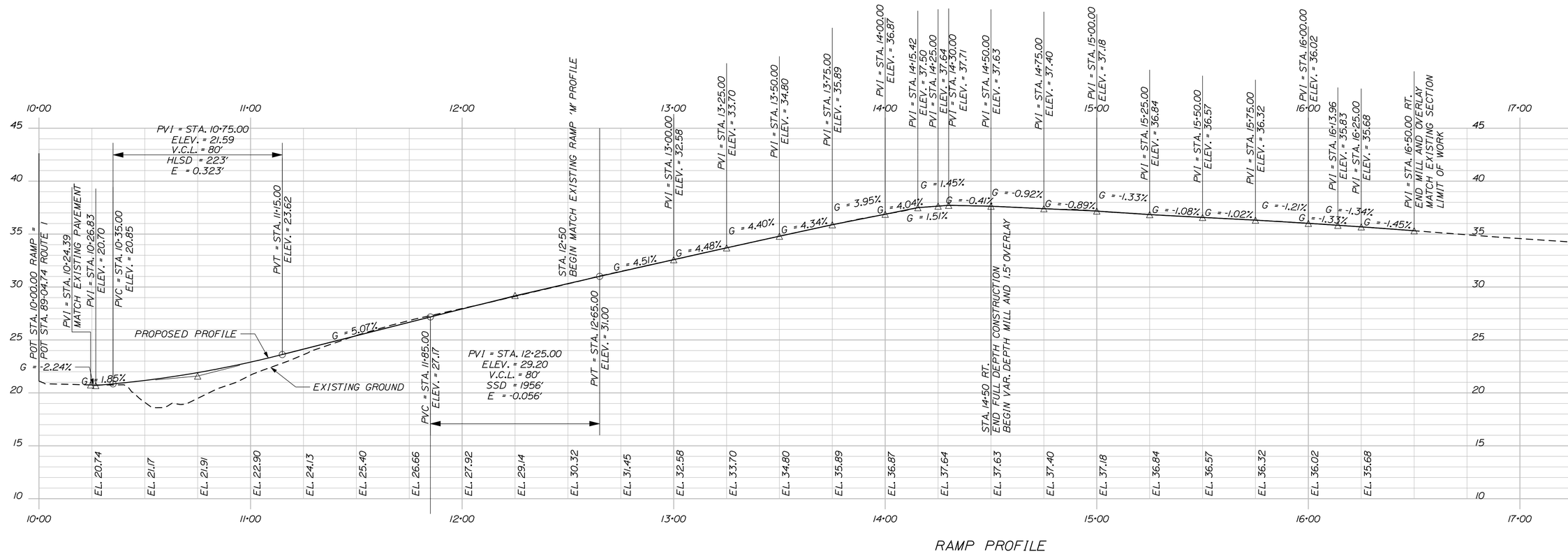
Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$



RAMP PROFILE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
11062.00

HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE	BY	DATE
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
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REVISIONS 4			
FIELD CHANGES			

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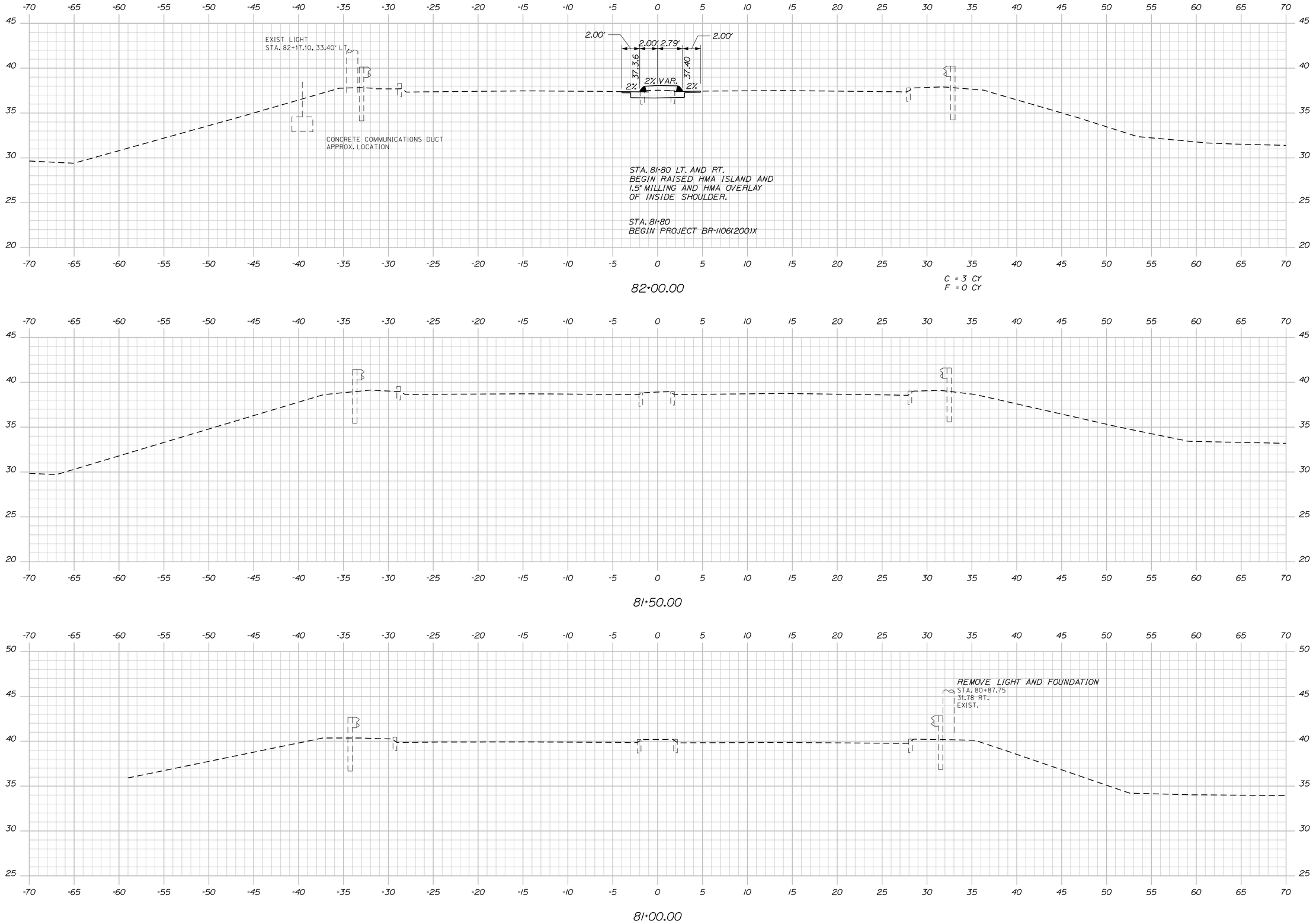
SOUTH PORTLAND RAMP

PROFILE

SHEET NUMBER
19
OF 40

Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
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DESIGN2-DETAILED2	ALG		
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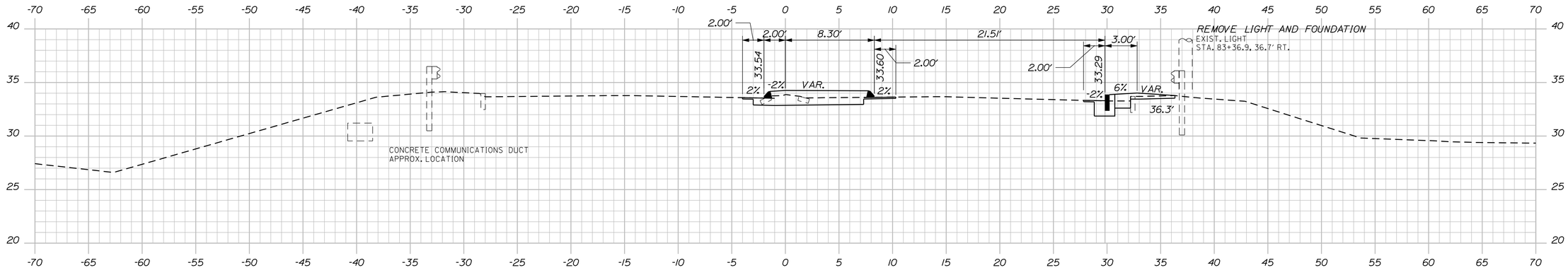
SOUTH PORTLAND
US ROUTE 1

81+00.00 CROSS SECTIONS 82+00.00

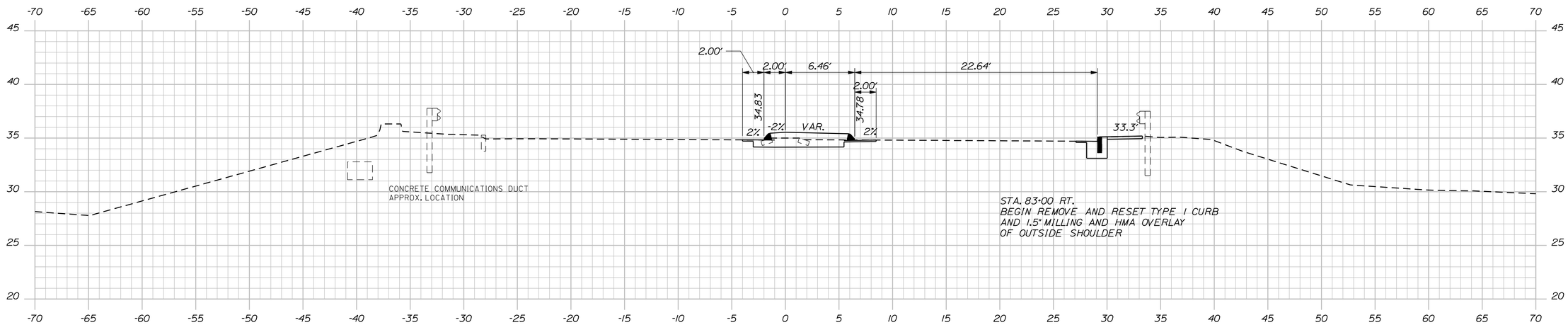
SHEET NUMBER
20
OF 40

Filename: ...\highway\msto\020_Xsect_01.dgn Division: HIGHWAY Username: jeason Date:6/16/2011



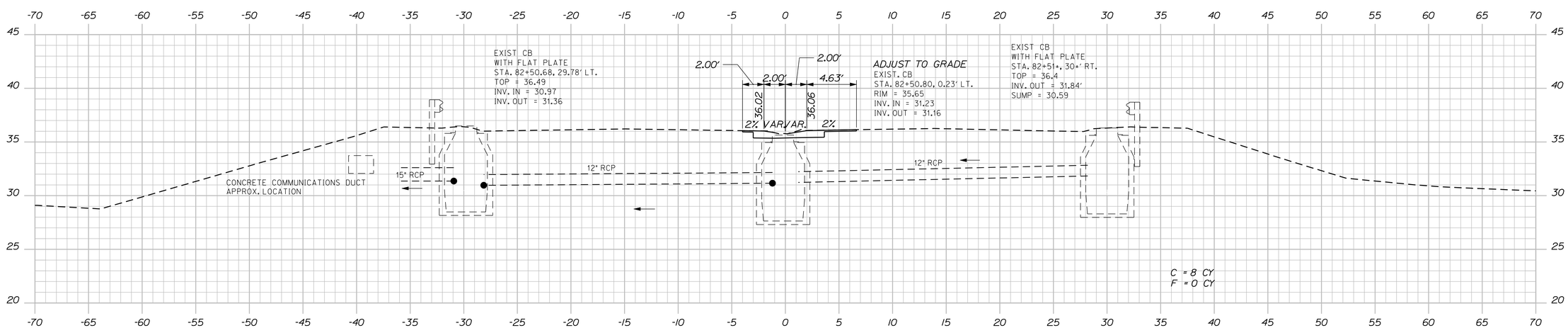
83+50.00

C = 21 CY
F = 4 CY



83+00.00

C = 9 CY
F = 0 CY



82+50.00

C = 8 CY
F = 0 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
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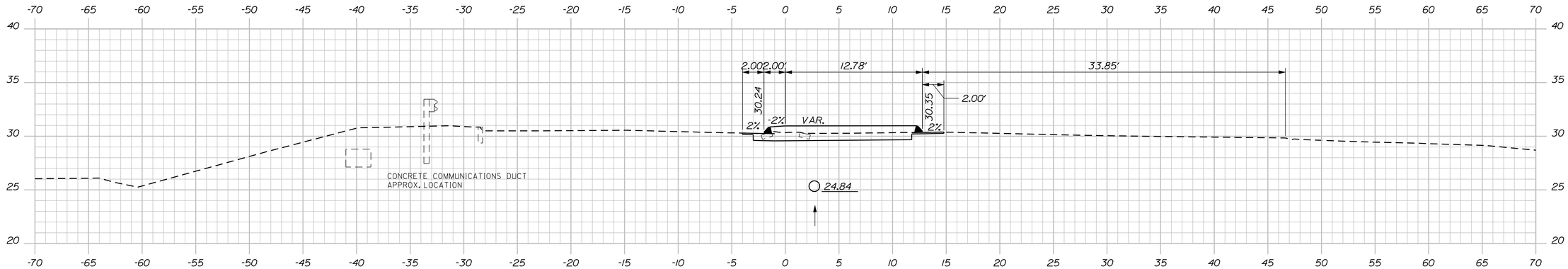
SOUTH PORTLAND
US ROUTE 1

CROSS SECTIONS 83+50.00
82+50.00

SHEET NUMBER
21
OF 40

Filename: ...\highway\msta\021_Xsect_02.dgn Division: HIGHWAY Username: jeason Date:6/16/2011

