STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND
CUMBERLAND
PARK AVENUE

AC-STP-1942(800)X
PROJECT LENGTH : 0.369 MILES

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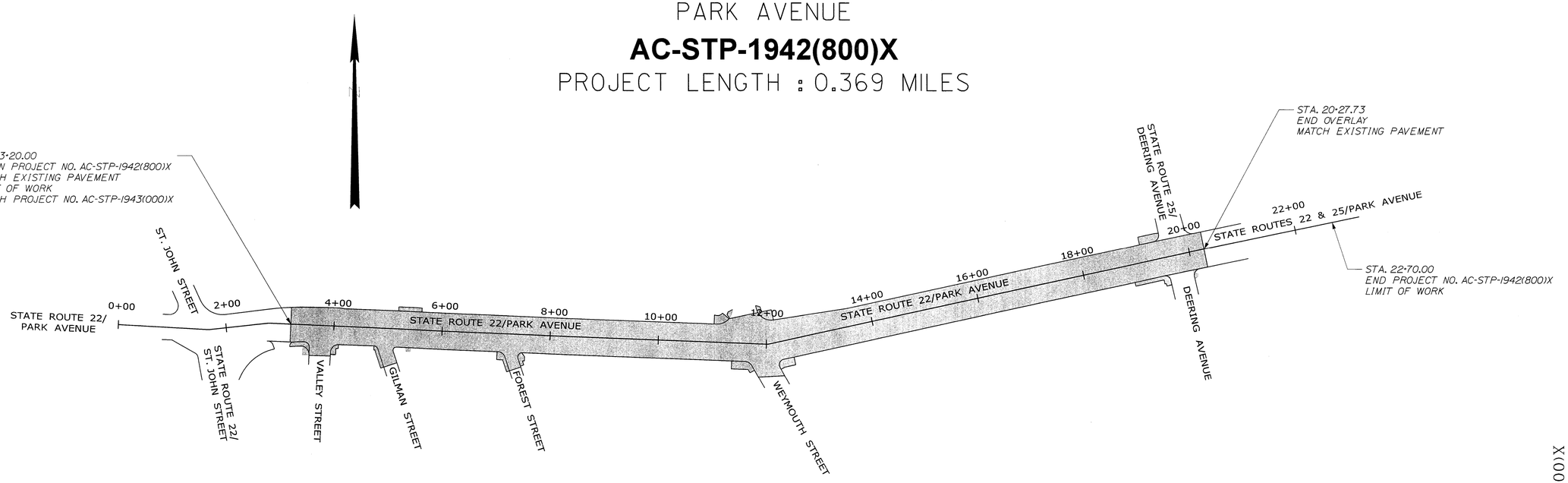


TRAFFIC DATA

Current 2012) AADT	10040
Future (2032) AADT	11040
DHV - % of AADT	11%
Design Hour Volume	1214
% Heavy Trucks (AADT)	4%
% Heavy Trucks (DHV)	4%
Directional Distribution (DHV)	72%
18 kip Equivalent P 2.0	134
18 kip Equivalent P 2.5	127
Design Speed (mph)	30
Functional Class:	PRINCIPAL ARTERIAL

LAYOUT SCALE

100 0 100 200

Scale in Feet

T·Y·LIN INTERNATIONAL

PROJECT LOCATION:	State Route 22
PROGRAM AREA:	Traffic Program
OUTLINE OF WORK:	Partial Mill and 1-1/4" Overlay to Include Traffic and Pedestrian Improvements

WIN 19428.00 AC-STP-1942(800)X

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

	DATE
COMMISSIONER:	7/25/12
CHIEF ENGINEER:	7/25/12

STATE OF MAINE · THOMAS A. ERRICO · No. 6618 · LICENSED PROFESSIONAL ENGINEER

SIGNATURE	
P.E. NUMBER	6618
DATE	07/20/12

PROJECT INFORMATION

PROGRAM	TRAFFIC
PROJECT MANAGER	BRIAN KEEZER
DESIGNER	TOM ERRICO
CONSULTANT	T.Y. LIN INTERNATIONAL
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

PORTLAND
PARK AVENUE

TITLE SHEET

SHEET NUMBER
1
OF 9

Filename: ...\HIGHWAY\MSTA\001_Title.dgn Division: HIGHWAY Username: pmcclure Date:7/23/2012

NOTES:

1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.

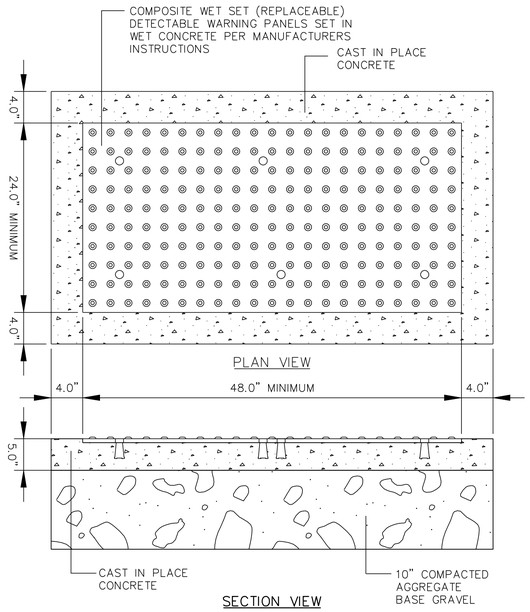
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.

3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.

4. FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE 1-7A AND TECHNICAL MANUAL SECTION 1.8.4.), FEDERAL YELLOW COLORED (#33538) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.

5. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.

6. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



SIDEWALK RAMP DETECTABLE WARNING PANEL

NOT TO SCALE

NOTES:

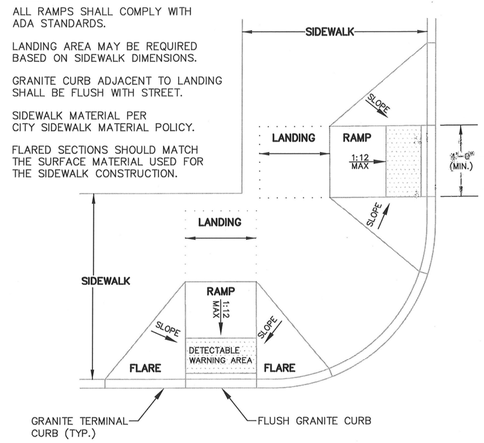
ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.

GRANITE CURB ADJACENT TO LANDING SHALL BE FLUSH WITH STREET.

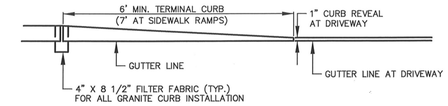
SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

FLARED SECTIONS SHOULD MATCH THE SURFACE MATERIAL USED FOR THE SIDEWALK CONSTRUCTION.

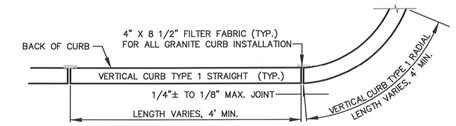


PREFERRED SIDEWALK RAMP AT INTERSECTION

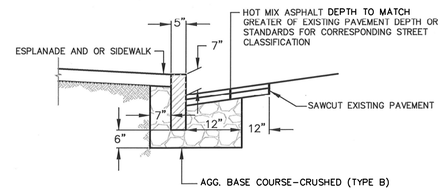
NOT TO SCALE



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW



VERTICAL GRANITE CURB CROSS SECTION

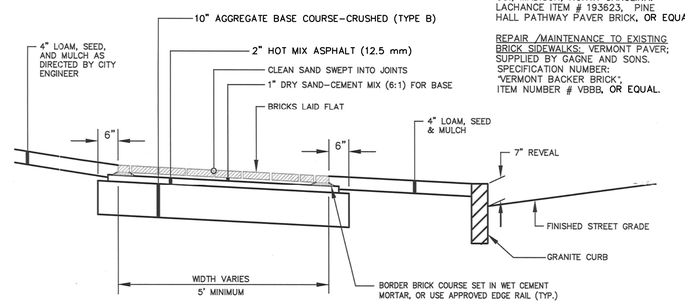
VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREETS

NOT TO SCALE

BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK, OR EQUAL.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK", ITEM NUMBER # VBBB, OR EQUAL.



BRICK SIDEWALK WITH BITUMINOUS BASE

NOT TO SCALE

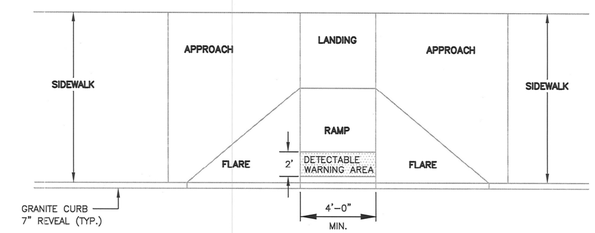
NOTE: HMA BASE IS 12.5mm

NOTES:

ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.

DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	8.33% MAXIMUM	2%
LANDING	2%	2%
RAMP	8.33% MAXIMUM	MATCH STREET GRADE
FLARE	10% MAX. AT CURB FACE	–
SIDEWALK	MATCH STREET GRADE	2%

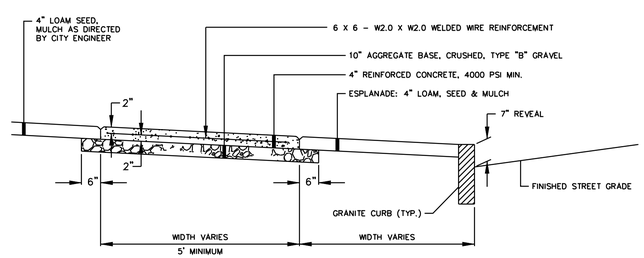


PLAN VIEW

PERPENDICULAR ADA RAMP LAYOUT FOR WIDE SIDEWALK WITH NO ESPLANADE

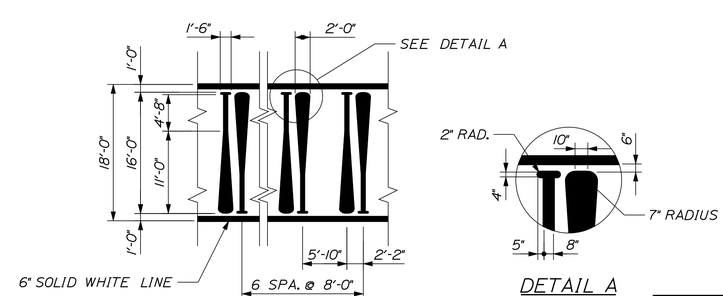
NOT TO SCALE

PHOTO OF DWT INSTALLATION ON BRICK SIDEWALK



REINFORCED CONCRETE SIDEWALK

NOT TO SCALE



DETAIL A

HADLOCK CROSSWALK DETAIL

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1942(800)X

WIN 19428.00

STATE OF MAINE · THOMAS A. ERRICO · No. 6618 · LICENSED PROFESSIONAL ENGINEER

T. Errico			
PROJ. MANAGER	BY	DATE	
DESIGN-DETAILED	TAE	PEM	4/6/2012
CHECKED-REVIEWED	KEK	TAE	7/13/2012
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 6618

P.E. NUMBER

02-06-2013

DATE

PORTLAND PARK AVENUE

DETAILS

SHEET NUMBER

2

OF 9

Filename: ...\highway\ymsto\002_Det_001.dgn Division: HIGHWAY Username: pmclure Date:2/11/2013

ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
202.202	REMOVING PAVEMENT SURFACE	SY	5350
304.09	AGGREGATE BASE COURSE - CRUSHED	CY	200
403.210	HOT MIX ASPHALT - 9.5 MM NOMINAL MAX. SIZE, SURFACE	TON	900
403.211	HOT MIX ASPHALT (SHIMMING)	TON	300
403.213	HOT MIX ASPHALT - 12.5 MM NOMINAL MAX SIZE, BASE	TON	27
409.15	BITUMINOUS TACK COAT, APPLIED	G	460
603.179	18" CULVERT PIPE OPT. III	LF	120
604.071	CATCH BASIN TYPE A1-P	EA	5
604.16	ALTERING CB TO MANHOLE	EA	3
604.18	ADJUST MH OR CB TO GRADE	EA	3
608.08	REINFORCED CONCRETE SIDEWALK	SY	280
608.15	BRICK SIDEWALK WITH BITUMINOUS BASE	SY	230
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	200
609.11	VERTICAL CURB TYPE 1	LF	350
609.12	VERTICAL CURB TYPE 1- CIRCULAR	LF	180
609.234	TERMINAL CURB TYPE 1- 4'	EA	13
609.2341	TERMINAL CURB TYPE 1- 4' CIRCULAR	EA	7
609.237	TERMINAL CURB TYPE 1- 7'	EA	10
609.2371	TERMINAL CURB TYPE 1- 7' CIRCULAR	EA	8
609.441	CURBING REMOVED AND STACKED	LF	578
615.07	LOAM	CY	21
618.1301	SEEDING METHOD NUMBER 1, PLAN QUANTITY	Unit	2
619.1201	MULCH, PLAN QUANTITY	Unit	2
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	9800
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	3250
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SF	2550
627.76	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LS	1
627.77	REMOVING EXISTING PAVEMENT MARKING	SF	380
629.05	HAND LABOR - STRAIGHT TIME	HR	20
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	HR	10
631.11	AIR TOOL (INCLUDING OPERATOR)	HR	10
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	5
631.172	TRUCK, LARGE (INCLUDING OPERATOR)	HR	5
639.19	FIELD OFFICE TYPE B	EA	1
645.1061	RELOCATE EXISTING SIGN ASSEMBLY AND POST	EA	10
645.280	WOOD POST	EA	2
645.292	REGULATORY, WARNING, CONFIRMATION, AND ROUTE MARKER ASSEMBLY SIGNS TYPE II	SF	120
652.33	DRUM	EA	25
652.34	CONE	EA	100
652.35	CONSTRUCTION SIGNS	SF	600
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	75
652.38	FLAGGERS	HR	2300
Bid Alternate 1: Loop Detection			
643.8	TRAFFIC SIGNALS AT: PARK AVE AND DEERING AVE	EA	1
659.1	MOBILIZATION	LS	1
Bid Alternate 2: Video Detection			
643.8	TRAFFIC SIGNALS AT: PARK AVE AND DEERING AVE	LS	1
659.1	MOBILIZATION	LS	1