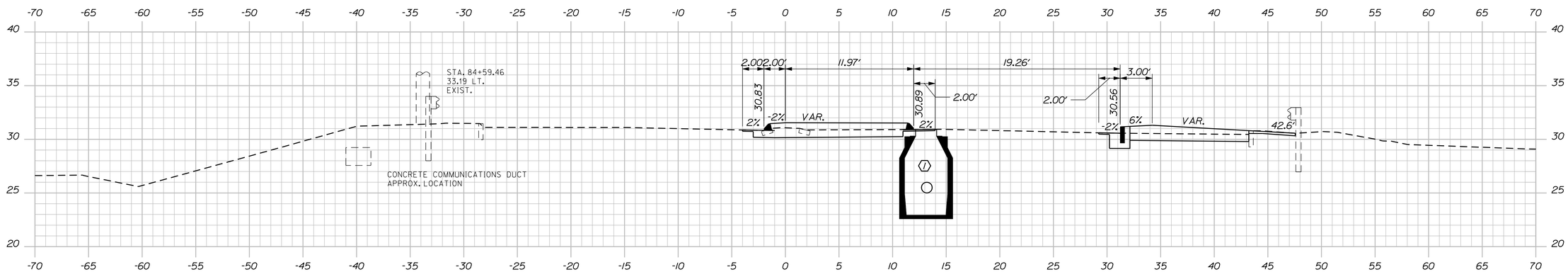


84+72.00

STA. 84+72 RT.
SAWCUT AND RETAIN EXISTING PAVEMENT
TO CREATE DRIVE 14.5' ENTRANCE WITH
32.0' CURB OPENING

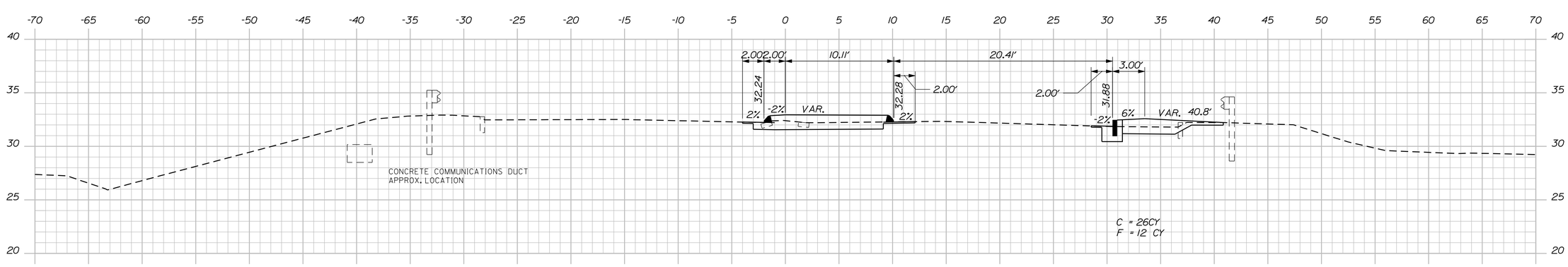
STA. 84+50.00 13.17' RT.
INSTALL CB. TYPE BI-C
RIM = 30.81
INV. OUT = 25.00

STA. 84+51.81, 12.31' RT. TO STA. 84+83.55, 2.60' LT.
INSTALL 36 LF X 12" RCP



84+50.00

C = 34 CY
F = 22 CY



C = 26CY
F = 12 CY

84+00.00

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HIGHWAY PLANS

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DESIGN-DETAILED	JLE	JLE	6-11
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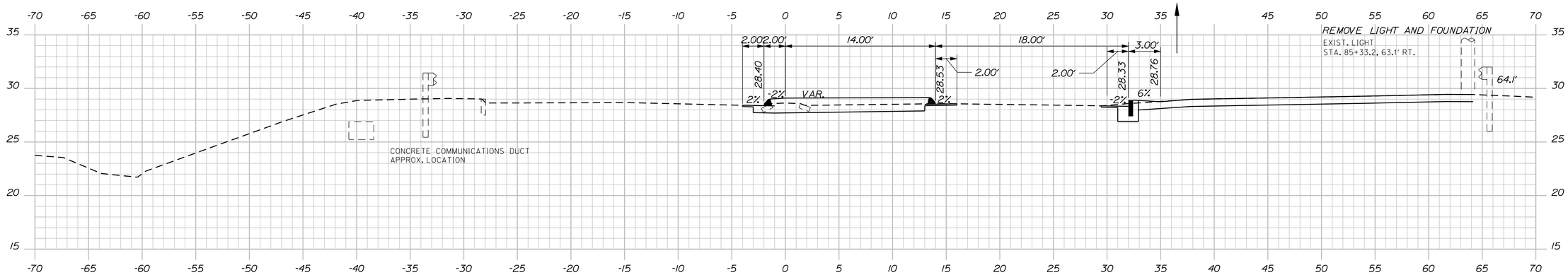
SOUTH PORTLAND
US ROUTE 1

84+00.00 CROSS SECTIONS 84+72.00

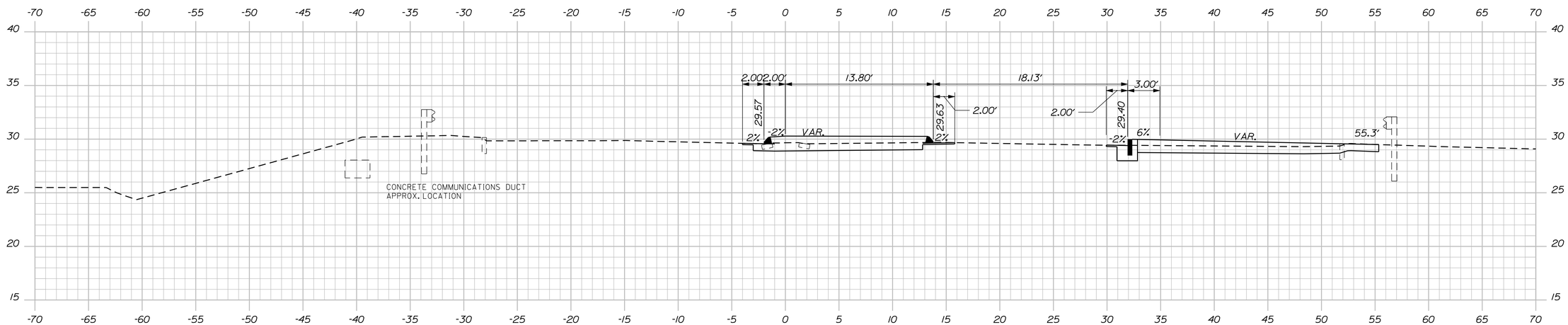
SHEET NUMBER
22
OF 40

Filename: ...\highway\msta\022_Xsect_03.dgn Division: HIGHWAY Username: jeason Date:6/16/2011



85+50.00

C = 59 CY
F = 40 CY

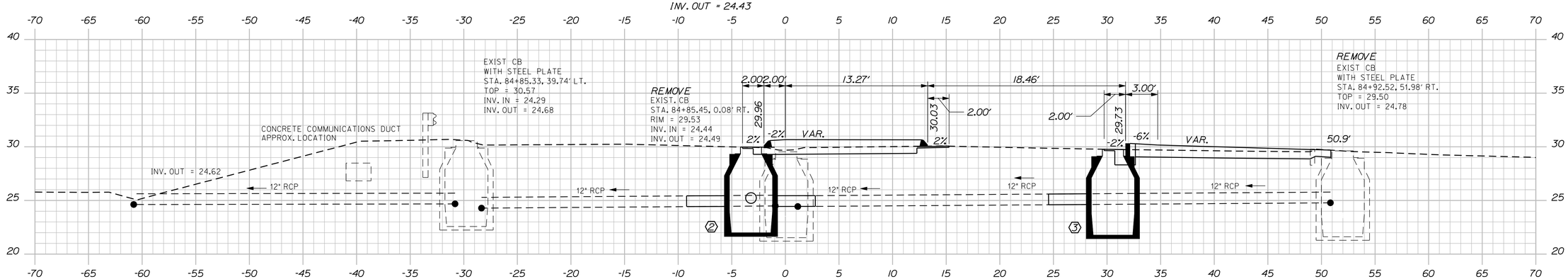


85+00.00

C = 29CY
F = 18 CY

STA. 84+85.45, 3.21' LT.
INSTALL CB. TYPE BI-C
RIM = 29.88
INV. IN = 24.75
INV. IN = 24.44
INV. OUT = 24.43

STA. 84+89.72, 30.66' RT.
INSTALL CB. TYPE AI-C
RIM = 29.44
INV. OUT = 24.62



STA. 84+85.5, 5.2' LT. TO STA. 84+85.5, 9.2' LT.
INSTALL 4 LF X 12" RCP

84+84.50

STA. 84+89.44, 28.68' RT. TO STA. 84+88.87, 24.72' RT.
INSTALL 4 LF X 12" RCP

STA. 84+85.5, 1.2' LT. TO STA. 84+85.7, 2.8' RT.
INSTALL 4 LF X 12" RCP

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HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE	BY	DATE
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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SOUTH PORTLAND
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CROSS SECTIONS 85+50.00
84+84.50

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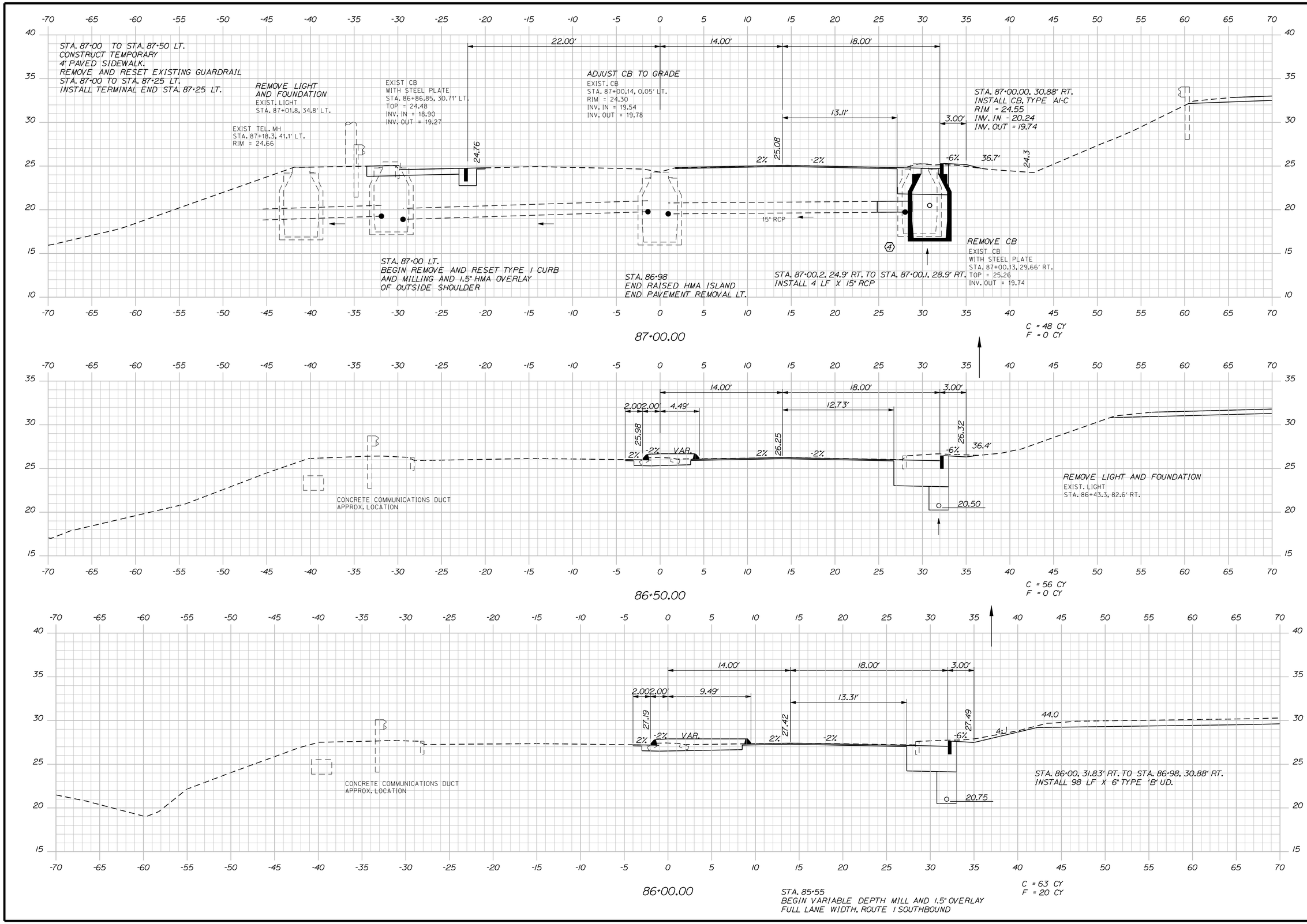
23
OF 40

Date:$date$
Username: $user$
Division: $wkgroup$
Filename: $file$



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WIN
11062.00

HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE	BY	DATE
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

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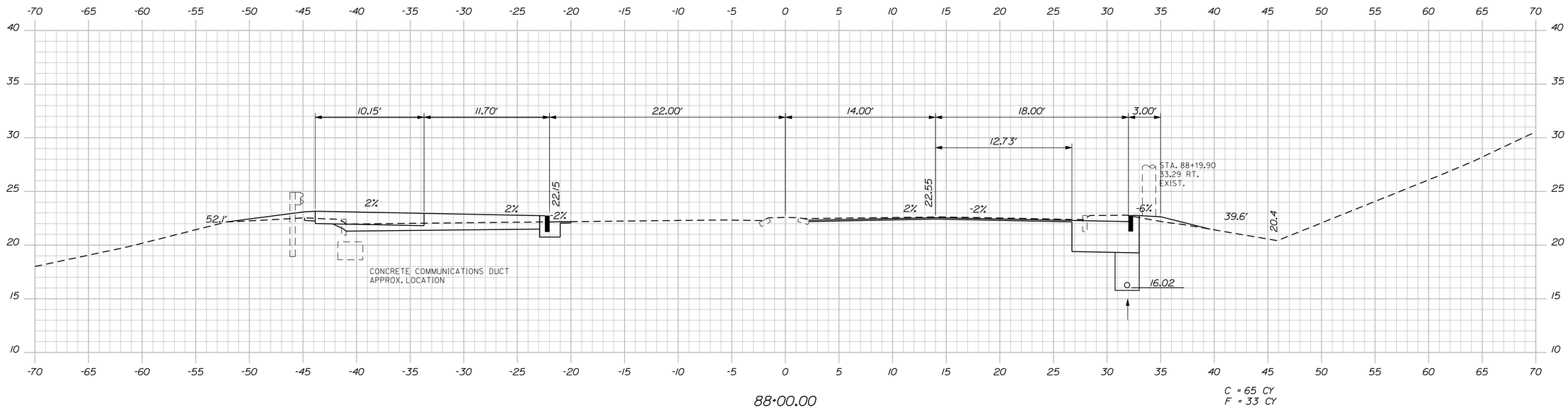
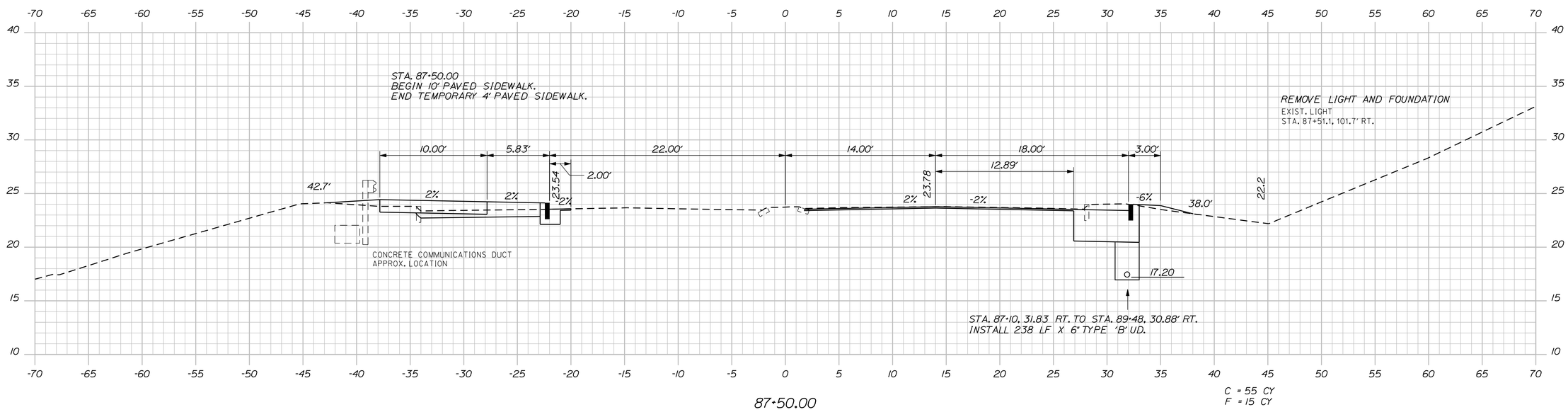
SOUTH PORTLAND
US ROUTE 1

CROSS SECTIONS 87+00.00 86+00.00

SHEET NUMBER
24
OF 40

Filename: ...\highway\msta\024_Xsect_05.dgn Division: HIGHWAY Username: jeason Date:6/16/2011





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HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE	BY	DATE
DESIGN-DETAILED	JLE	JLE	6-11
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DESIGN2-DETAILED2			
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US ROUTE 1

87+50.00 CROSS SECTIONS 88+00.00

SHEET NUMBER
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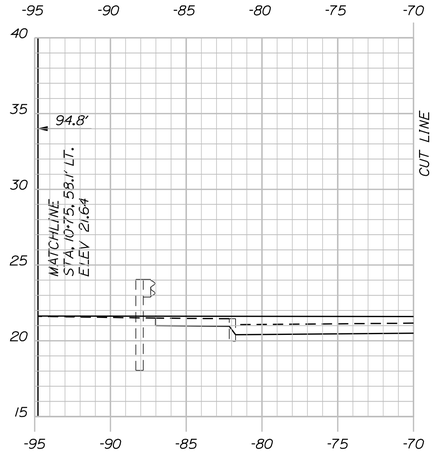
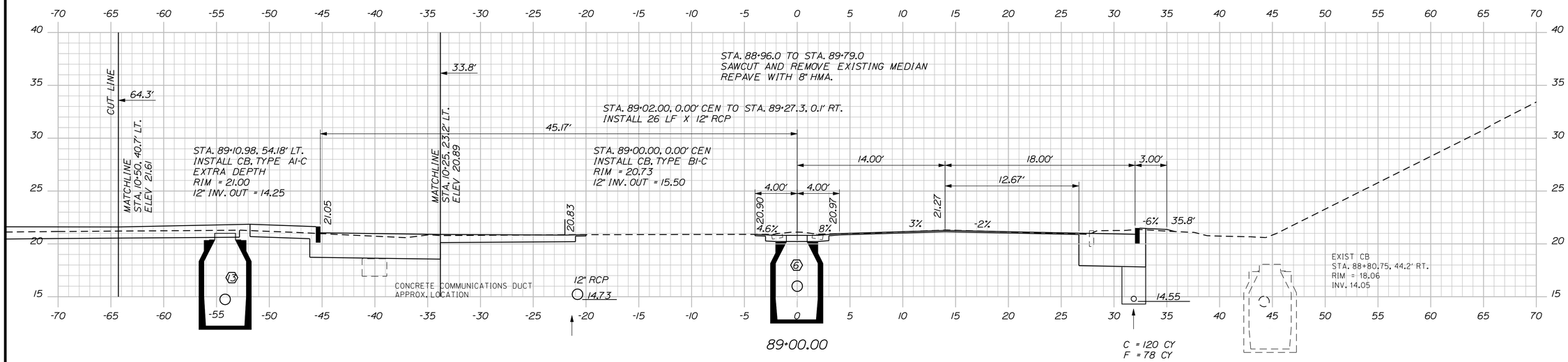
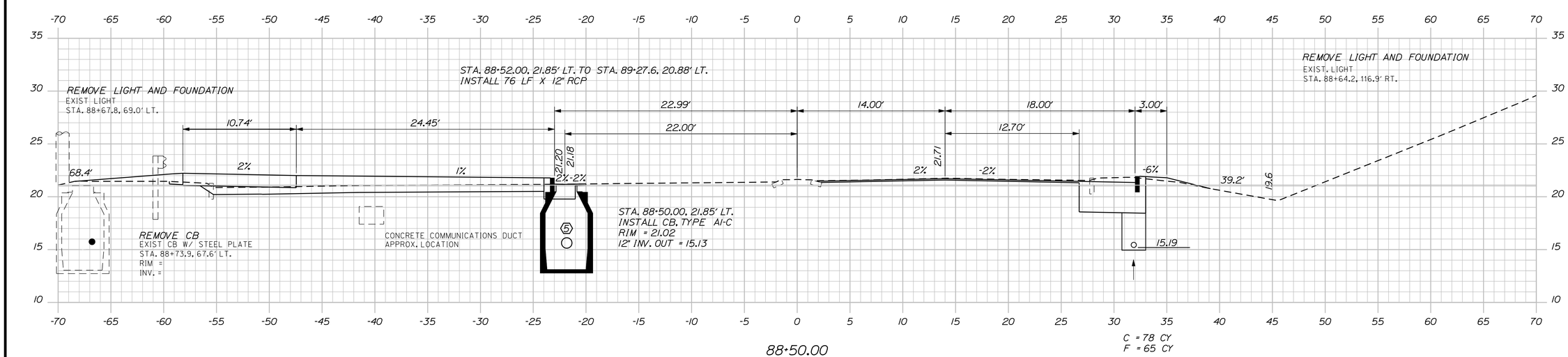
Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$



STA. 89+12.83, 53.41' LT. TO STA. 89+16.9, 52.1' LT.
INSTALL 4 LF X 12" RCP





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WIN 11062.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L.TIMBERLAKE	
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DESIGN2-DETAILED2	MSM	
DESIGN3-DETAILED3		
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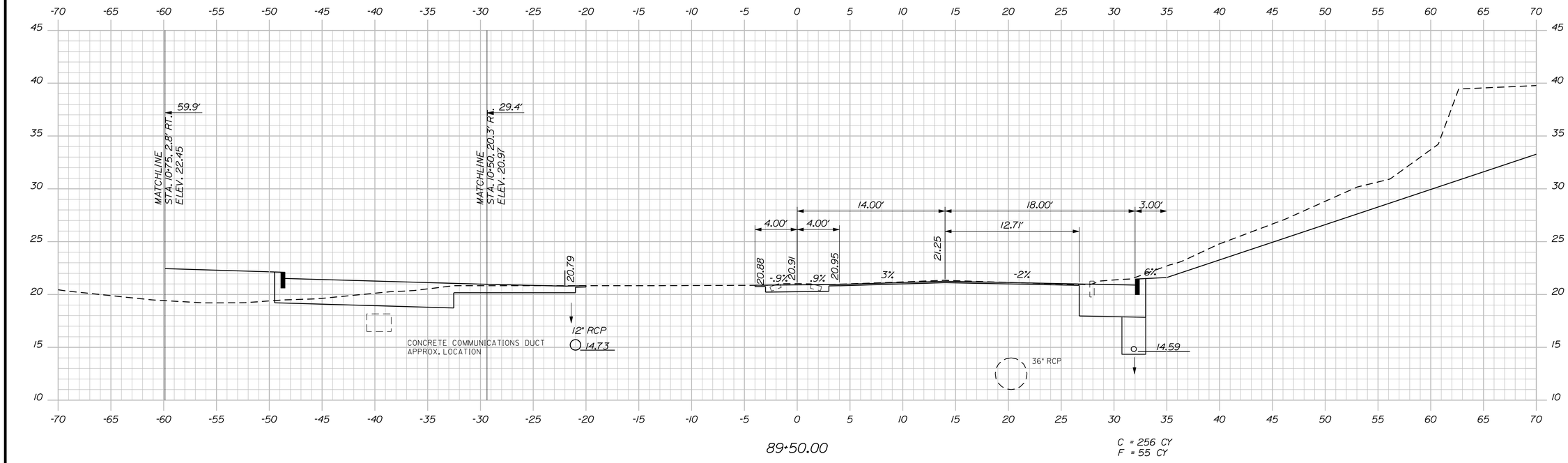
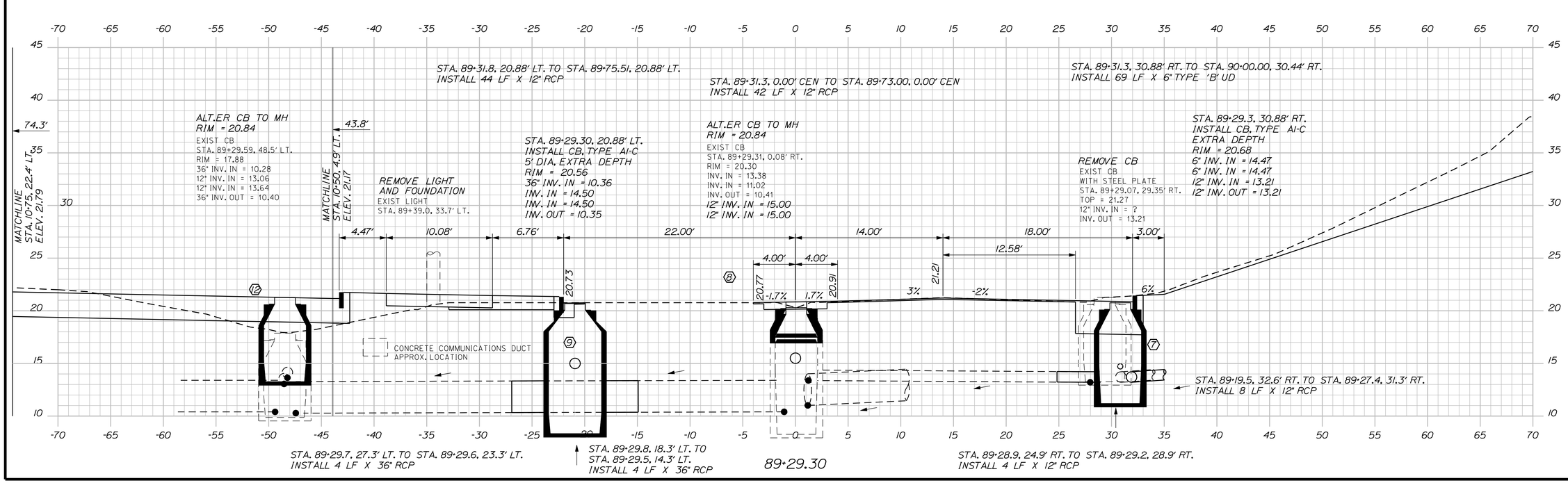
US ROUTE 1