GRANITE CURB TO BE REMOVED AS PART OF THIS PROJECT IS AT THE FOLLOWING LOCATIONS AND OF THE FOLLOWING APPROXIMATE LENGTHS:

LOCATION	LENGTH, FT
VALLEY INTERSECTION, WEST	20.7
VALLEY INTERSECTION, EAST	25.7
GILMAN INTERSECTION, WEST	44.5
ESPLANADE EAST OF GILMAN	55
HADLOCK SIDE AT BAT CROSSWALK	43
FOREST INTERSECTION, WEST	45.6
FOREST INTERSECTION, EAST	23.1
WEYMOUTH INTERSECTION, WEST	49.4
WEYMOUTH INTERSECTION, EAST	43.6
ARENA, WEST	29.6
ARENA, EAST	25.8
DEERING INTERSECTION, NW	46.9
DEERING INTERSECTION, SW	82.6
DEERING, SE	42.5
	578 LF

GENERAL NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) AND CITY OF PORTLAND REQUIREMENTS.

2. THE BEGIN PROJECT LIMITS MATCH LIMITS OF WORK FOR WIN 19430.00 ST. JOHN STREET, WHICH IS EXPECTED TO BE CONSTRUCTED CONCURRENTLY.

3. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS: CENTRAL MAINE POWER COMPANY, FAIRPOINT COMMUNICATIONS, UNITIL, CITY OF PORTLAND (EMERGENCY COMMUNICATIONS, SEWER) AND PORTLAND WATER DISTRICT.

4. MAINTENANCE OF TRAFFIC PLANS ARE TO BE APPROVED BY MAINEDOT WITH COOPERATION OF THE CITY PRIOR TO CONSTRUCTION. CITY OF PORTLAND DEPARTMENT OF FACILITIES HAS REQUIRED THAT CONSTRUCTION NOT BE PERFORMED UNTIL THE SEA DOGS SEASON IS COMPLETE. CONTRACTOR SHALL ENSURE THAT SIDEWALK, CROSS WALKS, AND PARKING LANES ARE OPEN AND AVAILABLE FOR EVENTS.

5. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.

6. A 1-1/4 INCH HOT MIX ASPHALT OVERLAY IS PROPOSED FROM THE BEGINNING OF THE PROJECT THROUGH THE DEERING AVENUE INTERSECTION. OVERLAY IS TO STOP JUST TO THE EAST OF THE INTERSECTION; THE EXISTING WESTBOUND LEG PAVEMENT MARKINGS ARE TO BE REMOVED AND NEW PAVEMENT MARKINGS TO BE PLACED.

7. EXISTING PAVEMENT WILL BE SHIMMED AS NEEDED. CURB REVEAL WILL BE MAINTAINED BY MILLING ALONG EXISTING CURBS FOR THE LENGTH OF THE OVERLAY, A WIDTH OF 10 FEET EACH SIDE.

8. PEDESTRIAN RAMPS AND CURB BUMPOUTS: RAMPS SHALL BE CONSTRUCTED CONSISTENT WITH EXISTING MATERIALS AND CITY OF PORTLAND SIDEWALK MATERIALS POLICY.

9. THE AERIAL BASE MAP WAS PROVIDED BY THE CITY OF PORTLAND AND DOES NOT REFLECT CURRENT SIDEWALK MATERIALS IN SOME AREAS. SIDEWALK MATERIALS ARE AS FOLLOWS:

CONCRETE: VALLEY, GILMAN, WEST RAMP AT WEYMOUTH, EAST RAMP AT FOREST, AND ICE ARENA.
BRICK: HADLOCK FIELD, EAST RAMP AT WEYMOUTH, AND ALL RAMPS AT DEERING AVENUE.
CONCRETE/BRICK: WEST RAMP AT FOREST.

10. ALL CURB SHALL BE VERTICAL TYPE 1 GRANITE.

11. GRANITE CURB THAT IS REMOVED AS A RESULT OF THIS PROJECT IS THE PROPERTY OF THE CITY. CURB SHALL BE REMOVED AND STACKED IN ACCORDANCE WITH SPECIAL PROVISION 609.

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

13. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEMS:

- 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

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

14. 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 THE 604 ITEMS.

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

16. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS UNLESS OTHERWISE NOTED OR DIRECTED.

17. SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS.

18. PAVEMENT MARKINGS SHALL CONFORM TO STANDARD DETAILS AND LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND AS DIRECTED BY THE RESIDENT, WITH THE EXCEPTION OF THE HADLOCK FIELD CROSSWALK (SEE PLANS FOR DETAILS). THE ABBREVIATIONS SHOWN IN THE PLANS ARE AS FOLLOWS:

BYLL: 4" BROKEN YELLOW LANE LINE (10' SEGMENT W/30' GAP)
BWLL: 4" BROKEN WHITE LANE LINE (10' SEGMENT W/30' GAP)
DWBL: 6" DOTTED WHITE BIKE LANE LINE (2' SEGMENT W/4' GAP)
DWEL: 4" DOTTED WHITE LANE LINE (2' SEGMENT W /4' GAP)
DYCL: 4" DOUBLE YELLOW CENTERLINE
SL: 24" WHITE STOP LINE
SWBL: 6" SOLID WHITE BIKE LANE LINE
SWEL: 4" SOLID WHITE EDGE LINE
SWLL: 4" SOLID WHITE LANE LINE
SYCL: 4" SOLID YELLOW LANE LINE
SYLL: 4" SOLID YELLOW LANE LINE
CROSSWALK: 8" SOLID WHITE LINE (8' OUT TO OUT)

19. ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD SHALL BE INSTALLED AT EACH CURB RAMP ADJACENT TO A MARKED CROSSWALK. ACTUAL PLACEMENT SHALL BE AS REQUIRED BY THE SPECIAL PROVISIONS, DETAILS, AND AS DIRECTED BY THE RESIDENT. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL CONCRETE AND WORK REQUIRED BY THE DETAILS.

20. ALL CATCH BASIN RIM ELEVATIONS SHALL BE VERIFIED IN THE FIELD. NEW CATCH BASIN RIMS SHALL BE SET 1" BELOW EXISTING PAVEMENT ELEVATION AT THE PROPOSED GUTTER LINE.

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

23. TEMPORARY EROSION CONTROL MEASURES SHALL BE MAINTAINED AS SPECIFIED IN THE SOIL EROSION AND WATER POLLUTION CONTROL PLAN. PAYMENT WILL BE MADE UNDER 656.75 - TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL, LUMP SUM.

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1942(800)X

WIN 19428.00

STATE OF MAINE · THOMAS A. ERRICO · No. 6618 · LICENSED PROFESSIONAL ENGINEER

PROJ. MANAGER	T. Errico		
DESIGN-DETAILED	TAE	BY	DATE
CHECKED-REVIEWED	KEK	PEM	4/6/2012
DESIGN2-DETAILED2		TAE	7/13/2012
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

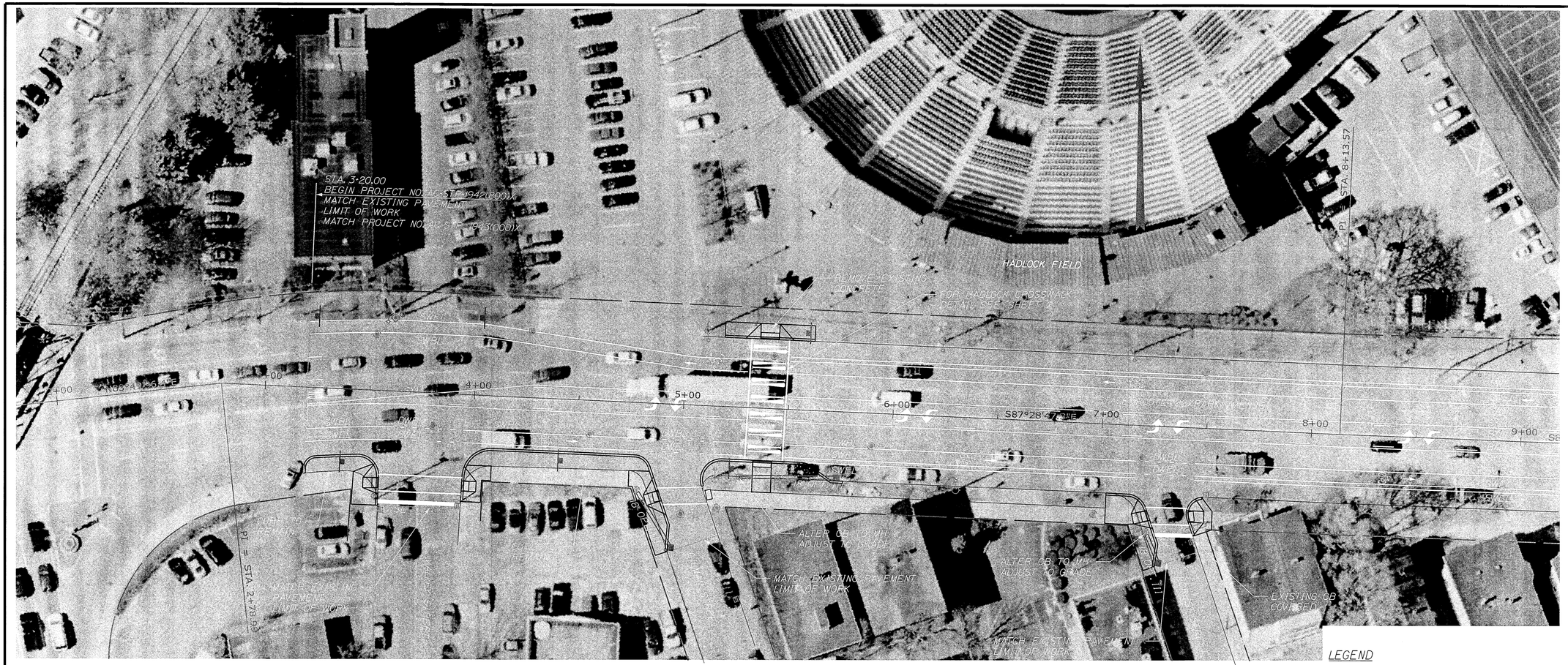
SIGNATURE
6618
P.E. NUMBER
02-06-2013
DATE

PORTLAND
PARK AVENUE

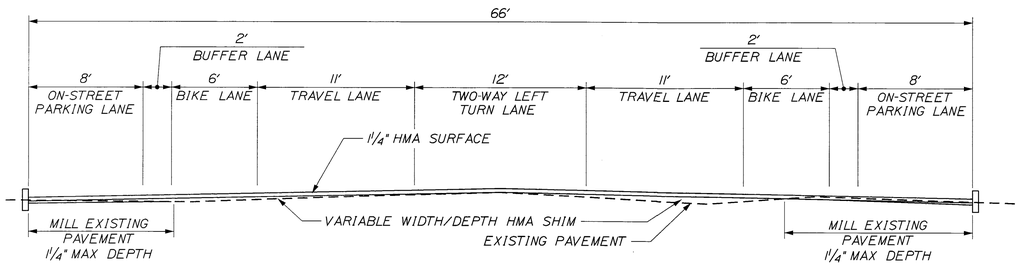
ESTIMATED QUANTITIES
& GENERAL NOTES

SHEET NUMBER
3
OF 9

Filename: ...\highway\ms1a\003_Notes_001.dgn Division: HIGHWAY Username: pmclure Date:2/11/2013



HMA OVERLAY CURB TO CURB



TYPICAL SECTION

BYLL - 4" BROKEN YELLOW LANE LINE (10' SEGMENT W/ 30' GAP)
BWLL - 4" BROKEN WHITE LANE LINE (10' SEGMENT W/ 30' GAP)
DWBL - 6" DOTTED WHITE BIKE LANE LINE (2' SEGMENT W/ 4' GAP)
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SYLL - 4" SOLID YELLOW LANE LINE
CROSSWALK - 8" SOLID WHITE LINE (8' OUT TO OUT)

LEGEND

- PROPOSED CURB RAMP DETECTABLE WARNING FIELD
- PROPOSED CATCH BASIN
- PROPOSED LAWN
- PROPOSED CURB
- PROPOSED PEDESTRIAN HEAD
- PROPOSED JUNCTION BOX
- PROPOSED PEDESTAL POLE
- PROPOSED VEHICULAR HEAD
- PROPOSED SIGN ON POST
- PROPOSED CONDUIT
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING LIGHT POLE
- EXISTING JUNCTION BOX
- EXISTING MH COVER
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING ORNAMENTAL LIGHT POLE
- EXISTING CMP POLE
- EXISTING SIGN ON POST
- EXISTING MAST ARM

PLAN

25 0 25 50

TYLIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1942(800)X

WIN 19428.00

STATE OF MAINE — THOMAS ERRICO No. 6618 — LICENSED PROFESSIONAL ENGINEER

T. Errico

PROJ. MANAGER	T. Errico	BY
DESIGN-DETAILED	TJE	PEM
CHECKED-REVIEWED	KEK	TJE
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

	BY	DATE
	PEM	4/6/2012
	TJE	7/13/2012

SIGNATURE

6618
P.E. NUMBER

02-06-2013
DATE

PORTLAND PARK AVENUE

PLANS

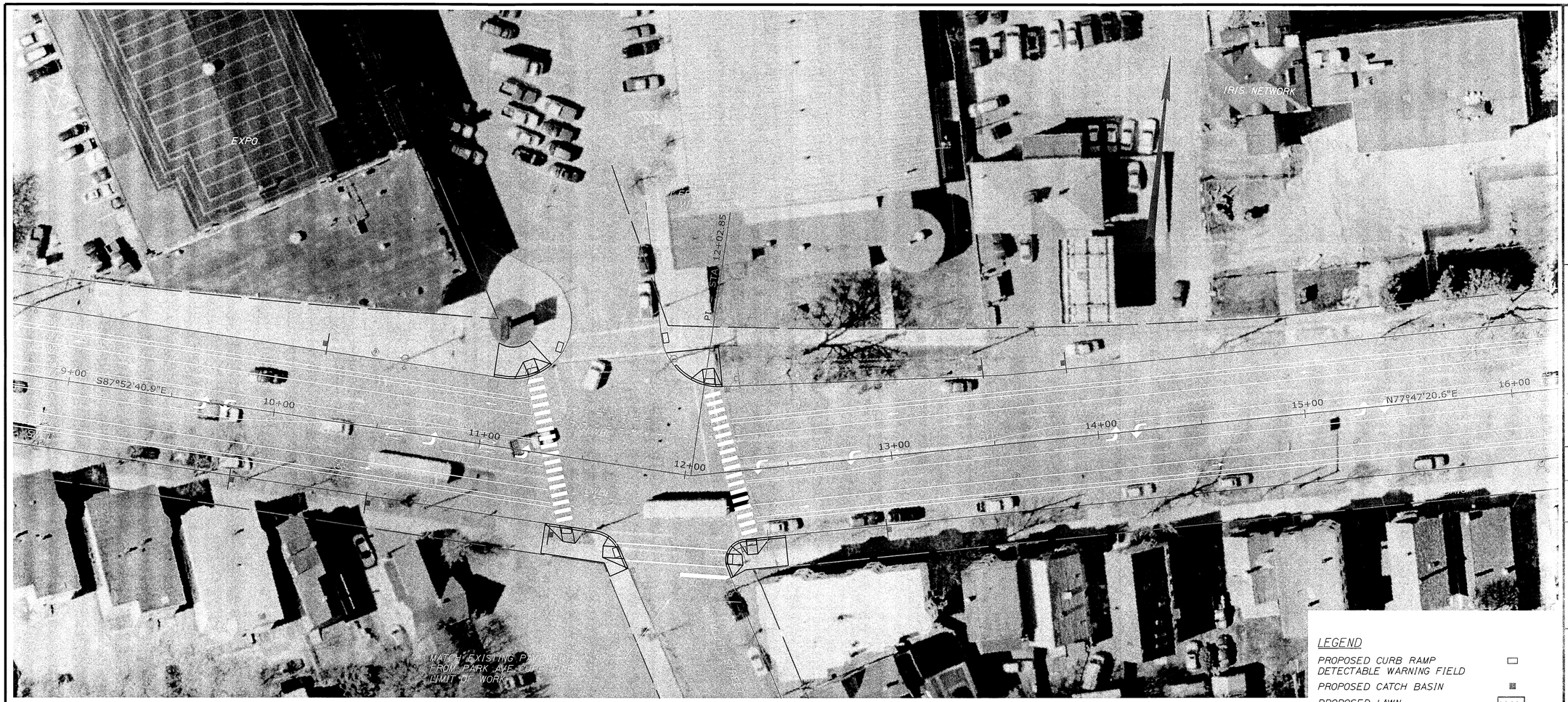
SHEET NUMBER

4

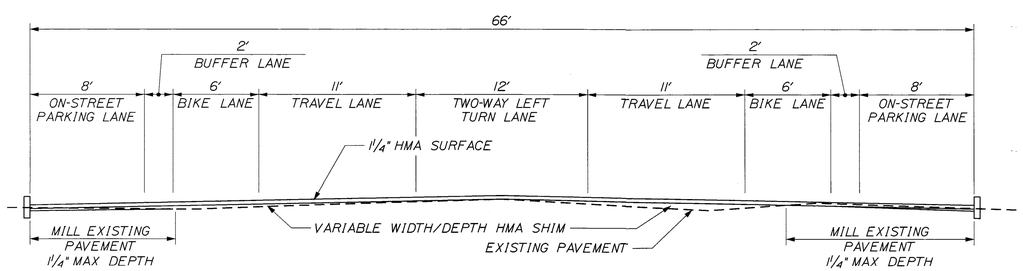
OF 9

Filename: ...\msta\004_HDPlan_001.dgn Division: HIGHWAY Username: pmcclure Date:2/6/2013

Filename: ...\msta\005_HDPlan_002.dgn Division: HIGHWAY Username: pmcclure Date:2/6/2013



HMA OVERLAY CURB TO CURB



TYPICAL SECTION

BYLL - 4" BROKEN YELLOW LANE LINE (10' SEGMENT W/ 30' GAP)
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DWBL - 6" DOTTED WHITE BIKE LANE LINE (2' SEGMENT W/ 4' GAP)
DWEL - 4" DOTTED WHITE LANE LINE (2' SEGMENT W / 4' GAP)
DYCL - 4" DOUBLE YELLOW CENTERLINE
SL - 24" WHITE STOP LINE
SWBL - 6" SOLID WHITE BIKE LANE LINE
SWEL - 4" SOLID WHITE EDGE LINE
SWLL - 4" SOLID WHITE LANE LINE
SYCL - 4" SOLID YELLOW LANE LINE
SYLL - 4" SOLID YELLOW LANE LINE
CROSSWALK - 8" SOLID WHITE LINE (8' OUT TO OUT)

LEGEND

- PROPOSED CURB RAMP DETECTABLE WARNING FIELD
- PROPOSED CATCH BASIN
- PROPOSED LAWN
- PROPOSED CURB
- PROPOSED PEDESTRIAN HEAD
- PROPOSED JUNCTION BOX
- PROPOSED PEDESTAL POLE
- PROPOSED VEHICULAR HEAD
- PROPOSED SIGN ON POST
- PROPOSED CONDUIT
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING LIGHT POLE
- EXISTING JUNCTION BOX
- EXISTING MH COVER
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING ORNAMENTAL LIGHT POLE
- EXISTING CMP POLE
- EXISTING SIGN ON POST
- EXISTING MAST ARM

PLAN

25 0 25 50

TYLIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1942(800)X

WIN 19428.00

STATE OF MAINE
THOMAS E. FERRICO
No. 6618
LICENSED PROFESSIONAL ENGINEER

PROJ. MANAGER	T. Ferrico	BY	DATE
DESIGN-DETAILED	TJE	PEM	4/6/2012
CHECKED-REVIEWED	KER	TJE	7/13/2012
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

6618
P.E. NUMBER

02-06-2013
DATE

PORTLAND PARK AVENUE

PLANS

SHEET NUMBER

5

OF 9

Filename: ...\msta\006_HDPlan_003.dgn Division: HIGHWAY Username: pmcclure Date:2/6/2013

LEGEND

- PROPOSED CURB RAMP DETECTABLE WARNING FIELD
- PROPOSED CATCH BASIN
- PROPOSED LAWN
- PROPOSED CURB
- PROPOSED PEDESTRIAN HEAD
- PROPOSED JUNCTION BOX
- PROPOSED PEDESTAL POLE
- PROPOSED VEHICULAR HEAD
- PROPOSED SIGN ON POST
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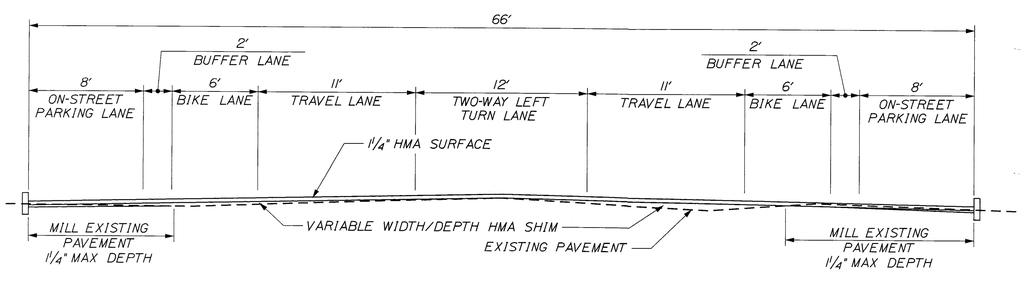
- EXISTING MH COVER
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING ORNAMENTAL LIGHT POLE
- EXISTING CMP POLE
- EXISTING SIGN ON POST
- EXISTING MAST ARM

HMA OVERLAY CURB TO CURB



TYPICAL SECTION

BYLL - 4" BROKEN YELLOW LANE LINE (10' SEGMENT W/ 30' GAP)
BWLL - 4" BROKEN WHITE LANE LINE (10' SEGMENT W/ 30' GAP)
DWBL - 6" DOTTED WHITE BIKE LANE LINE (2' SEGMENT W/ 4' GAP)
DWEL - 4" DOTTED WHITE LANE LINE (2' SEGMENT W / 4' GAP)
DYCL - 4" DOUBLE YELLOW CENTERLINE
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PLAN

25 0 25 50

TYLININTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1942(800)X

WIN 19428.00

STATE OF MAINE — THOMAS A. ERRICO — No. 6618 — LICENSED PROFESSIONAL ENGINEER

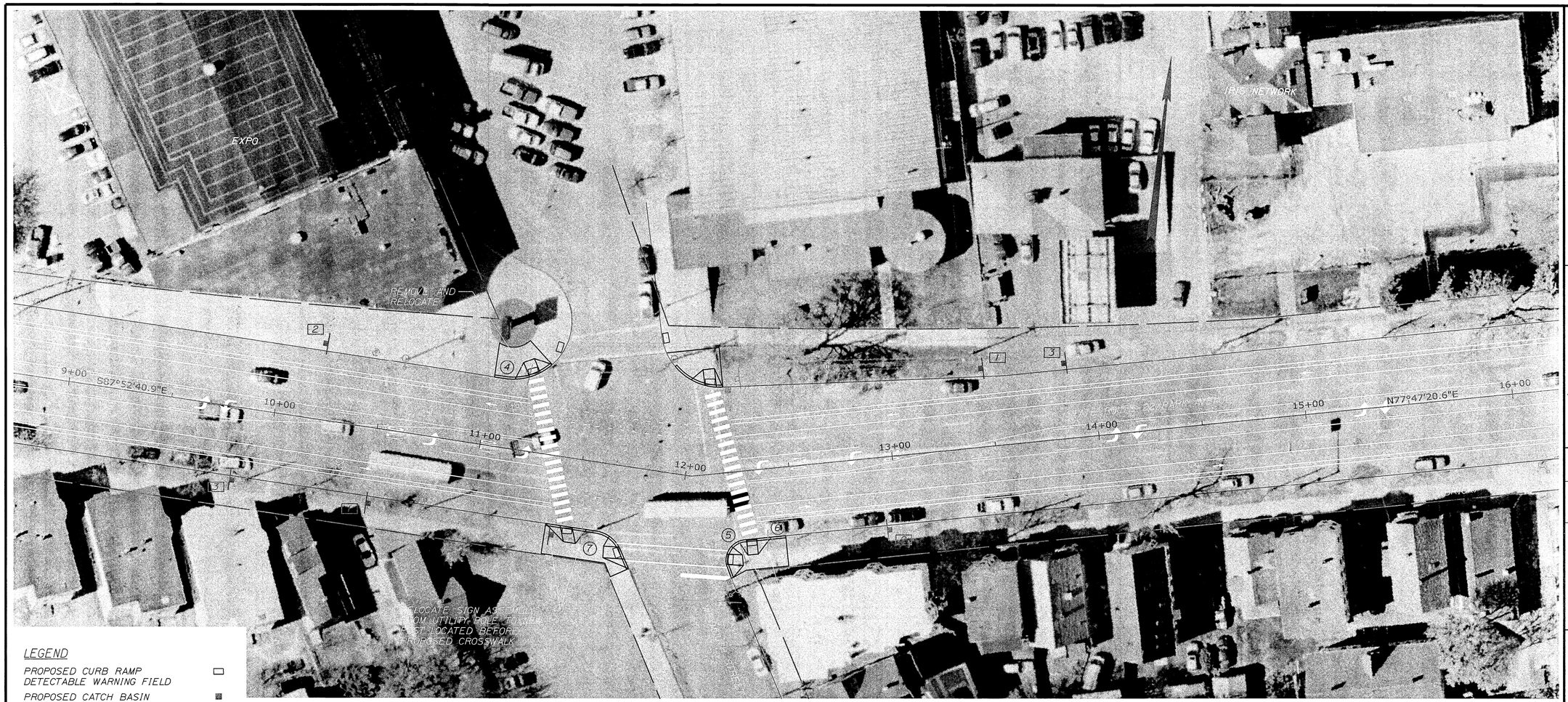
PROJ. MANAGER	T. Errico		
DESIGN-DETAILED	TAE	BY	DATE
CHECKED-REVIEWED	KEK	PEM	4/6/2012
DESIGN2-DETAILED2		TAE	7/13/2012
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 6618
P.E. NUMBER
02-06-2013
DATE