CROSS SECTIONS 89+00.00 88+50.00

SHEET NUMBER
26
OF 40

Filename: ...\highway\rmsta\026_Xsect_07.dgn Division: HIGHWAY Username: jeason Date:6/16/2011





STATE OF MAINE
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WIN
11062.00

HIGHWAY PLANS

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PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
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89+50.00 CROSS SECTIONS 89+29.30

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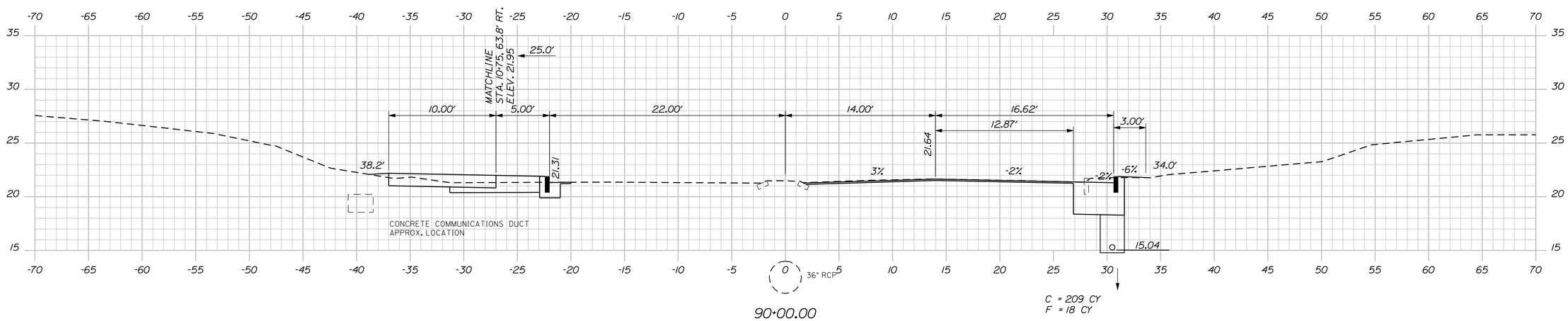
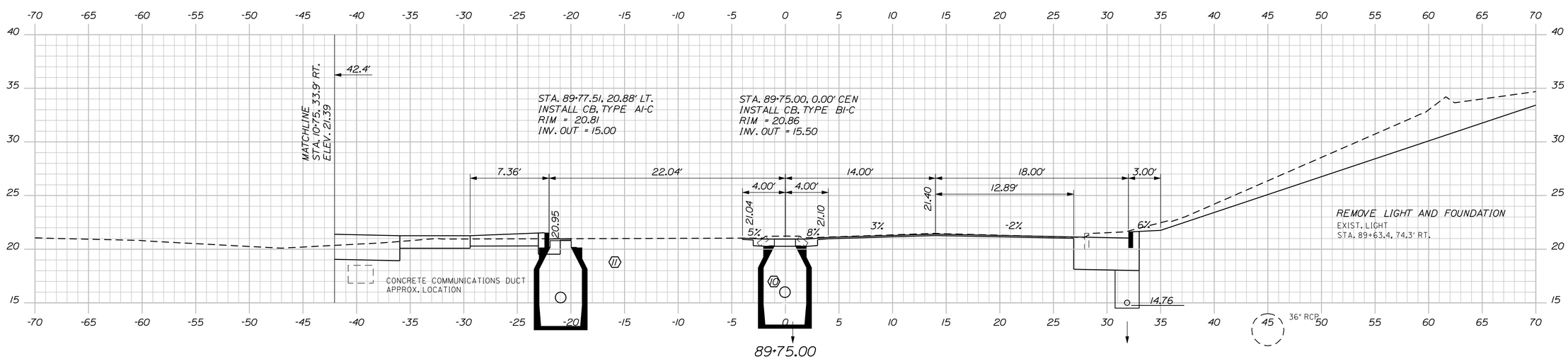
OF 40

Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$





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HIGHWAY PLANS

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CROSS SECTIONS 90+00.00 89+75.00

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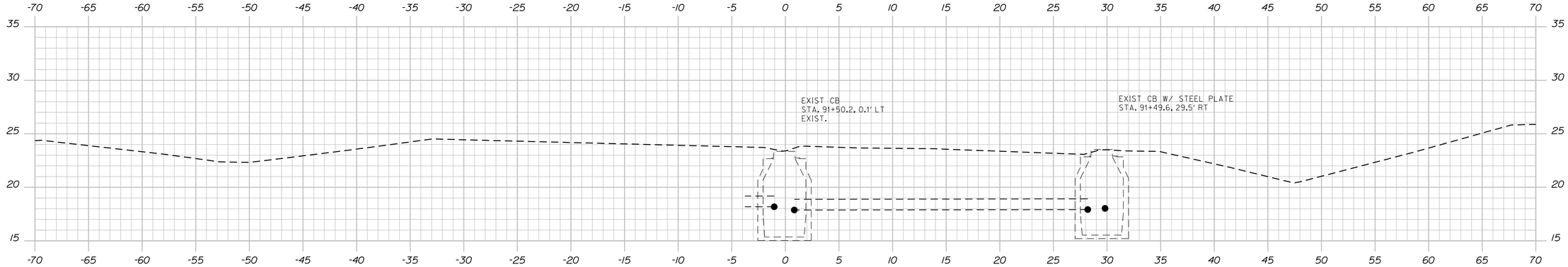
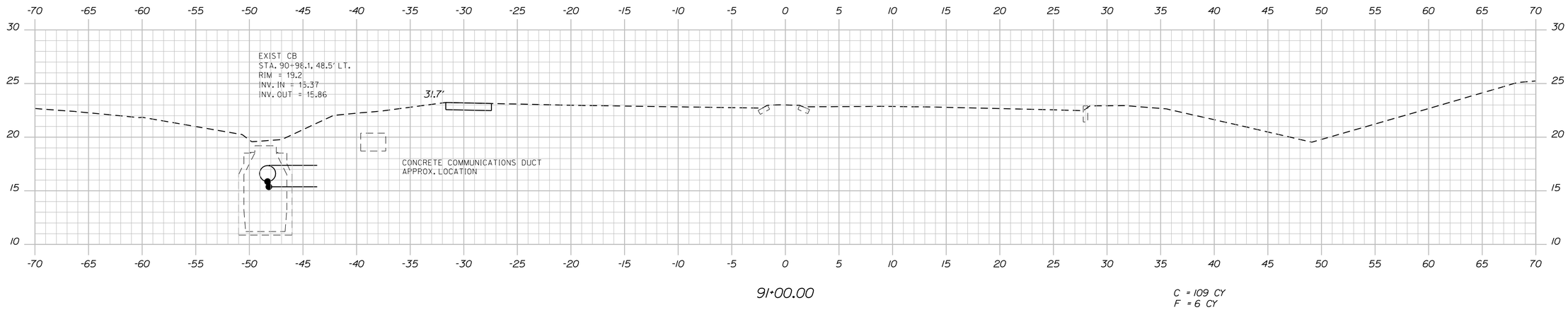
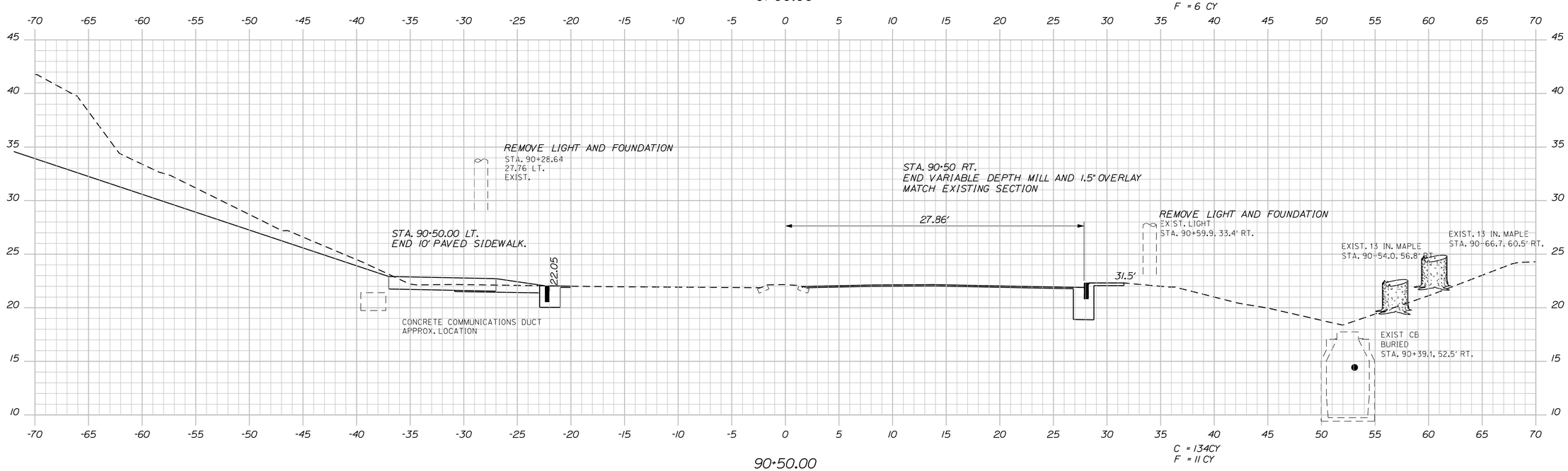
28
OF 40

Filename: ...\highway\rnsta\028_Xsect_09.dgn Division: HIGHWAY Username: jeason Date:6/16/2011







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

7960
P.E. NUMBER

JUNE 17, 2011
DATE

SOUTH PORTLAND
US ROUTE 1

CROSS SECTIONS 91+00.00

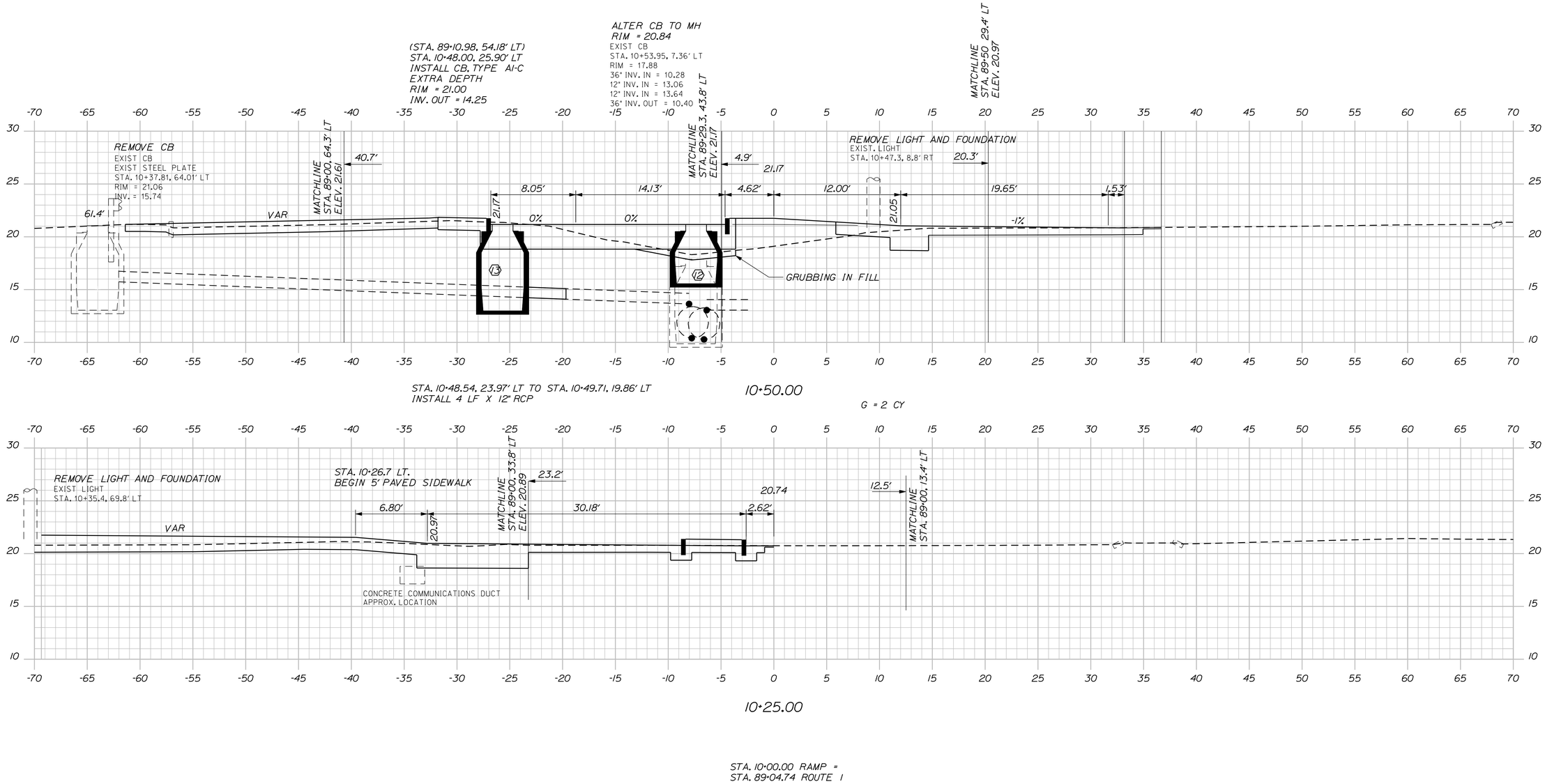
90+50.00

SHEET NUMBER

29

OF 40

Filename: ...\highway\msta\029_Xsect_10.dgn Division: HIGHWAY Username: jeason Date:6/16/2011