PORTLAND PARK AVENUE

PLANS

SHEET NUMBER 6 OF 9



LEGEND

- PROPOSED CURB RAMP DETECTABLE WARNING FIELD
- PROPOSED CATCH BASIN
- PROPOSED ESPLANADE
- PROPOSED CURB
- PROPOSED PEDESTRIAN HEAD
- PROPOSED JUNCTION BOX
- PROPOSED PEDESTAL POLE
- PROPOSED VEHICULAR HEAD
- PROPOSED SIGN ON POST
- PROPOSED CONDUIT
- PROPOSED SIGN ASSEMBLY DESIGNATION
- EXISTING SIGN ASSEMBLY DESIGNATION
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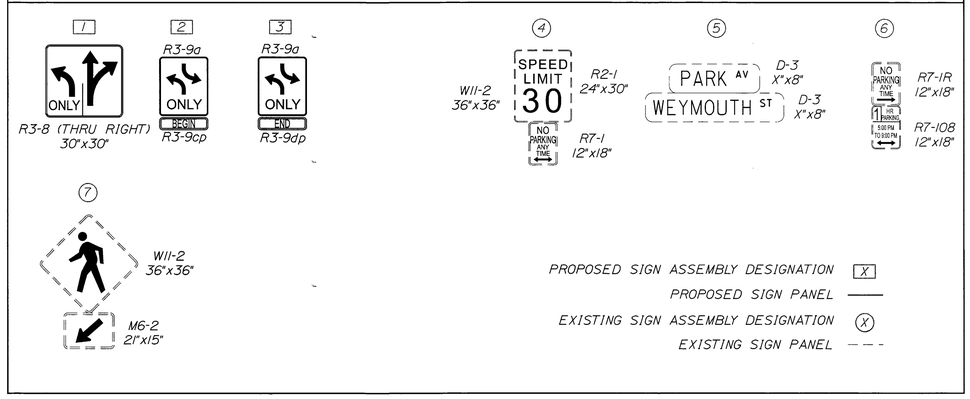
- EXISTING HYDRANT
- EXISTING LIGHT POLE
- EXISTING JUNCTION BOX
- EXISTING MH COVER
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING ORNAMENTAL LIGHT POLE
- EXISTING CMP POLE
- EXISTING SIGN ON POST
- EXISTING HANGING SIGN
- EXISTING MAST ARM

SIGN ASSEMBLY LEGEND



PLAN

25 0 25 50

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1942(800)X

WIN
19428.00

STATE OF MAINE
THOMAS A. ERRICO
No. 6618
LICENSED PROFESSIONAL ENGINEER

	BY	DATE
PROJ. MANAGER	T. Errico	
DESIGN-DETAILED	TAE	4/6/2012
CHECKED-REVIEWED	PEM	7/13/2012
DESIGN2-DETAILED2	KEK	
DESIGN3-DETAILED3	TAE	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
6618
P.E. NUMBER
11/7/12
DATE

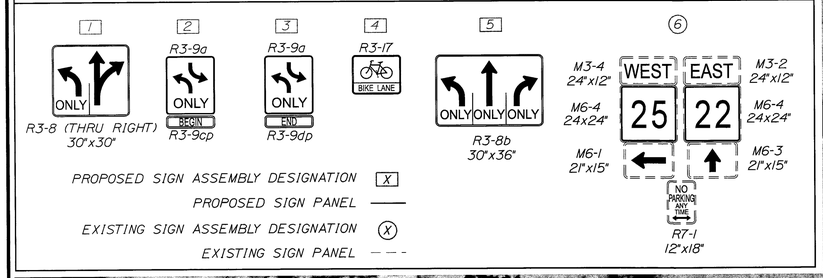
PORTLAND PARK AVENUE

SIGNAL & SIGNING PLANS

SHEET NUMBER
8
OF 9

Filename: ...\msta\008_TCPlan_002.dgn Division: HIGHWAY Username: agreenlaw Date:11/7/2012

SIGN ASSEMBLY LEGEND



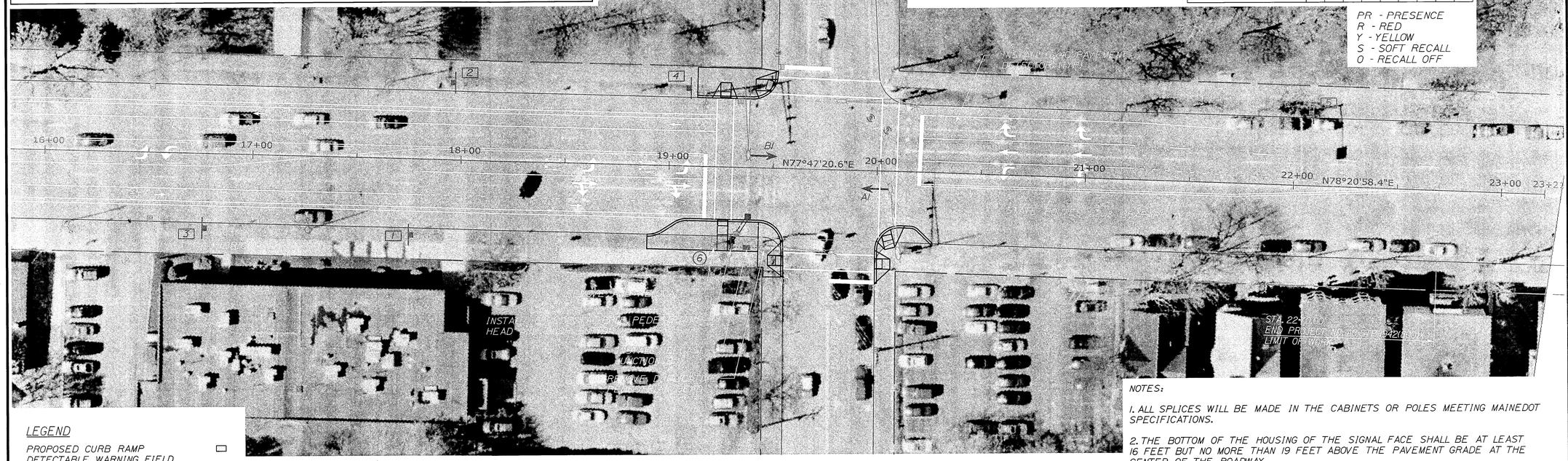
EQUIPMENT SCHEDULE

ITEM	QUANTITY
PEDESTAL POLES	1
5-SECTION SIGNAL HEAD	2
PEDESTRIAN SIGNAL HEAD	1
PUSH BUTTON	1
PRECAST CONCRETE JUNCTION BOX	1
BID ALTERNATE 1 6' x 40' DETECTORS	5
BID ALTERNATE 2 VIDEO DETECTION	1

SIGNAL TIMING SCHEDULE

ITEM/PHASE	1	2	3	4	5	6	7	8	9
MINIMUM INITIAL	3	10	3	3	3	10	3	3	-
MAXIMUM INITAL	-	-	-	-	-	-	-	-	-
PASSAGE TIME	2	2	2	2	2	2	2	2	-
MAXIMUM 1	15	40	15	25	15	40	15	25	-
MAXIMUM 2	-	-	-	-	-	-	-	-	-
YELLOW	3	3	3	3	3	3	3	3	-
ALL RED	2	2	2	2	2	2	2	2	-
PEDESTRIAN WALK	-	-	-	-	-	-	-	-	7
PEDESTRIAN CLEARANCE	-	-	-	-	-	-	-	-	19
RECALL	0	S	0	0	0	S	0	0	-
DETECTION OPERATION	PR	PR	PR	PR	PR	PR	PR	PR	-
PREEMPTION PRIORITY	-	-	-	-	-	-	-	-	-
FLASH	-	-	-	-	-	-	-	-	-
DUAL ENTRY	-	-	-	-	-	-	-	-	-

PR - PRESENCE
R - RED
Y - YELLOW
S - SOFT RECALL
0 - RECALL OFF



LEGEND

- PROPOSED CURB RAMP DETECTABLE WARNING FIELD
- PROPOSED CATCH BASIN
- PROPOSED ESPLANADE
- PROPOSED CURB
- PROPOSED PEDESTRIAN HEAD
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- EXISTING CMP POLE
- EXISTING SIGN ON POST
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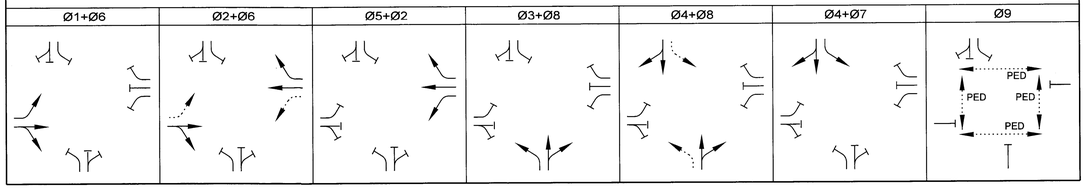
- EXISTING MAST ARM

TRAFFIC SIGNAL PHASING



TRAFFIC SIGNAL HEAD

ALL NEW SIGNAL HEADS 12" L.E.D. WITH BACK PLATES A1, B1. ALL OTHER HEADS ARE EXISTING

ACCESSIBLE PEDESTRIAN SIGNALS (APS)

CAMBELL COMPANY ADVISOR APS A912 OR APPROVED EQUAL

PLAN

25 0 25 50

NOTES:

1. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINEDOT SPECIFICATIONS.

2. THE BOTTOM OF THE HOUSING OF THE SIGNAL FACE SHALL BE AT LEAST 16 FEET BUT NO MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.

3. ALL MATERIALS AND WORK COMPLETED UNDER THIS CONTRACT SHALL CONFORM TO THE MAINEDOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS, AND WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

4. UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-DIG-SAFE.

5. CONTRACTOR SHALL CONTACT AND COORDINATE WITH UTILITIES UPON AWARD OF THE CONTRACT. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES SO THAT TRAFFIC SIGNAL INSTALLATIONS DONE AFTER THE UTILITIES HAVE BEEN RELOCATED BY THE RESPECTIVE UTILITY COMPANIES.

6. CONTRACTOR IS RESPONSIBLE FOR OBTAINING MAINEDOT AND CITY OPENING PERMITS, IF NECESSARY.

7. IT IS THE INTENT OF THE WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.

8. THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING SHALL BE INPUT BY THE CONTRACTOR UNDER OBSERVATION BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE ENGINEER.

9. ALL PUSH BUTTONS SHALL BE LOCATED WITHIN 1' FROM THE EDGE OF THE SIDEWALK. IF PLACED GREATER THAN 1' FROM SIDEWALK, CONTRACTOR SHALL PAVE AN APRON TO THE BUTTON FOR A DISTANCE NOT TO EXCEED 5'.

10. ALL PEDESTRIAN SIGNAL HEADS SHALL BE GELCORE MODEL NO. PS7-CFC9-01A.

11. PEDESTAL POLES SHALL BE 18" DIAMETER FOUNDATIONS.

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-STP-1942(800)X

WIN 19428.00

STATE OF MAINE — THOMAS ERICO No. 6618 — LICENSED PROFESSIONAL ENGINEER

		BY	DATE
PROJ. MANAGER	T. Erico		
DESIGN-DETAILED	TAE	PEM	4/6/2012
CHECKED-REVIEWED	KEK	TAE	7/13/2012
DESIGN-DETAILED2			
CHECKED-REVIEWED2			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
6618
P.E. NUMBER
11/7/12
DATE

PORTLAND PARK AVENUE
SIGNAL & SIGNING PLANS

SHEET NUMBER
9
OF 9

Filename: ...\msta\009_TCPlan_003.dgn Division: HIGHWAY Username: agreenlaw Date:11/7/2012

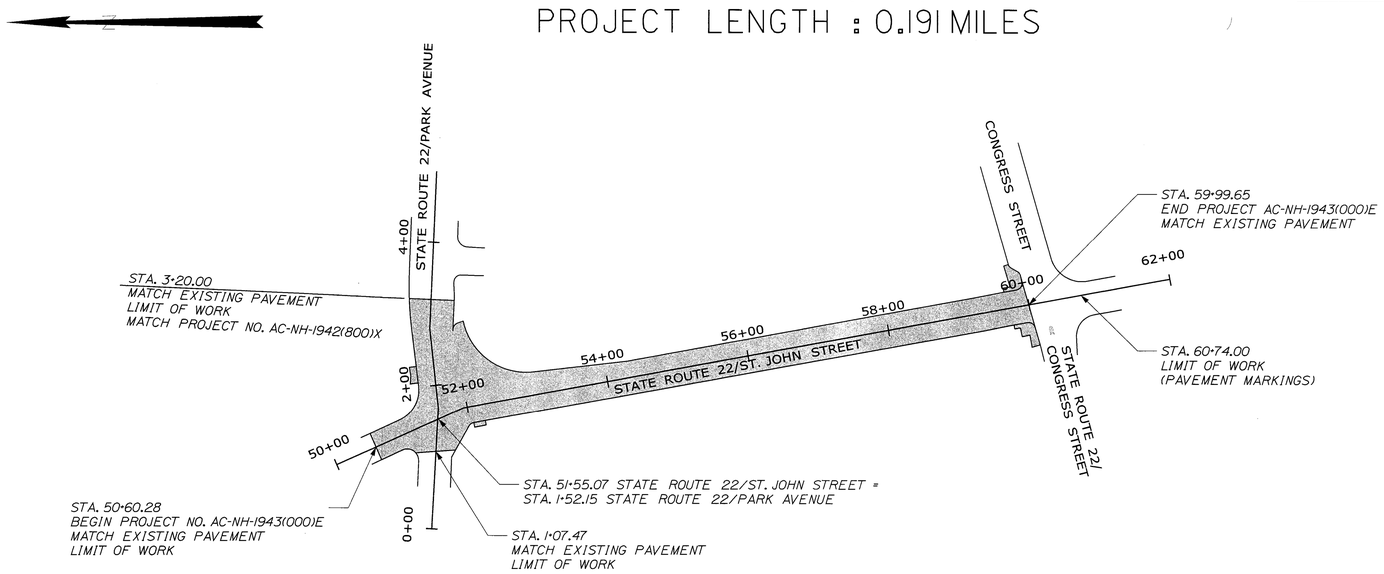
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PORTLAND
CUMBERLAND
ST. JOHN STREET

AC-NH-1943(000)E
PROJECT LENGTH : 0.191 MILES

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Detail Sheet	2
Estimated Quantities & General Notes	3
Plans	4-5
Signal & Signing Plans	6-7



TRAFFIC DATA

Current (2012) AADT	15020
Future (2032) AADT	16520
DHV - % of AADT	10%
Design Hour Volume	1652
% Heavy Trucks (AADT)	3%
% Heavy Trucks (DHV)	3%
Directional Distribution (DHV)	79%
18 kip Equivalent P 2.0	193
18 kip Equivalent P 2.5	184
Design Speed (mph)	30
Functional Class:	PRINCIPAL ARTERIAL

LAYOUT SCALE

100 0 100 200

Scale in Feet

T·Y·LIN INTERNATIONAL

PROJECT LOCATION:	State Route 22
PROGRAM AREA:	Traffic Program
OUTLINE OF WORK:	Variable Depth Pavement Rehabilitation and Traffic and Pedestrian Improvements

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED

	DATE
COMMISSIONER:	8/3/12
CHIEF ENGINEER:	8/2/12

STATE OF MAINE THOMAS ERRICO No. 6618 LICENSED PROFESSIONAL ENGINEER

SIGNATURE	
P.E. NUMBER	6618
DATE	07/25/12

PROJECT INFORMATION

PROGRAM	TRAFFIC
PROJECT MANAGER	BRIAN KELZER
DESIGNER	THOMAS ERRICO
CONSULTANT	T.Y. LIN INTERNATIONAL
PROJECT RESIDENT	.
CONTRACTOR	.
PROJECT COMPLETION DATE	.

PORTLAND
ST. JOHN STREET

TITLE SHEET

WIN 19430.00 AC-NH-1943(000)E

SHEET NUMBER
1
OF 7

Filename: ...\highway\ms1a\001_Title.dgn Division: HIGHWAY Username: pmcclure Date:7/26/2012

NOTES:

1. COMPOSITE WET SET (REPLACEABLE) DETECTABLE WARNING PANELS SHALL BE AS MANUFACTURED BY ADA SOLUTIONS, INC. (WWW.ADATILE.COM), OR APPROVED EQUAL.

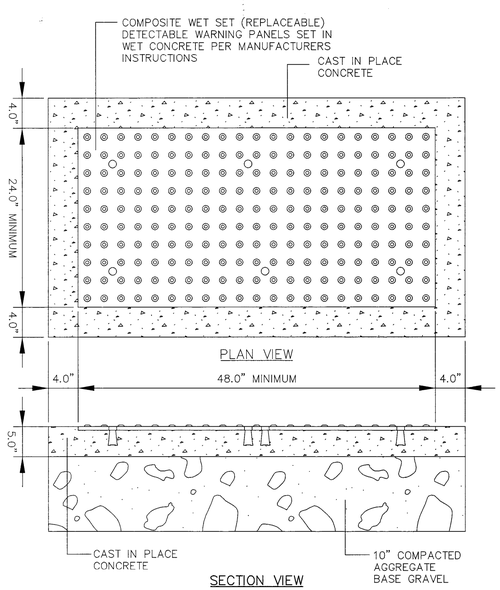
2. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINE D.O.T. CLASS A STRUCTURAL CONCRETE, MINIMUM COMPRESSIVE STRENGTH 4,000 PSI. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE PANEL AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.

3. TRUNCATED DOMES SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. TRUNCATED DOME BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.

4. FOR ALL DETECTABLE WARNING PANELS (EXCEPT AS SPECIFIED IN FIGURE I-7A AND TECHNICAL MANUAL SECTION 1.8.4.), FEDERAL YELLOW COLORED (#33538) PANELS SHALL BE USED. FOLLOW MANUFACTURER'S INSTRUCTIONS FOR INSTALLATION.

5. SIZE: THE DETECTABLE WARNING PANEL(S) SHALL EXTEND 24 INCHES MINIMUM IN THE DIRECTION OF TRAVEL AND THE FULL WIDTH OF THE CURB RAMP, LANDING, OR BLENDED TRANSITION TO THE STREET.

6. ORIENTATION: THE DETECTABLE WARNING PANEL SHALL BE LOCATED SO THAT THE EDGE NEAREST THE CURB LINE IS 6 INCHES MINIMUM AND 8 INCHES MAXIMUM FROM THE CURB LINE. THE PANEL SHALL BE ORIENTED TO THE DIRECTION OF TRAVEL AS IDENTIFIED BY THE POINT OF EGRESS.



SIDEWALK RAMP DETECTABLE WARNING PANEL

NOT TO SCALE

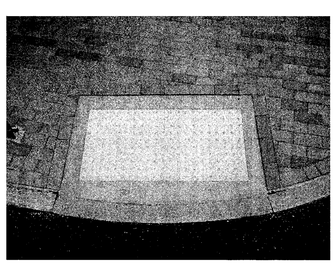


PHOTO OF DWT INSTALLATION ON BRICK SIDEWALK

NOTES:

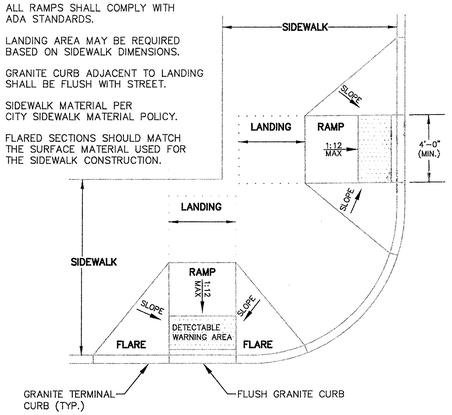
ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

LANDING AREA MAY BE REQUIRED BASED ON SIDEWALK DIMENSIONS.

GRANITE CURB ADJACENT TO LANDING SHALL BE FLUSH WITH STREET.

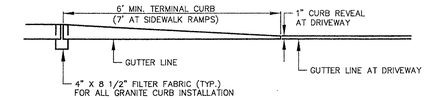
SIDEWALK MATERIAL PER CITY SIDEWALK MATERIAL POLICY.

FLARED SECTIONS SHOULD MATCH THE SURFACE MATERIAL USED FOR THE SIDEWALK CONSTRUCTION.

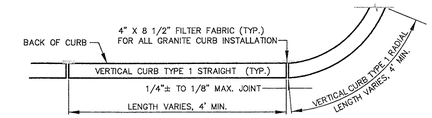


PREFERRED SIDEWALK RAMP AT INTERSECTION

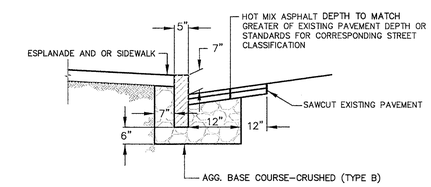
NOT TO SCALE



TERMINAL CURB PROFILE



VERTICAL GRANITE CURB PLAN VIEW



VERTICAL GRANITE CURB CROSS SECTION

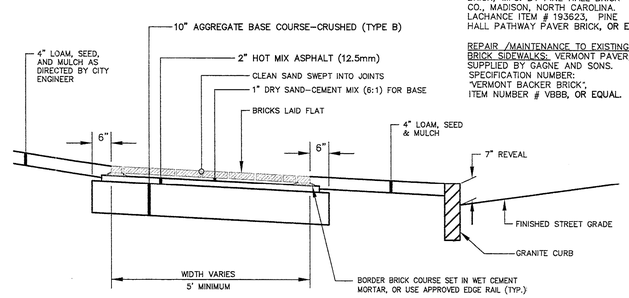
VERTICAL GRANITE CURB INSTALLATION IN EXISTING STREETS

NOT TO SCALE

BRICKS TO BE USED:

NEW CONSTRUCTION:
4"x8" PINE HALL PATHWAY PAVER BRICK; MFG. BY PINE HALL BRICK CO., MADISON, NORTH CAROLINA. LACHANCE ITEM # 193623, PINE HALL PATHWAY PAVER BRICK, OR EQUAL.

REPAIR /MAINTENANCE TO EXISTING BRICK SIDEWALKS: VERMONT PAVER; SUPPLIED BY GAGNE AND SONS. SPECIFICATION NUMBER: "VERMONT BACKER BRICK"; ITEM NUMBER # VBBB, OR EQUAL.



BRICK SIDEWALK (608.09) WITH BITUMINOUS BASE (403.213)

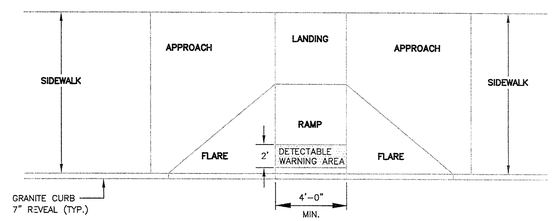
NOT TO SCALE

NOTES:

ALL RAMPS SHALL COMPLY WITH ADA STANDARDS.

GRANITE CURB ADJACENT TO RAMP SHALL BE FLUSH WITH STREET.