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

PROJ. MANAGER	L.T.IMBERLAKE		
		BY	DATE
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

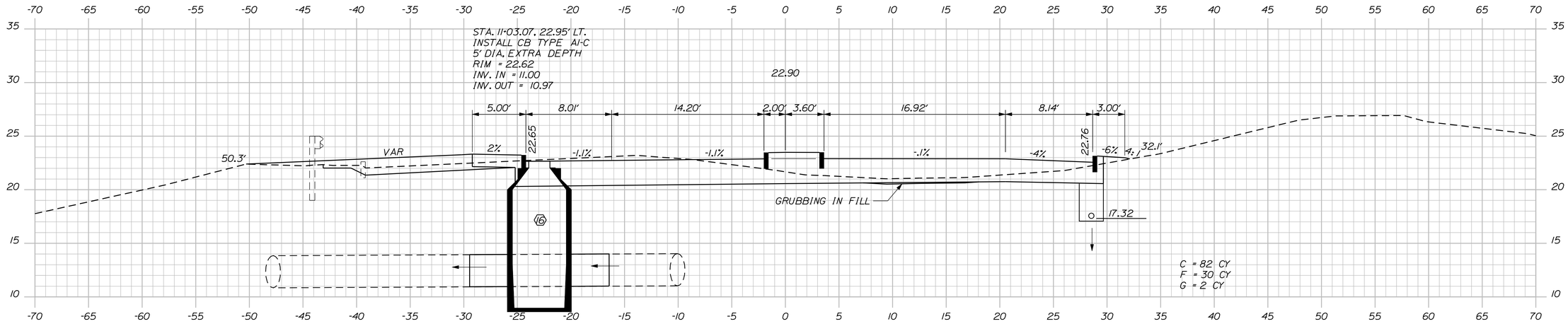
SIGNATURE
7960
P.E. NUMBER
JUNE 17, 2011
DATE

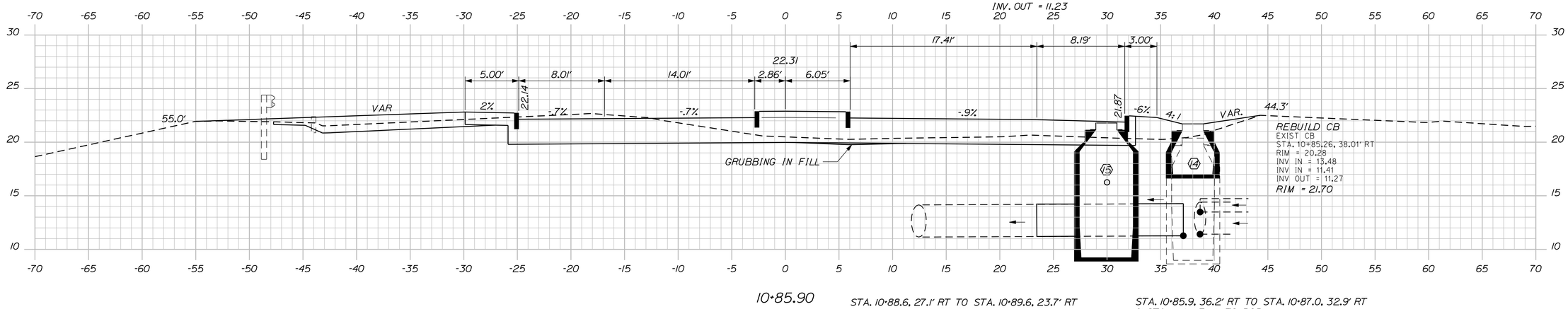
SOUTH PORTLAND RAMP

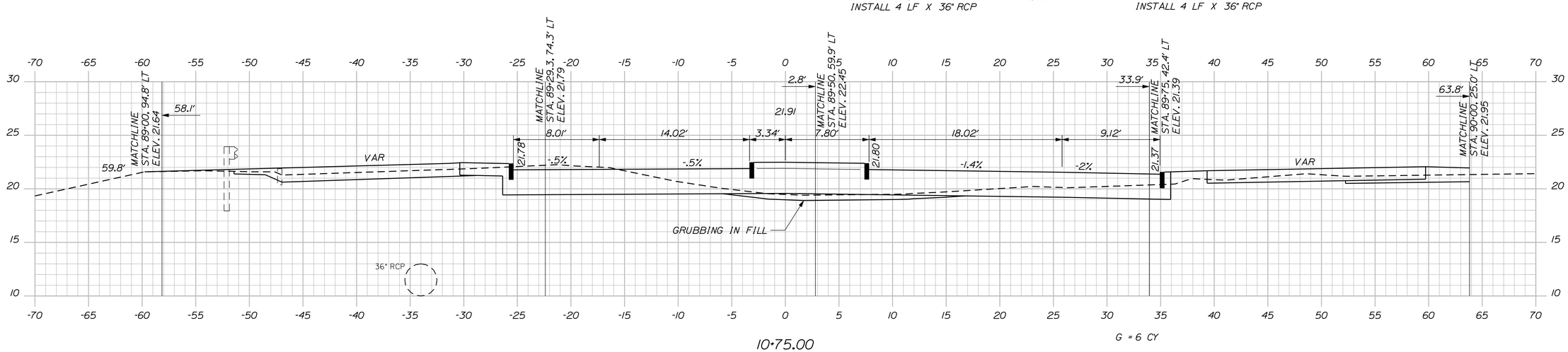
10+00.00 CROSS SECTIONS 10+50.00

SHEET NUMBER
30
OF 40

Filename: ...\highway\msta\030_Xsect_11.dgn Division: HIGHWAY Username: jeason Date:6/16/2011







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L. TIMBERLAKE	
DESIGN-DETAILED	JLE	6-11
CHECKED-REVIEWED	ALG	
DESIGN2-DETAILED2	MSM	6-11
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

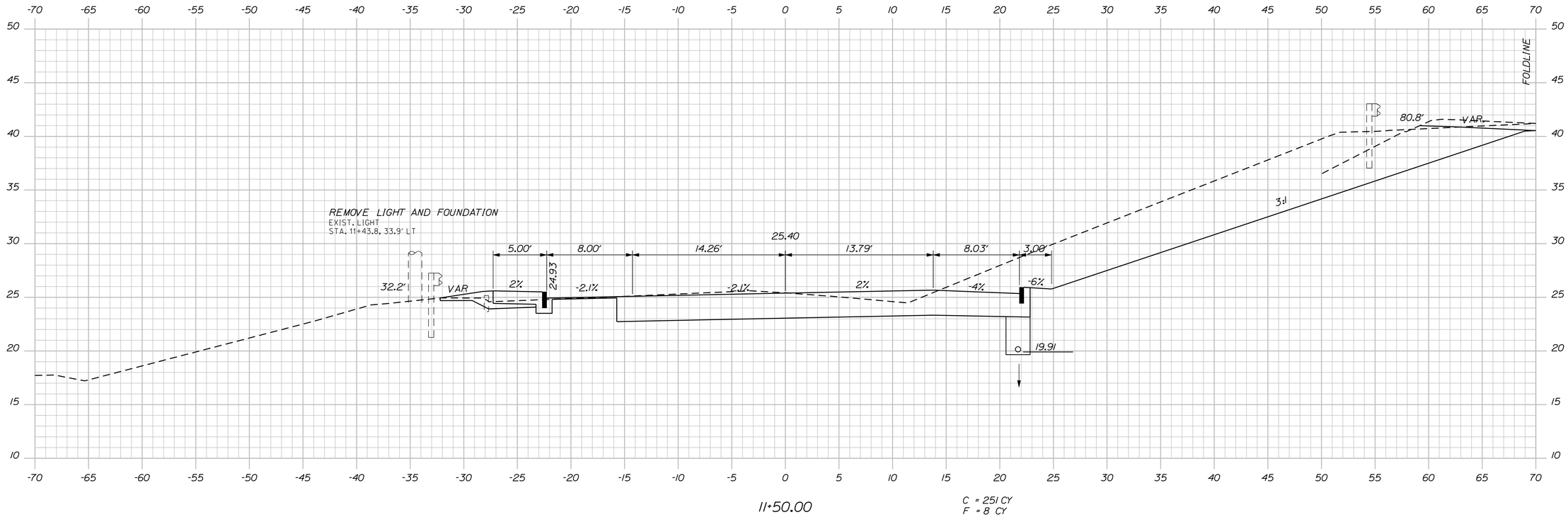
SIGNATURE
7960
P.E. NUMBER
JUNE 17, 2011
DATE

SOUTH PORTLAND RAMP

10+75.00 CROSS SECTIONS 11+00.00

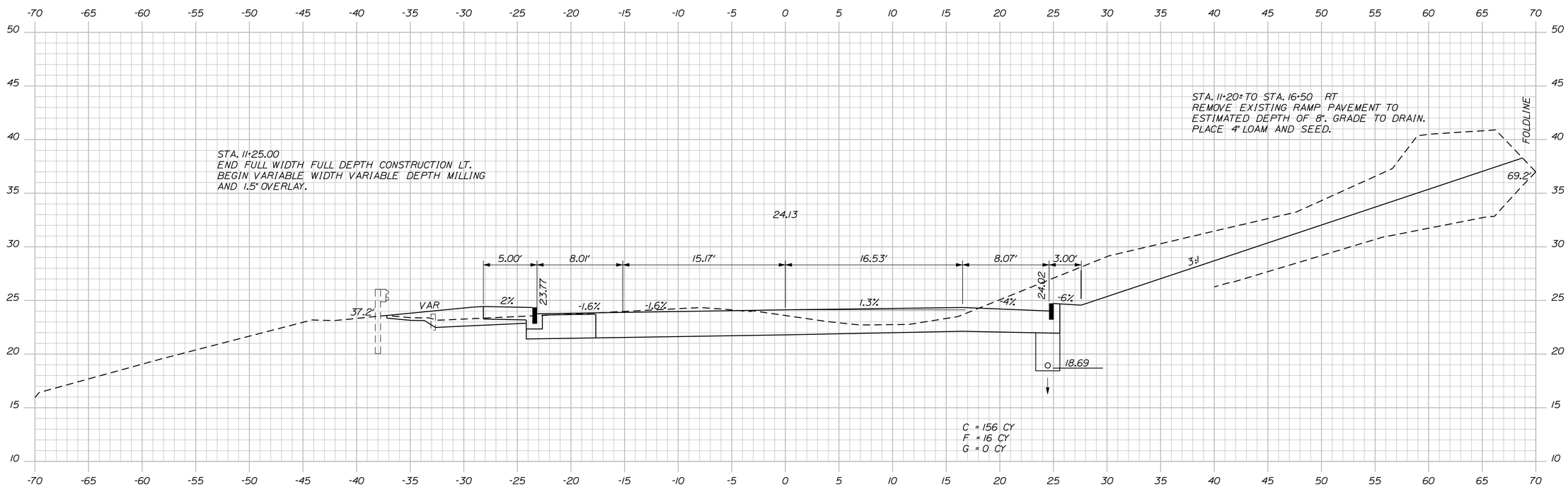
SHEET NUMBER
31
OF 40

Filename: ...\highway\msta\031_Xsect_12.dgn Division: HIGHWAY Username: jeason Date:6/16/2011



11+50.00

C = 251 CY
F = 8 CY



C = 156 CY
F = 16 CY
G = 0 CY

11+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

7960
P.E. NUMBER

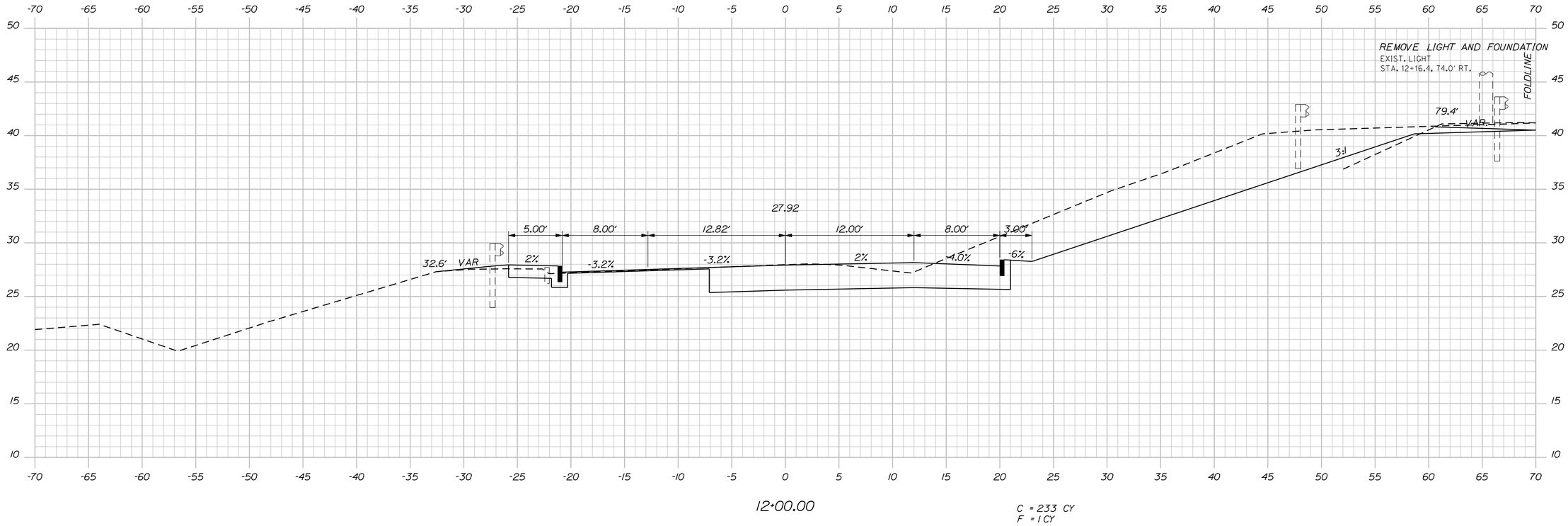
JUNE 17, 2011
DATE

SOUTH PORTLAND
RAMP

11+50.00 CROSS SECTIONS 11+25.00

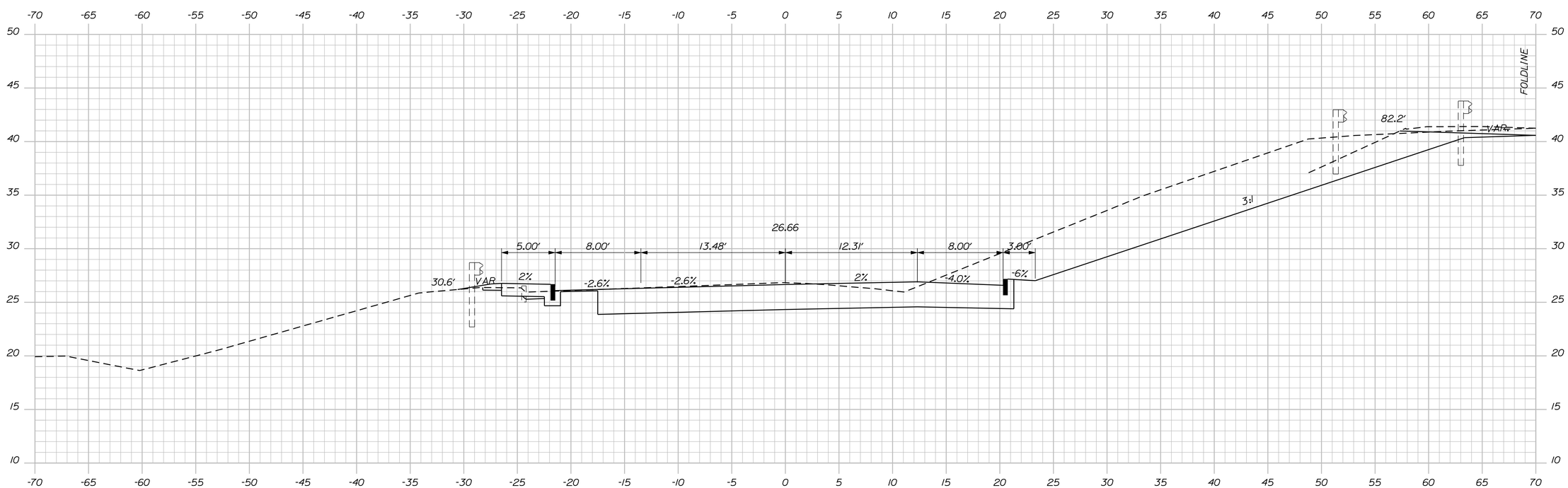
SHEET NUMBER
32
OF 40

Filename: ...\highway\rmsto\032_Xsect_13.dgn Division: HIGHWAY Username: jeason Date:6/16/2011



12+00.00

C = 233 CY
F = 1 CY



11+75.00

C = 271 CY
F = 3 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

7960
P.E. NUMBER

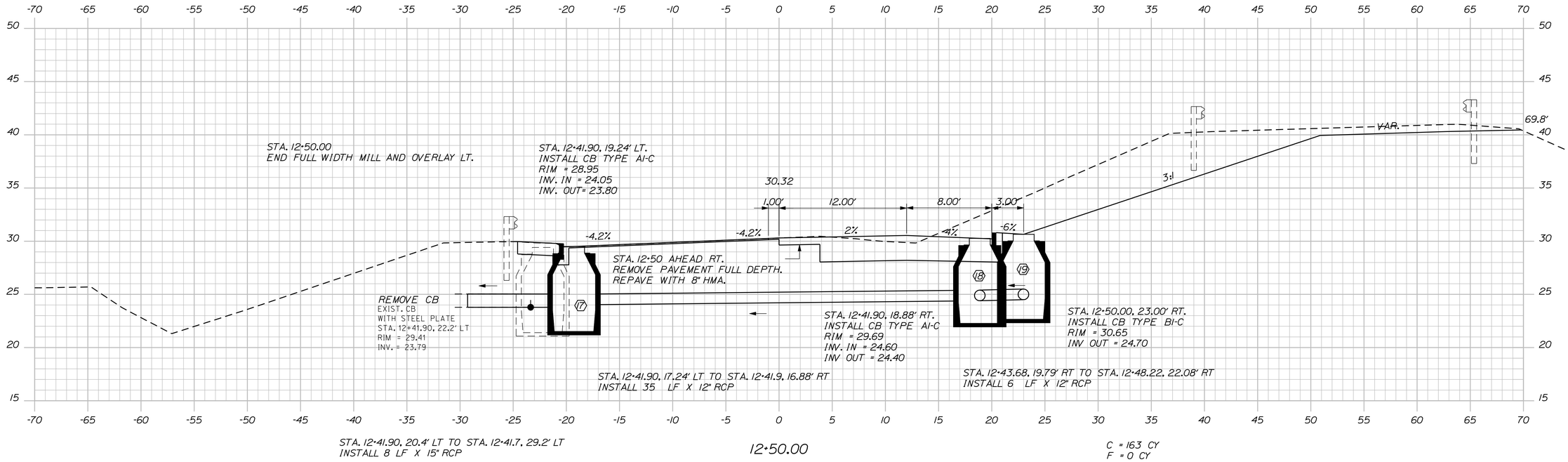
JUNE 17, 2011
DATE

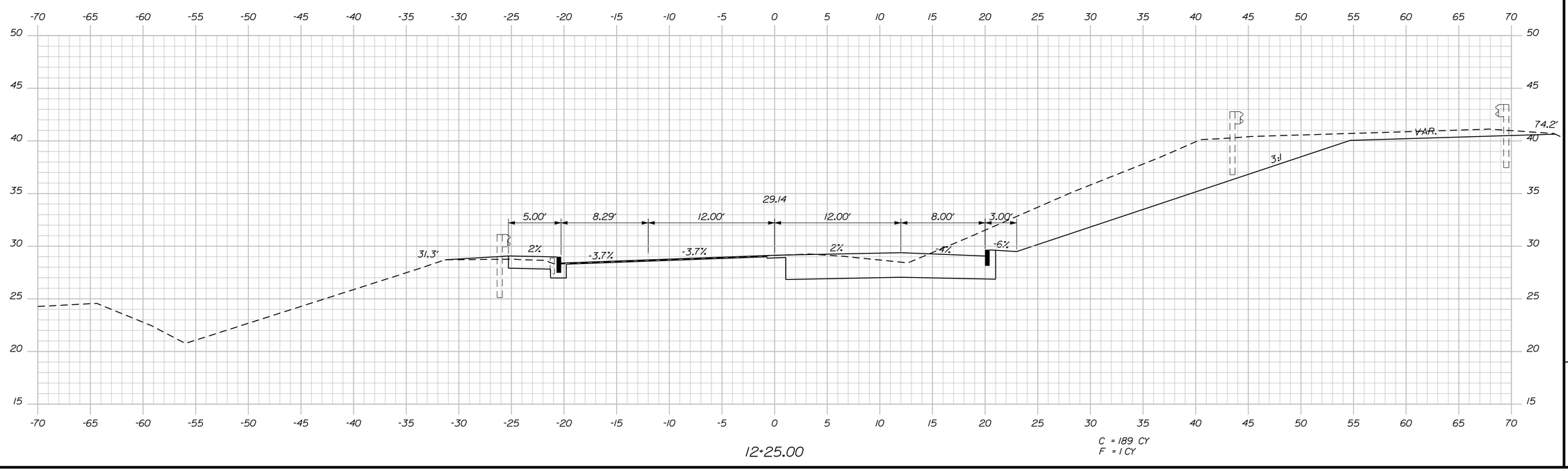
SOUTH PORTLAND RAMP

CROSS SECTIONS 12+00.00 11+75.00

SHEET NUMBER
33
OF 40

Filename: ...\highway\msta\033_Xsect_14.dgn Division: HIGHWAY Username: jeason Date:6/16/2011





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	JLE	MSM	6-11
DESIGN2-DETAILED2	ALG		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

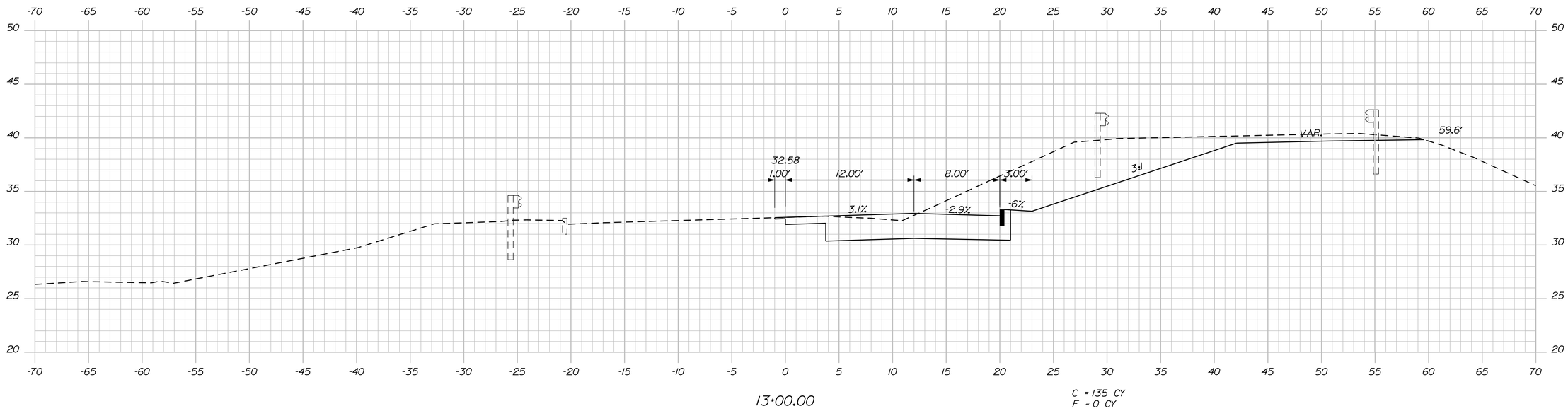
SIGNATURE
7960
P.E. NUMBER
JUNE 17, 2011
DATE

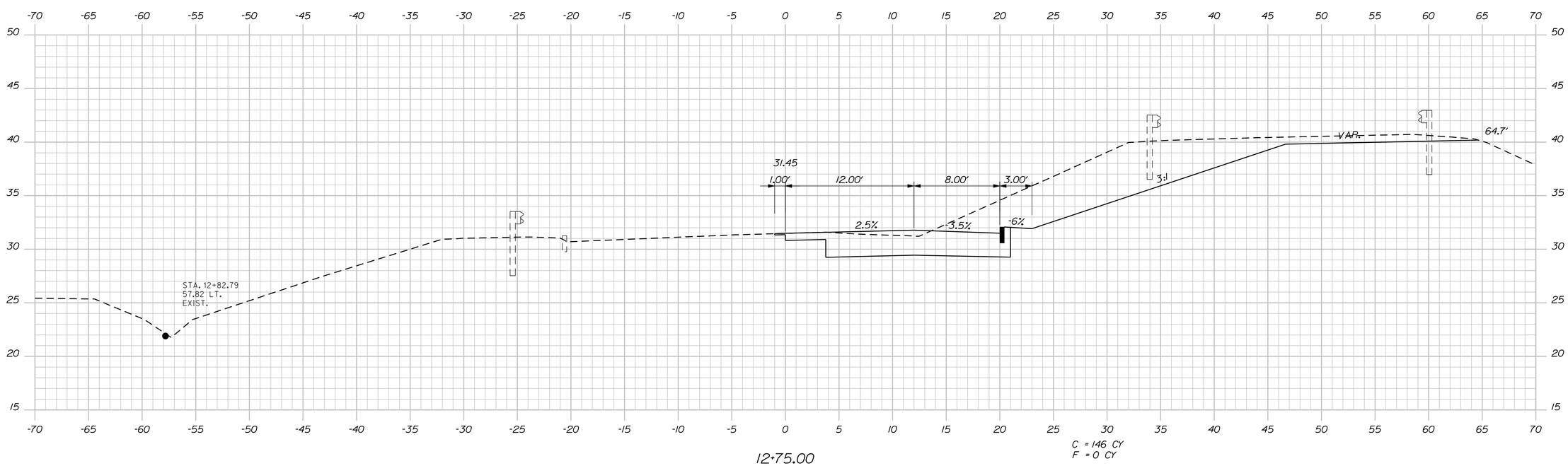
SOUTH PORTLAND RAMP

12+50.00 CROSS SECTIONS 12+25.00

SHEET NUMBER
34
OF 40

Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

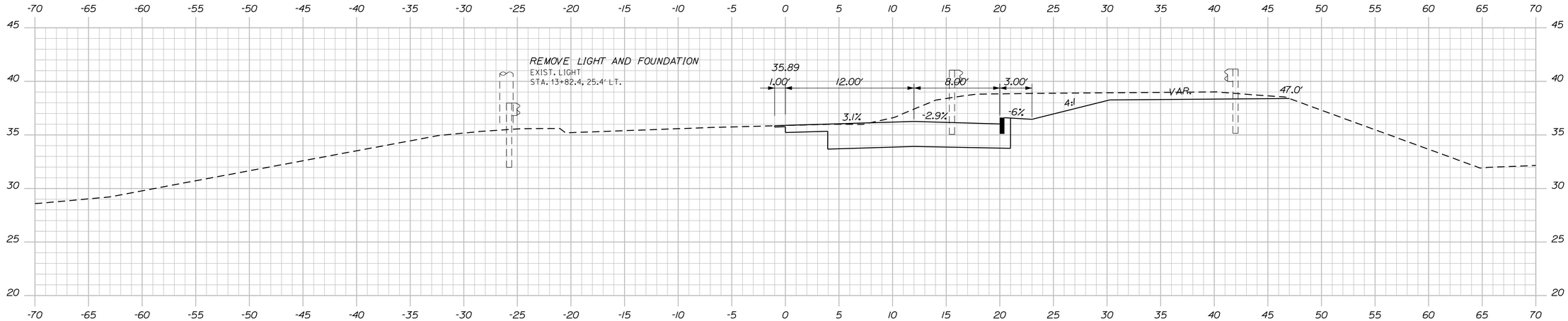
SIGNATURE
7960
P.E. NUMBER
JUNE 17, 2011
DATE