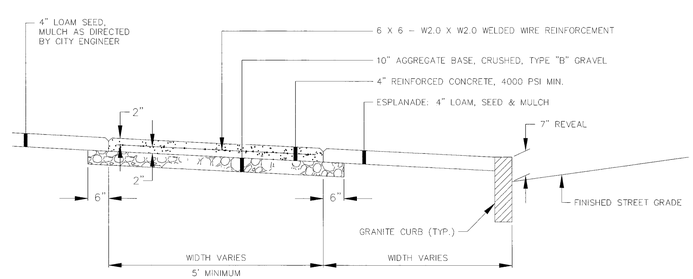
DESIGN ELEMENT	SLOPE IN DIRECTION OF TRAVEL	CROSS SLOPE
APPROACH	8.33% MAXIMUM	2%
LANDING	2%	2%
RAMP	8.33% MAXIMUM	MATCH STREET GRADE
FLARE	10% MAX. AT CURB FACE	–
SIDEWALK	MATCH STREET GRADE	2%



PLAN VIEW

PERPENDICULAR ADA RAMP LAYOUT FOR WIDE SIDEWALK WITH NO ESPLANADE

NOT TO SCALE



REINFORCED CONCRETE SIDEWALK

NOT TO SCALE

Filename: ...\highway\msta\002_Det_001.dgn Division: HIGHWAY Username: BCarter Date:1/1/2013

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-NH-1943(000)E

WIN 19430.00

STATE OF MAINE · THOMAS E. ERICO · No. 6618 · LICENSED PROFESSIONAL ENGINEER

PROJ. MANAGER	T. Erico	BY	DATE
DESIGN-DETAILED	TJE	FEM	
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6618
P.E. NUMBER

11/7/12
DATE

PORTLAND
ST. JOHN STREET

DETAILS

SHEET NUMBER
2
OF 7

T·Y·LIN INTERNATIONAL

ESTIMATED QUANTITIES

ITEM NO.	ITEM	UNIT	QUANTITY
203.20	COMMON EXCAVATION	CY	1200
304.09	AGGREGATE BASE COURSE - CRUSHED	CY	30
403.210	HOT MIX ASPHALT - 9.5 MM NOMINAL MAX. SIZE, SURFACE	TON	520
403.213	HOT MIX ASPHALT - 12.5 MM NOMINAL MAX. SIZE, BASE	TON	1550
409.15	BITUMINOUS TACK COAT, APPLIED	G	160
411.09	UNTREATED AGGREGATE SURFACE COURSE	CY	420
603.179	18" CULVERT PIPE OPTION III	LF	47
604.071	CATCH BASIN TYPE A1-P	EA	3
604.16	ALTERING CATCH BASIN TO MANHOLE	EA	3
608.08	REINFORCED CONCRETE SIDEWALK	SY	41
608.15	BRICK SIDEWALK WITH BITUMINOUS BASE	SY	170
608.26	CURB RAMP DETECTABLE WARNING FIELD	SF	72
609.11	VERTICAL CURB TYPE 1	LF	200
609.12	VERTICAL CURB TYPE 1- CIRCULAR	LF	96
609.234	TERMINAL CURB TYPE 1- 4'	EA	9
609.2341	TERMINAL CURB TYPE 1- 4' CIRCULAR	EA	6
609.237	TERMINAL CURB TYPE 1- 7'	EA	1
609.400	RESET CURB TYPE 5	LF	10
609.441	CURBING REMOVED AND STACKED	LF	556
615.07	LOAM	CY	26
618.1301	SEEDING METHOD NUMBER 1, PLAN QUANTITY	Unit	3
619.1201	MULCH, PLAN QUANTITY	Unit	3
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	3400
627.744	6" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	LF	200
627.75	WHITE OR YELLOW PAVEMENT AND CURB MARKING	SF	2100
627.76	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	LS	1
627.77	REMOVE EXISTING PAVEMENT MARKING	SF	540
629.05	HAND LABOR - STRAIGHT TIME	HR	10
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	HR	10
631.11	AIR TOOL (INCLUDING OPERATOR)	HR	10
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	HR	10
631.14	GRADER (INC. OPERATOR)	HR	20
631.172	TRUCK, LARGE (INCLUDING OPERATOR)	HR	10
639.19	FIELD OFFICE TYPE B	EA	1
645.106	DEMOUNT REGULATORY, WARNING, CONFIRMATION, AND ROUTE MARKER ASSEMBLY SIGN	EA	10
645.1061	RELOCATE EXISTING SIGN ASSEMBLY AND POST	EA	2
645.108	DEMOUNT POLE	EA	5
645.292	REGULATORY, WARNING, CONFIRMATION AND ROUTE MARKER ASSEMBLY SIGNS TYPE II	SF	58
652.33	DRUM	EA	50
652.34	CONE	EA	50
652.35	CONSTRUCTION SIGNS	SF	600
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	CD	125
652.38	FLAGGERS	HR	2350
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	LS	1

Bid Alternate 1: Loop Detection

643.8	TRAFFIC SIGNAL AT: ST. JOHN AND PARK AVE	LS	1
643.8	TRAFFIC SIGNAL AT: ST. JOHN AND CONGRESS ST	LS	1
659.1	MOBILIZATION	LS	1

Bid Alternate 2: Video Detection

643.8	TRAFFIC SIGNAL AT: ST. JOHN AND PARK AVE	LS	1
643.8	TRAFFIC SIGNAL AT: ST. JOHN AND CONGRESS ST	LS	1
659.1	MOBILIZATION	LS	1

GENERAL NOTES

1. ALL WORK SHALL BE COMPLETED IN ACCORDANCE WITH MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) AND CITY OF PORTLAND REQUIREMENTS.

2. THE BEGIN PROJECT LIMITS MATCH LIMITS OF WORK FOR WIN 19428.00 PARK AVENUE, WHICH IS EXPECTED TO BE CONSTRUCTED CONCURRENTLY.

3. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS: CENTRAL MAINE POWER COMPANY, FAIRPOINT COMMUNICATIONS, UNITIL, CITY OF PORTLAND (EMERGENCY COMMUNICATIONS, SEWER) AND PORTLAND WATER DISTRICT.

4. MAINTENANCE OF TRAFFIC PLANS ARE TO BE APPROVED BY MAINEDOT WITH COOPERATION OF THE CITY PRIOR TO CONSTRUCTION. CITY OF PORTLAND DEPARTMENT OF FACILITIES HAS REQUIRED THAT CONSTRUCTION NOT BE PERFORMED DURING 2013 UNTIL THE SEA DOGS SEASON IS COMPLETED. CONTRACTOR SHALL ENSURE THAT SIDEWALK, CROSS WALKS, AND PARKING LANES ARE OPEN AND AVAILABLE FOR EVENTS. IF CONSTRUCTION CONTINUES INTO SPRING 2014, WORK CAN BE PERFORMED ONLY ON NON-GAME DAYS OR AWAY GAME DAYS, AND MUST BE FULLY COMPLETE ON OR BEFORE THURSDAY, MAY 22, 2014.

5. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.

6. THE WORK CONSISTS OF 6" HOT MIX ASPHALT OVER VARIABLE DEPTH UNTREATED AGGREGATE SURFACE COURSE GRAVEL FROM THE BEGINNING TO END OF PROJECT ALONG ST. JOHN STREET, AND WITHIN THE LIMITS OF WORK ALONG PARK AVENUE.

7. WHERE PAVEMENT UNDER THIS CONTRACT JOINS AN EXISTING PAVEMENT, THE EXISTING PAVEMENT SHALL BE SAWCUT ALONG A SMOOTH LINE TO A NEAT, EVEN, VERTICAL JOINT AS DIRECTED BY THE RESIDENT. BROKEN OR RAVELED EDGES WILL NOT BE PERMITTED. ALL WORK NECESSARY FOR THE PREPARATION OF THIS JOINT WILL BE CONSIDERED INCIDENTAL TO THE RELATED CONTRACT ITEMS.

8. PEDESTRIAN RAMPS AND CURB BUMPOUTS: RAMPS SHALL BE CONSTRUCTED CONSISTENT WITH EXISTING MATERIALS AND CITY OF PORTLAND SIDEWALK MATERIALS POLICY.

9. THE AERIAL BASE MAP WAS PROVIDED BY THE CITY OF PORTLAND AND MAY NOT REFLECT CURRENT SIDEWALK MATERIALS IN SOME AREAS. SIDEWALK MATERIALS ARE AS FOLLOWS:
   CONCRETE: SE AND SW CORNERS OF PARK AVENUE INTERSECTION.
   BRICK: NE CORNER OF PARK AVENUE INTERSECTION, ALL RAMPS AT CONGRESS STREET INTERSECTION.

10. ALL CURB SHALL BE VERTICAL TYPE 1 GRANITE, EXCEPT TYPE 5 CURB AT THE NORTHBOUND CONGRESS STREET CHANNELIZATION ISLAND MODIFICATION.

11. GRANITE CURB THAT IS REMOVED AS A RESULT OF THIS PROJECT IS THE PROPERTY OF THE CITY. CURB SHALL BE REMOVED AND STACKED IN ACCORDANCE WITH SPECIAL PROVISION 609.

12. PEDESTRIAN SIGNALS LOCATED WEST OF THE RAILROAD TRESTLE AT THE PARK AVENUE INTERSECTION WILL BE INSTALLED AS PART OF ANOTHER PROJECT.

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

14. THE FOLLOWING SHALL BE INCIDENTAL TO THE 603 ITEMS:
- 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

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

15. 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 THE 604 ITEMS.

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

17. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS UNLESS OTHERWISE NOTED OR DIRECTED.

18. SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS.

19. PAVEMENT MARKINGS SHALL CONFORM TO STANDARD DETAILS AND LATEST EDITION OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES AND AS DIRECTED BY THE RESIDENT. THE ABBREVIATIONS SHOWN IN THE PLANS ARE AS FOLLOWS:

BYLL: 4" BROKEN YELLOW LANE LINE (10' SEGMENT W/ 30' GAP)
BWLL: 4" BROKEN WHITE LANE LINE (10' SEGMENT W/ 30' GAP)
DWBL: 6" DOTTED WHITE BIKE LANE LINE (2' SEGMENT W/ 4' GAP)
DWEL: 4" DOTTED WHITE LANE LINE (2' SEGMENT W / 4' GAP)
DYCL: 4" DOUBLE YELLOW CENTERLINE
SL: 24" WHITE STOP LINE
SWBL: 6" SOLID WHITE BIKE LANE LINE
SWEL: 4" SOLID WHITE EDGE LINE
SWLL: 4" SOLID WHITE LANE LINE
SYCL: 4" SOLID YELLOW LANE LINE
SYLL: 4" SOLID YELLOW LANE LINE
CROSSWALK: 8" SOLID WHITE LINE (8' OUT TO OUT)

20. IF CONSTRUCTION MUST CONTINUE INTO 2014, TEMPORARY STRIPING AND MARKINGS SHALL BE INSTALLED BEFORE WINTER SUSPENSION.

21. ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD SHALL BE INSTALLED AT EACH CURB RAMP ADJACENT TO A MARKED CROSSWALK. ACTUAL PLACEMENT SHALL BE AS REQUIRED BY THE SPECIAL PROVISIONS, DETAILS, AND AS DIRECTED BY THE RESIDENT. PAYMENT FOR THIS ITEM SHALL INCLUDE ALL CONCRETE AND WORK REQUIRED BY THE DETAILS.

22. ALL CATCH BASIN RIM ELEVATIONS SHALL BE VERIFIED IN THE FIELD. NEW CATCH BASIN RIMS SHALL BE SET 1" BELOW EXISTING PAVEMENT ELEVATION AT THE PROPOSED GUTTER LINE. IF CONSTRUCTION IS CONTINUED INTO 2014, BEFORE WINTER SUSPENSION THE MANHOLE RIMS SHALL HAVE TEMPORARY SETS AND BE REDONE FOR 2014 FINAL PAVING. ALL TEMPORARY SET AND REDO WORK SHALL BE INCIDENTAL.

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

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. TEMPORARY EROSION CONTROL MEASURES SHALL BE MAINTAINED AS SPECIFIED IN THE SOIL EROSION AND WATER POLLUTION CONTROL PLAN. PAYMENT WILL BE MADE UNDER 656.75 - TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL, LUMP SUM.

GRANITE CURB TO BE REMOVED AS PART OF THIS PROJECT IS AT THE FOLLOWING LOCATIONS AND OF THE FOLLOWING APPROXIMATE LENGTHS:

LOCATION	LENGTH, FT
STA 2+10 RT	16
STA 2+05 RT	13.8
STA 2+10 RT	124.3
SIDEWALK TRANSITION AT PARK, SE CORNER	6
PORK CHOP ISLAND	115
STA 52+05 RT	16.5
STA 52+50, CHANNELIZATION ISLAND	128.7
CONGRESS NE CORNER @ DOGFISH CAFE	49
CONGRESS NW CORNER	58.1
CONGRESS EAST CHANNELIZATION ISLAND	28.3
	555.7 LF

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-NH-1943(000)E

WIN 19430.00

STATE OF MAINE · THOMAS ERICO · No. 6618 · LICENSED PROFESSIONAL ENGINEER

	SIGNATURE	
	6618	P.E. NUMBER
	02-06-2013	DATE

PROJ. MANAGER	T. Erico	BY	DATE
DESIGN DETAILED	TAE	FEM	
CHECKED/REVIEWED	KEK	TAE	
DESIGN2 DETAILED2			
DESIGN3 DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
ST. JOHN STREET

ESTIMATED QUANTITIES AND GENERAL NOTES

SHEET NUMBER
3
OF 7

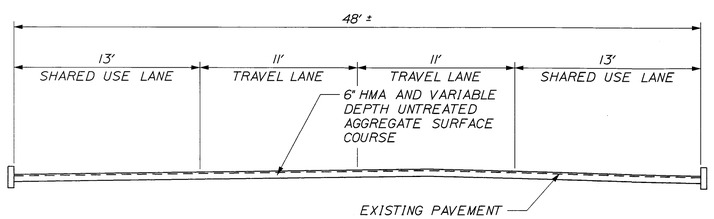
Filename: ...\highway\msta\003_Notes_001.dgn Division: HIGHWAY Username: pmcclure Date:2/6/2013

Filename: ...\mnsta\004_HDPlan_001.dgn Division: HIGHWAY Username: agreenlaw Date:11/7/2012

NOTE:

PEDESTRIAN IMPROVEMENTS WEST OF THE RAILROAD TRESTLE ARE PART OF ANOTHER PROJECT. BY OTHERS.