SOUTH PORTLAND RAMP

CROSS SECTIONS 13+00.00 12+75.00

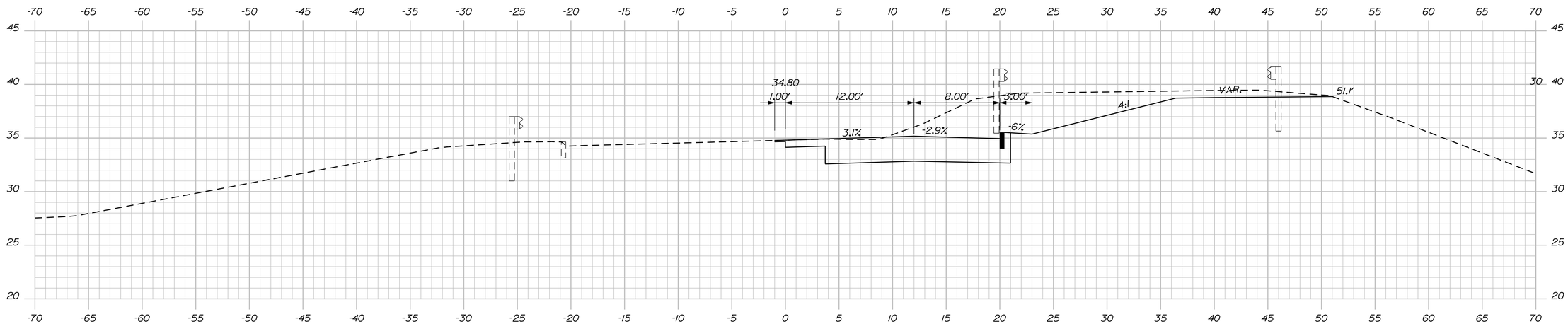
SHEET NUMBER
35
OF 40

Filename: ...\highway\msta\035_Xsect_16.dgn Division: HIGHWAY Username: jeason Date:6/16/2011



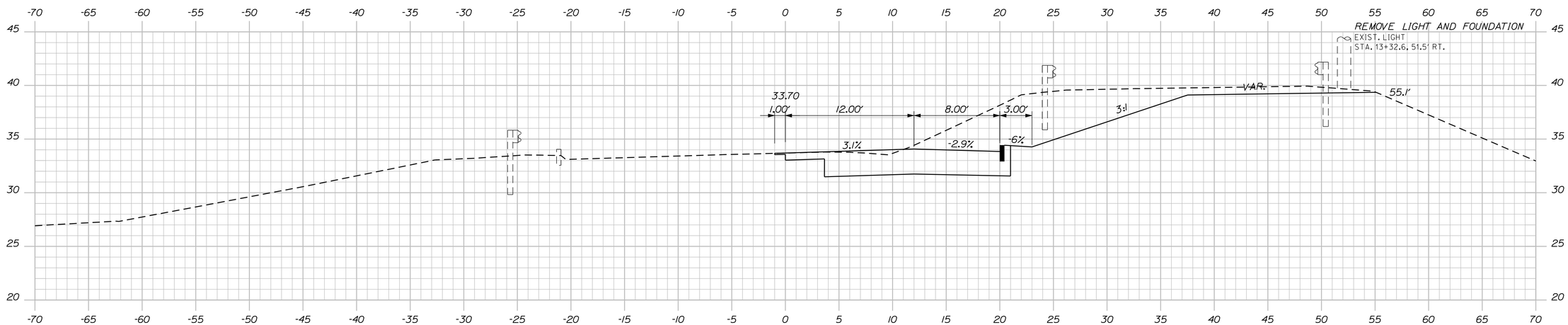
13+75.00

C = 94 CY
F = 0 CY



13+50.00

C = 111 CY
F = 0 CY



13+25.00

C = 123 CY
F = 0 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	JLE	MSM	6-11
DESIGN2-DETAILED2	ALG		
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
7960
P.E. NUMBER
JUNE 17, 2011
DATE

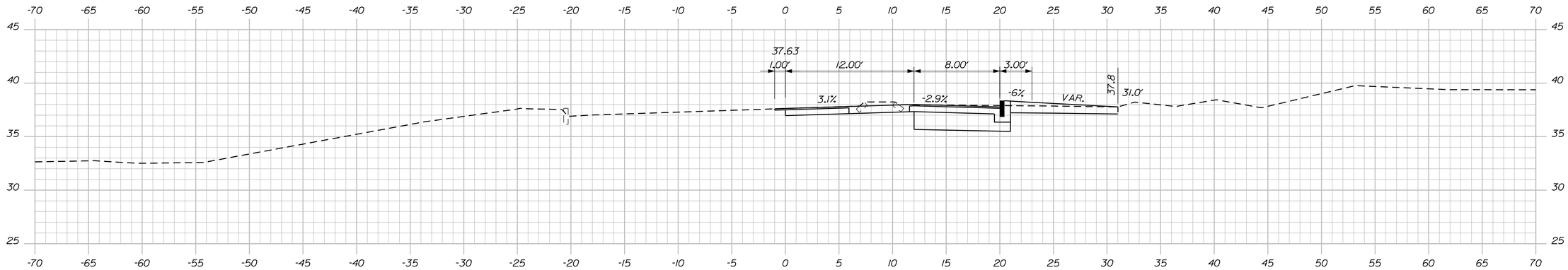
SOUTH PORTLAND RAMP

13+25.00 CROSS SECTIONS 13+75.00

SHEET NUMBER
36
OF 40

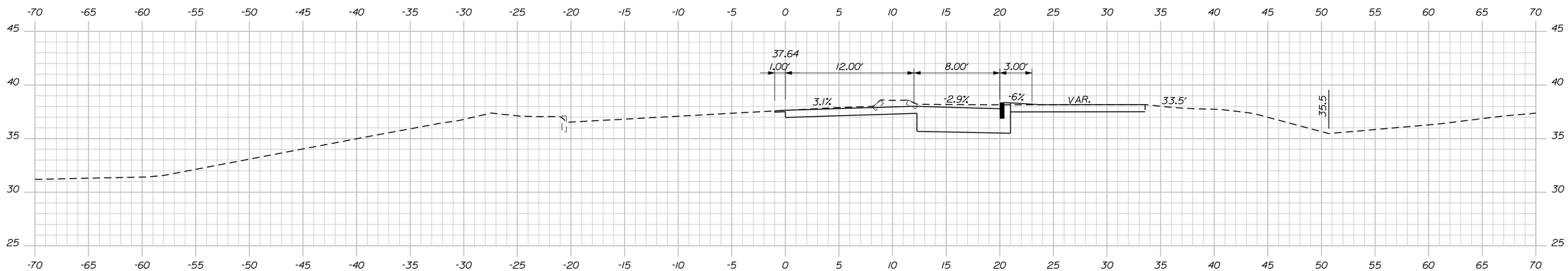
Filename: ...\highway\msto\036_Xsect_17.dgn Division: HIGHWAY Username: jeason Date:6/16/2011

STA. 14+50 END FULL DEPTH PAVEMENT CONSTRUCTION RT.
BEGIN VARIABLE DEPTH MILL AND 1.5" HMA OVERLAY



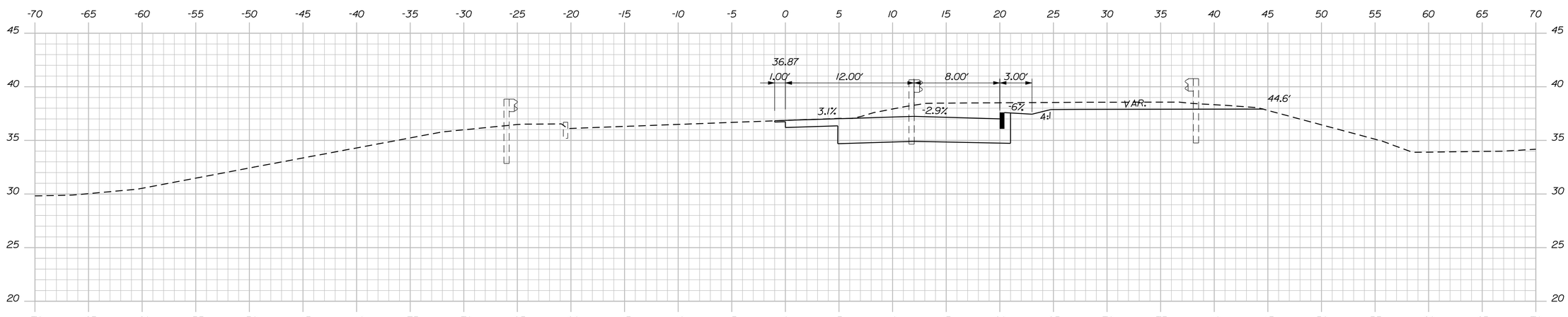
14+50.00

C = 35 CY
F = 8 CY



14+25.00

C = 52 CY
F = 4 CY



14+00.00

C = 74 CY
F = 0 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	JLE	ALG	6-11
DESIGN2-DETAILED2		MSM	
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

7960
P.E. NUMBER

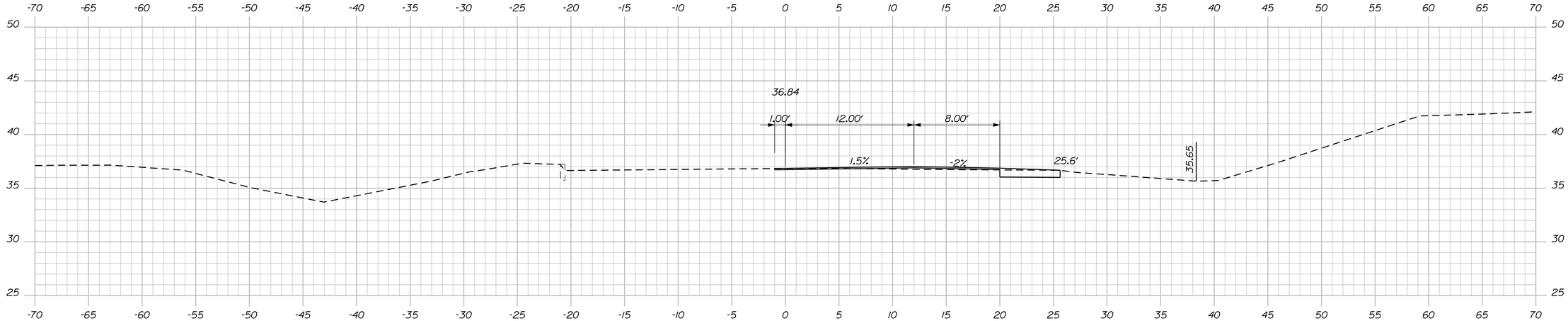
JUNE 17, 2011
DATE

SOUTH PORTLAND RAMP

14+00.00 CROSS SECTIONS 14+50.00

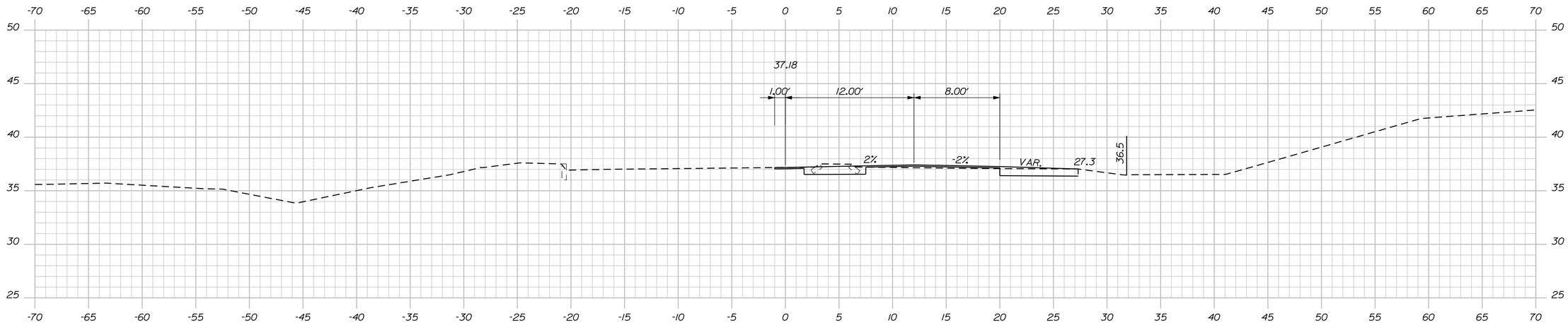
SHEET NUMBER
37
OF 40

Filename: ...\highway\rmsto\037_Xsect_18.dgn Division: HIGHWAY Username: jeason Date:6/16/2011