PARTIAL DEPTH RECONSTRUCTION



TYPICAL SECTION, ST. JOHN STREET

NOTE: PARK AVENUE SHALL ALSO HAVE 6" HMA AND VARIABLE DEPTH UNTREATED AGGREGATE SURFACE COURSE

BYLL - 4" BROKEN YELLOW LANE LINE (10' SEGMENT W/ 30' GAP)
BWLL - 4" BROKEN WHITE LANE LINE (10' SEGMENT W/ 30' GAP)
DWBL - 6" DOTTED WHITE BIKE LANE LINE (2' SEGMENT W/ 4' GAP)
DWEL - 4" DOTTED WHITE LANE LINE (2' SEGMENT W / 4' GAP)
DYCL - 4" DOUBLE YELLOW CENTERLINE
SL - 24" WHITE STOP LINE
SWBL - 6" SOLID WHITE BIKE LANE LINE
SWEL - 4" SOLID WHITE EDGE LINE
SWLL - 4" SOLID WHITE LANE LINE
SYCL - 4" SOLID YELLOW LANE LINE
SYLL - 4" SOLID YELLOW LANE LINE
CROSSWALK - 8" SOLID WHITE LINE (8' OUT TO OUT)

PLAN

25 0 25 50

LEGEND

- PROPOSED DETECTABLE WARNING PANEL
- PROPOSED CATCH BASIN
- PROPOSED LAWN
- PROPOSED CURB
- PROPOSED SIGNAL HEAD
- PROPOSED PEDESTRIAN HEAD
- PROPOSED JUNCTION BOX
- PROPOSED PEDESTAL POLE
- PROPOSED VEHICULAR HEAD
- PROPOSED SIGN ON POST
- PROPOSED CONDUIT
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING LIGHT POLE
- EXISTING JUNCTION BOX
- EXISTING MH COVER
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING ORNAMENTAL LIGHT POLE
- EXISTING CMP POLE
- EXISTING SIGN ON POST
- EXISTING MAST ARM
- EXISTING HANGING SIGN

T·Y·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-NH-1943(000)E

WIN 19430.00

STATE OF MAINE
THOMAS E. ERICO
No. 6618
LICENSED PROFESSIONAL ENGINEER

PROJ. MANAGER	T. Erico	BY	DATE
DESIGN-DETAILED	TJE	PEM	
CHECKED-DETAILED	MEK	TJE	
DESIGN-DETAILED2			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE
6618
P.E. NUMBER
11/7/12
DATE

PORTLAND ST. JOHN STREET

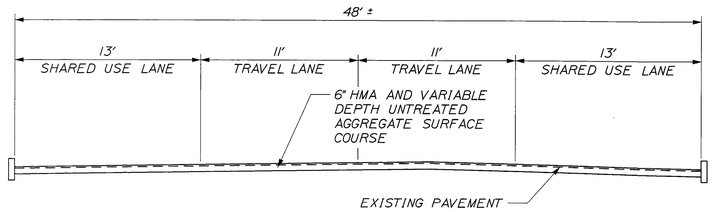
PLANS

SHEET NUMBER

4

OF 7

PARTIAL DEPTH RECONSTRUCTION



TYPICAL SECTION, ST. JOHN STREET

LEGEND

- PROPOSED DETECTABLE WARNING PANEL
- PROPOSED CATCH BASIN
- PROPOSED LAWN
- PROPOSED CURB
- PROPOSED SIGNAL HEAD
- PROPOSED PEDESTRIAN HEAD
- PROPOSED JUNCTION BOX
- PROPOSED PEDESTAL POLE
- PROPOSED VEHICULAR HEAD
- PROPOSED SIGN ON POST
- PROPOSED CONDUIT
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING LIGHT POLE
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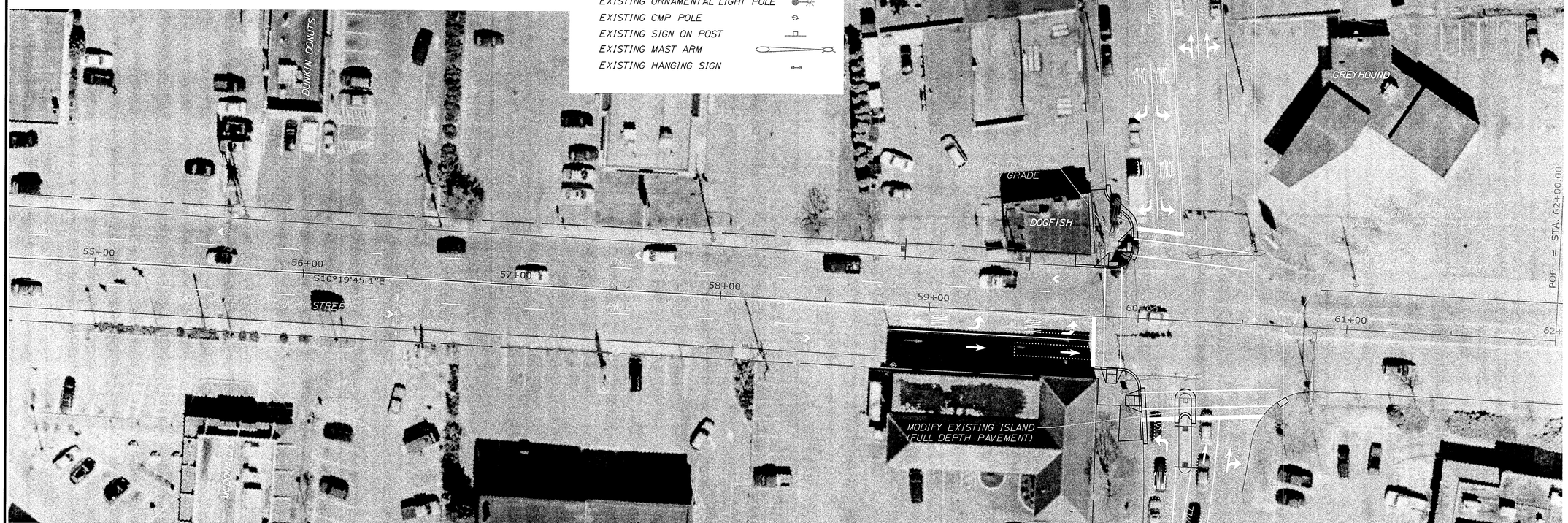
- EXISTING MH COVER
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING ORNAMENTAL LIGHT POLE
- EXISTING CMP POLE
- EXISTING SIGN ON POST
- EXISTING MAST ARM
- EXISTING HANGING SIGN



BYLL - 4" BROKEN YELLOW LANE LINE (10' SEGMENT W/ 30' GAP)
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SWLL - 4" SOLID WHITE LANE LINE
SYCL - 4" SOLID YELLOW LANE LINE
SYLL - 4" SOLID YELLOW LANE LINE
CROSSWALK - 8" SOLID WHITE LINE (8' OUT TO OUT)

NOTES:

1. A CURB BUMPOUT HAS BEEN PROVIDED IN FRONT OF THE DOGFISH RESTAURANT TO SHORTEN THE PEDESTRIAN CROSSING IN THIS LOCATION.

2. THE EXISTING CHANNELIZATION ISLAND ALONG THE EASTBOUND CONGRESS STREET APPROACH SHALL BE CUT BACK APPROXIMATELY 10 FEET DUE TO THE NEW PEDESTRIAN RAMP AT THE NW CORNER AND RESULTING NEW CROSSWALK LOCATION. THE SINGLE DARK LINE SHOWN REPRESENTS LIMIT OF PAVEMENT REMOVAL AND THE CURVED DOUBLE DARK LINES REPRESENT NEW TYPE 5 CURB.

3. A NEW DETECTABLE WARNING PANEL SHALL BE INSTALLED AT THE SW CORNER (SUBWAY).

4. A NEW RAMP AND DETECTABLE WARNING PANEL WILL BE INSTALLED ON THE SE CORNER (BUS STATION) AS PART OF ANOTHER PROJECT. BY OTHERS.

PLAN

25 0 25 50

TYLIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-NH-1943(000)E

WIN 19430.00

STATE OF MAINE — THOMAS A. ERICO — No. 6618 — PROFESSIONAL ENGINEER

PROJ. MANAGER	T. Erico	BY	DATE
DESIGN-DETAILED	TAE	PEM	
CHECKED-REVIEWED	KEK	TAE	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

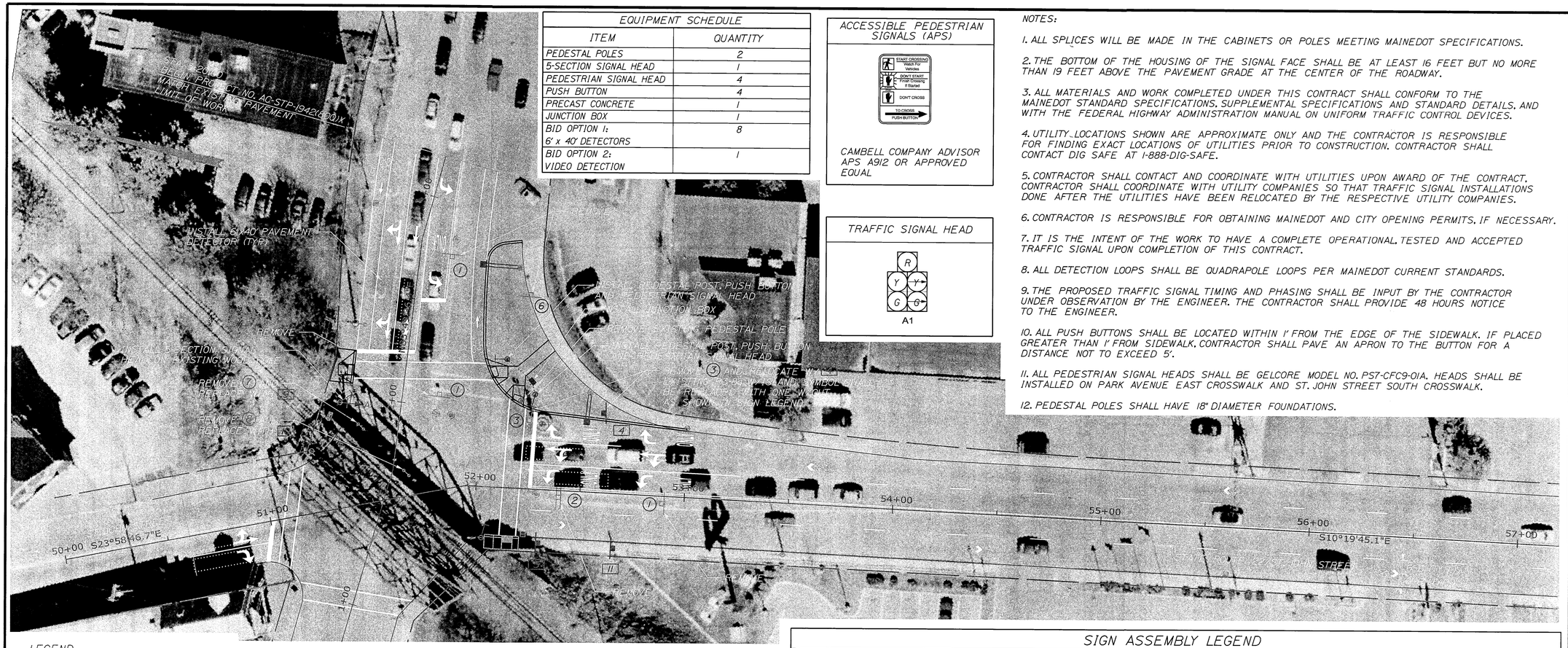
SIGNATURE 6618
P.E. NUMBER
11/7/12
DATE

PORTLAND
ST. JOHN STREET

PLANS

SHEET NUMBER
5
OF 7

Filename: ...\mista\005_HDPlan_002.dgn Division: HIGHWAY Username: agreenlaw Date:11/7/2012



EQUIPMENT SCHEDULE	
ITEM	QUANTITY
PEDESTAL POLES	2
5-SECTION SIGNAL HEAD	1
PEDESTRIAN SIGNAL HEAD	4
PUSH BUTTON	4
PRECAST CONCRETE	1
JUNCTION BOX	1
BID OPTION 1: 6' x 40' DETECTORS	8
BID OPTION 2: VIDEO DETECTION	1

ACCESSIBLE PEDESTRIAN SIGNALS (APS)

CAMBELL COMPANY ADVISOR APS A912 OR APPROVED EQUAL

TRAFFIC SIGNAL HEAD

A1

NOTES:

1. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINEDOT SPECIFICATIONS.

2. THE BOTTOM OF THE HOUSING OF THE SIGNAL FACE SHALL BE AT LEAST 16 FEET BUT NO MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.

3. ALL MATERIALS AND WORK COMPLETED UNDER THIS CONTRACT SHALL CONFORM TO THE MAINEDOT STANDARD SPECIFICATIONS. SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS. AND WITH THE FEDERAL HIGHWAY ADMINISTRATION MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

4. UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-DIG-SAFE.

5. CONTRACTOR SHALL CONTACT AND COORDINATE WITH UTILITIES UPON AWARD OF THE CONTRACT. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES SO THAT TRAFFIC SIGNAL INSTALLATIONS DONE AFTER THE UTILITIES HAVE BEEN RELOCATED BY THE RESPECTIVE UTILITY COMPANIES.