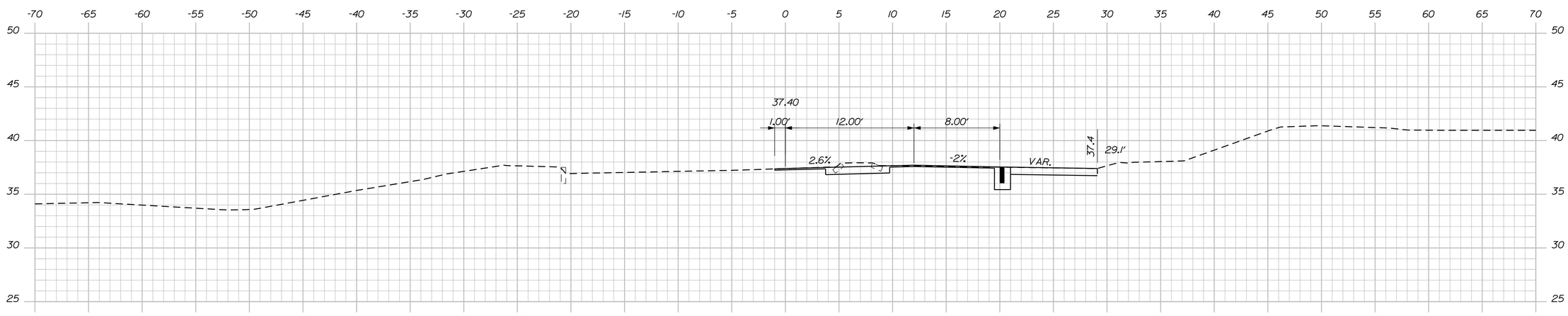
15+25.00

C = 7 CY
F = 5 CY



15+00.00

C = 12 CY
F = 7 CY



14+75.00

C = 22 CY
F = 8 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	L.TIMBERLAKE	
DESIGN-DETAILED	JLE	6-11
CHECKED-REVIEWED	ALG	6-11
DESIGN2-DETAILED2	MSM	
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

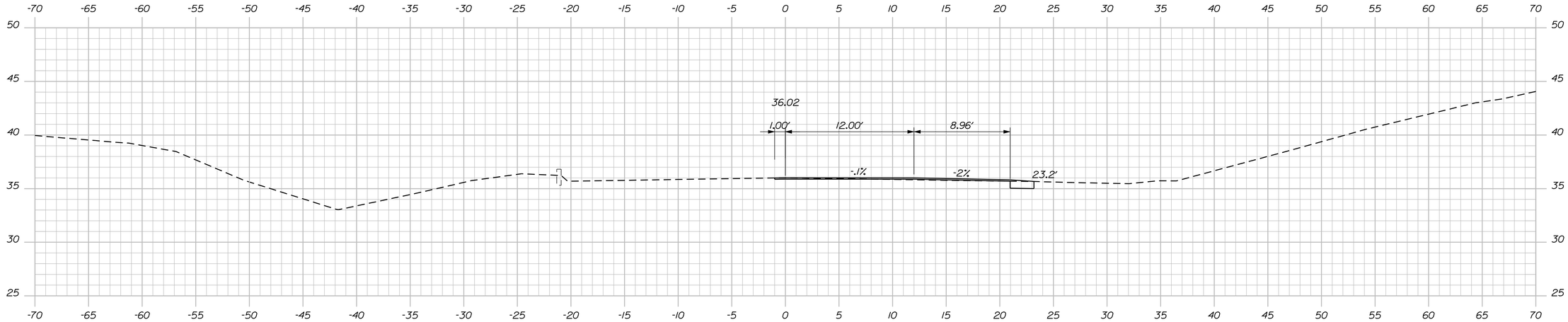
SIGNATURE
7960
P.E. NUMBER
JUNE 17, 2011
DATE

SOUTH PORTLAND RAMP

CROSS SECTIONS 15+25.00 14+75.00

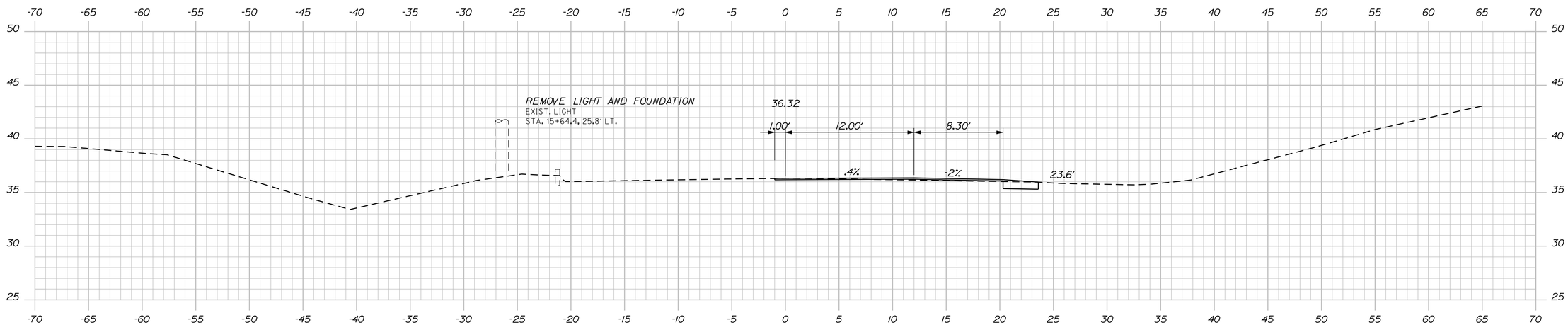
SHEET NUMBER
38
OF 40

Filename: ...\highway\rnsta\038_Xsect_19.dgn Division: HIGHWAY Username: jeason Date:6/16/2011



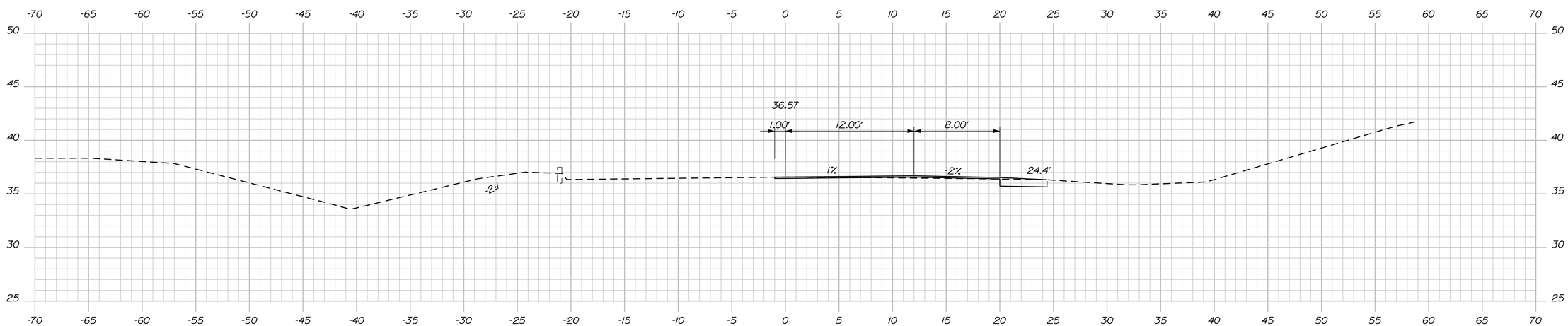
16+00.00

C = 2 CY
F = 2 CY



15+75.00

C = 2 CY
F = 3 CY



15+50.00

C = 3 CY
F = 3 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN 11062.00

HIGHWAY PLANS

PROJ. MANAGER	L.TIMBERLAKE	BY	DATE
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

7960
P.E. NUMBER

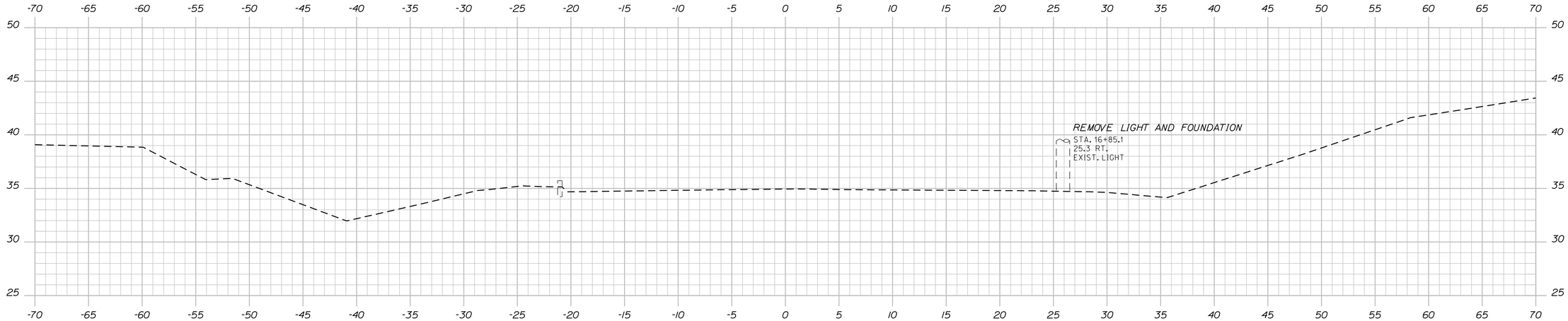
JUNE 17, 2011
DATE

SOUTH PORTLAND RAMP

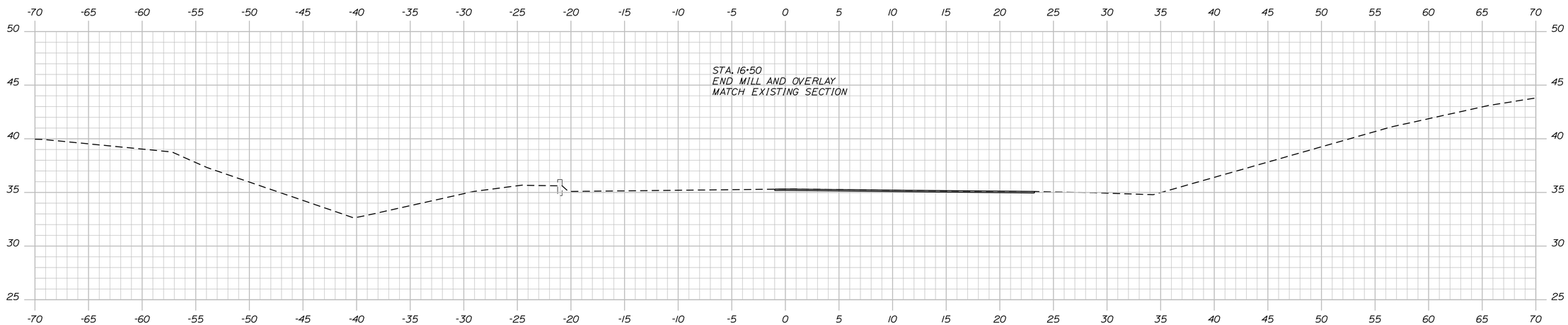
CROSS SECTIONS 16+00.00 15+50.00

SHEET NUMBER
39
OF 40

Filename: ...\highway\msto\039_Xsect_20.dgn Division: HIGHWAY Username: jeason Date:6/16/2011

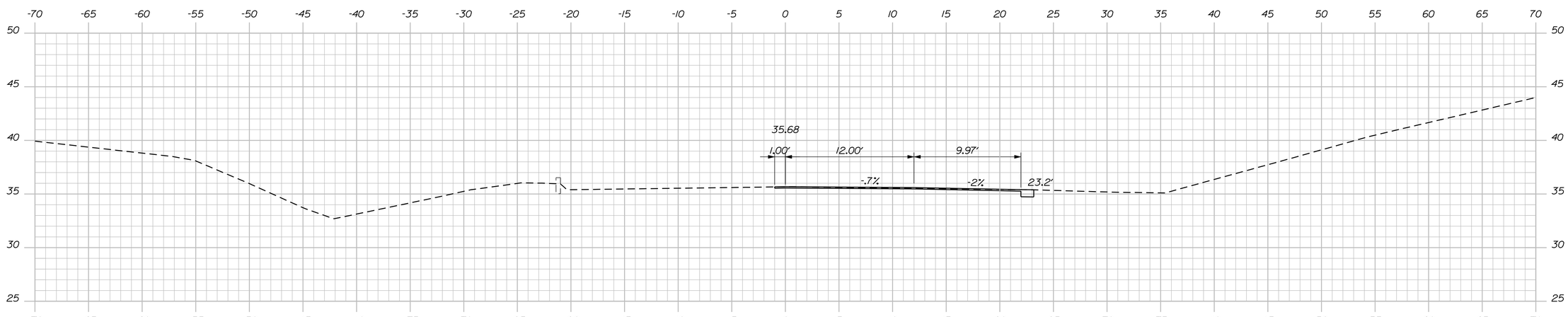


16+75.00



16+50.00

C = 0 CY
F = 0 CY



16+25.00

C = 1 CY
F = 1 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

BR-1106(200)X

WIN
11062.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	L.TIMBERLAKE		
DESIGN-DETAILED	JLE	JLE	6-11
CHECKED-REVIEWED	ALG	MSM	6-11
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
7960
P.E. NUMBER
JUNE 17, 2011
DATE

SOUTH PORTLAND RAMP

16+25.00 CROSS SECTIONS 16+75.00

SHEET NUMBER
40
OF 40

Filename: $file$ Division: $wkgroup$ Username: $user$ Date:$date$