6. CONTRACTOR IS RESPONSIBLE FOR OBTAINING MAINEDOT AND CITY OPENING PERMITS. IF NECESSARY.

7. IT IS THE INTENT OF THE WORK TO HAVE A COMPLETE OPERATIONAL. TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.

8. ALL DETECTION LOOPS SHALL BE QUADRAPOLE LOOPS PER MAINEDOT CURRENT STANDARDS.

9. THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING SHALL BE INPUT BY THE CONTRACTOR UNDER OBSERVATION BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE ENGINEER.

10. ALL PUSH BUTTONS SHALL BE LOCATED WITHIN 1' FROM THE EDGE OF THE SIDEWALK. IF PLACED GREATER THAN 1' FROM SIDEWALK. CONTRACTOR SHALL PAVE AN APRON TO THE BUTTON FOR A DISTANCE NOT TO EXCEED 5'.

11. ALL PEDESTRIAN SIGNAL HEADS SHALL BE GELCORE MODEL NO. PS7-CFC9-01A. HEADS SHALL BE INSTALLED ON PARK AVENUE EAST CROSSWALK AND ST. JOHN STREET SOUTH CROSSWALK.

12. PEDESTAL POLES SHALL HAVE 18" DIAMETER FOUNDATIONS.

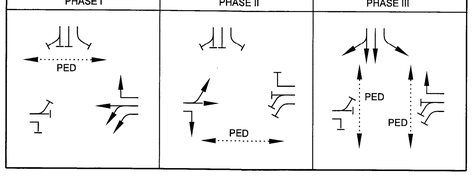
LEGEND

- PROPOSED DETECTABLE WARNING PANEL
- PROPOSED CATCH BASIN
- PROPOSED ESPLANADE
- PROPOSED CURB
- PROPOSED SIGNAL HEAD
- PROPOSED PEDESTRIAN HEAD
- PROPOSED JUNCTION BOX
- PROPOSED PEDESTAL POLE
- PROPOSED VEHICULAR HEAD
- PROPOSED SIGN ON POST
- PROPOSED CONDUIT
- PROPOSED SIGN ASSEMBLY DESIGNATION (X)
- EXISTING SIGN ASSEMBLY DESIGNATION (X)
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING LIGHT POLE
- EXISTING JUNCTION BOX
- EXISTING MH COVER
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING ORNAMENTAL LIGHT POLE
- EXISTING CMP POLE
- EXISTING SIGN ON POST
- EXISTING MAST ARM
- EXISTING HANGING SIGN

SIGNAL TIMING SCHEDULE			
ITEM/PHASE	1	2	3
MINIMUM INITIAL	3	3	3
MAXIMUM INITAL	-	-	-
PASSAGE TIME	2	2	2
MAXIMUM 1	40	25	40
MAXIMUM 2	-	-	-
YELLOW	3	3	3
ALL RED	2	2	2
PEDESTRIAN WALK	4.0	4.0	4.0
PEDESTRIAN CLEARANCE	20	18	18
RECALL	0	S	0
DETECTION OPERATION	PR	PR	PR
PREEMPTION PRIORITY	-	-	-
FLASH	R	R	R
DUAL ENTRY	-	-	-

PR - PRESENCE
R - RED
Y - YELLOW
S - SOFT RECALL
O - RECALL OFF

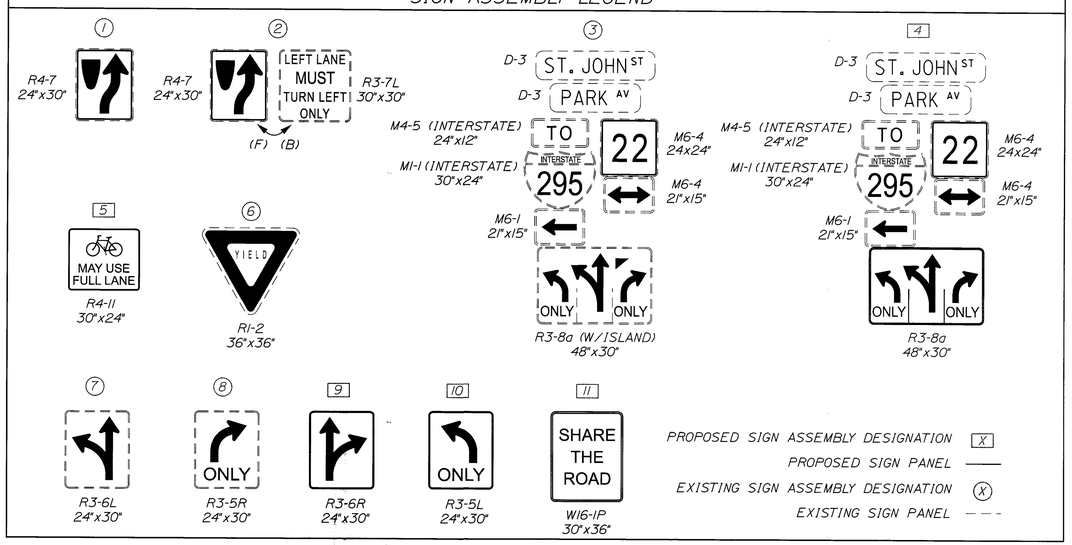
TRAFFIC SIGNAL PHASING



PLAN

25 0 25 50

SIGN ASSEMBLY LEGEND



TYLIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-NH-1943(000)E

WIN 19430.00

STATE OF MAINE
THOMAS A. ERICO
No. 6618
LICENSED PROFESSIONAL ENGINEER

T. Erico	SIGNATURE	
6618	P.E. NUMBER	
11/7/12	DATE	

PROJ. MANAGER	T. Erico	BY	DATE
DESIGN DETAILED	TJE	PEM	
CHECKED REVIEWED	KEK	TJE	
DESIGN2 DETAILED2			
DESIGN3 DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

PORTLAND
ST. JOHN STREET

SIGNAL & SIGNING PLANS

SHEET NUMBER
6
OF 7

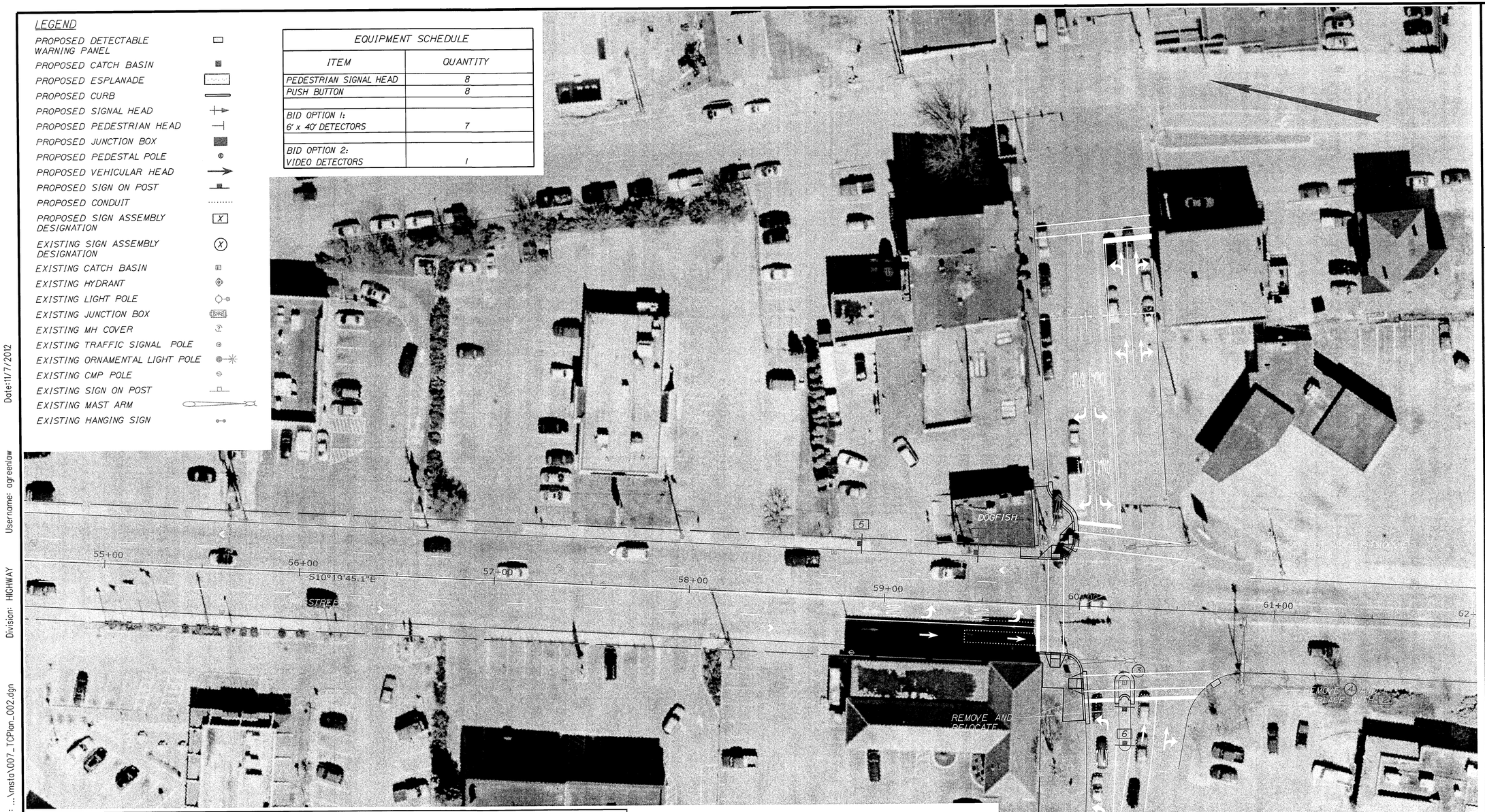
Filename: ...\msta\006_TCPlan_001.dgn Division: HIGHWAY Username: agreenlaw Date:11/7/2012

LEGEND

- PROPOSED DETECTABLE WARNING PANEL
- PROPOSED CATCH BASIN
- PROPOSED ESPLANADE
- PROPOSED CURB
- PROPOSED SIGNAL HEAD
- PROPOSED PEDESTRIAN HEAD
- PROPOSED JUNCTION BOX
- PROPOSED PEDESTAL POLE
- PROPOSED VEHICULAR HEAD
- PROPOSED SIGN ON POST
- PROPOSED CONDUIT
- PROPOSED SIGN ASSEMBLY DESIGNATION (X)
- EXISTING SIGN ASSEMBLY DESIGNATION (X)
- EXISTING CATCH BASIN
- EXISTING HYDRANT
- EXISTING LIGHT POLE
- EXISTING JUNCTION BOX
- EXISTING MH COVER
- EXISTING TRAFFIC SIGNAL POLE
- EXISTING ORNAMENTAL LIGHT POLE
- EXISTING CMP POLE
- EXISTING SIGN ON POST
- EXISTING MAST ARM
- EXISTING HANGING SIGN

EQUIPMENT SCHEDULE

ITEM	QUANTITY
PEDESTRIAN SIGNAL HEAD	8
PUSH BUTTON	8
BID OPTION 1: 6' x 40' DETECTORS	7
BID OPTION 2: VIDEO DETECTORS	1



SIGN ASSEMBLY LEGEND

1	2	3	4	5	6
MAY USE FULL LANE	ONLY	DO NOT ENTER		SHARE THE ROAD	
R4-11 30"x24"	R3-8 (STRAIGHT RIGHT) 30"x30"	R5-1 30"x30"	R3-8 32"x30" (STRAIGHT RIGHT/ THRU LEFT, LEFT)	W16-1P 30"x36"	W12-1 30"x30"

PROPOSED SIGN ASSEMBLY DESIGNATION [X]
PROPOSED SIGN PANEL ——
EXISTING SIGN ASSEMBLY DESIGNATION (X)
EXISTING SIGN PANEL - - -

NOTES:

1. REPLACE ALL PEDESTRIAN HEADS AND PUSH BUTTON EQUIPMENT AS SPECIFIED AT PARK AVENUE INTERSECTION.
2. VEHICLE DETECTION IS TO BE REPLACED AS SHOWN ON THE PLANS.

PLAN

25 0 25 50

TY·LIN INTERNATIONAL

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

AC-NH-1943(000)E

WIN 19430.00

STATE OF MAINE — THOMAS ERICO — NO. 6618 — LICENSED PROFESSIONAL ENGINEER

PROJ. MANAGER	T. Erico	BY	DATE
DESIGN-DETAILED	TAE	PEM	
CHECKED-REVIEWED	KEK	TAE	
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE 6618
P.E. NUMBER
11/7/12
DATE

PORTLAND
ST. JOHN STREET

SIGNAL & SIGNING PLANS

SHEET NUMBER
7
OF 7

Filename: ...\msta\007_TCPlan_002.dgn Division: HIGHWAY Username: ogreenlow Date:11/7/2012