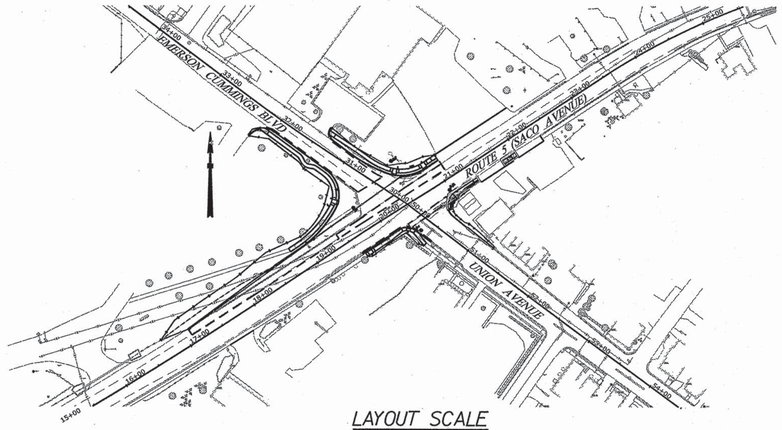
# STATE OF MAINE
# DEPARTMENT OF TRANSPORTATION

# OLD ORCHARD BEACH
## YORK COUNTY
## ROUTE 5 (SACO AVENUE)/UNION AVENUE /EMERSON CUMMINGS BLVD. INTERSECTION IMPROVEMENTS
## STP-1733(400)X

PROJECT LENGTH : 0.12 MILES

### 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
- Centerline-Existing
- Centerline-Proposed
- 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
- Existing San. Sewer
- Existing San. Sewer Manhole
- Guardrail-Existing
- Guardrail-Proposed
- Guardrail-Cable, Other




LAYOUT SCALE

100 0 100 200

Scale In Feet

### INDEX OF SHEETS


| Description | Sheet No. |
|---|---|
| Title Sheet | 1 |
| Typical Sections | 2 |
| Estimated Quantities | 3 |
| Boring Logs | 4 |
| Traffic Signal Plan | 5-6 |
| Plan and Profile | 7 |
| Sidestreet Profile | 8 |
| Striping Plan | 9 |
| Curbing Layout Plan | 10 |
| Cross - Sections | 11-15 |
| Right of Way Map | 16 |


| | |
|---|---|
| PROJECT LOCATION: | In the town of Old Orchard Beach at the intersection of U.S. Route 5 & Emerson Cummings Blvd. & Union Avenue |
| PROGRAM AREA: | Multimodal Program |
| SCOPE OF WORK: | Intersection improvements to include operational and safety improvements |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STP-1733(400)X

PIN 17334.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE 4/9/15
COMMISSIONER:
CHIEF ENGINEER: — DATE 4-8-15

STATE OF MAINE — THOMAS L. GORRILL — No. 4614 — PROFESSIONAL ENGINEER

SIGNATURE 4614 — P.E. NUMBER 3-24-15 — DATE

PROJECT INFORMATION

| | |
|---|---|
| PROGRAM | MULTIMODAL |
| PROJECT MANAGER | B. KEEZER |
| DESIGNER | T. GORRILL |
| CONSULTANT | GORRILL PALMER |
| PROJECT RESIDENT | |
| CONTRACTOR | |
| PROJECT COMPLETION DATE | |

OLD ORCHARD BEACH
ROUTE 5 (SACO AVENUE)

TITLE SHEET

SHEET NUMBER
1
OF 16

Filename: ...\dgn\001_Title.dgn Division: HIGHWAY Username: lnewhouse Date:3/24/2015

## GENERAL NOTES:

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

2. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.203 PAVEMENT BUTT JOINT.

3. CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES.

4. STUMPS HAVE BEEN ESTIMATED TO BE REMOVED UNDER ITEM 201.24 REMOVE STUMP.

5. 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.

6. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.

7. DRIVEWAY FILL SIDE SLOPES SHALL BE THE SAME AS THE NON-GUARDRAIL FILL SLOPES UNLESS OTHERWISE NOTED ON THE PLANS.

8. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 2" HOT MIX ASPHALT AND 12" AGGREGATE SUBBASE COURSE GRAVEL.

9. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 4" HOT MIX ASPHALT AND 18" AGGREGATE SUBBASE COURSE GRAVEL.

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

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

12. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED.

13. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES.

14. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. NO SEPARATE PAYMENT WILL BE MADE FOR THIS WORK; IT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

15. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATION 105.6.2. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAYOUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.

16. 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.

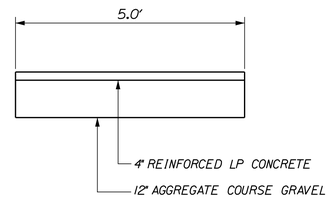
17. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.

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

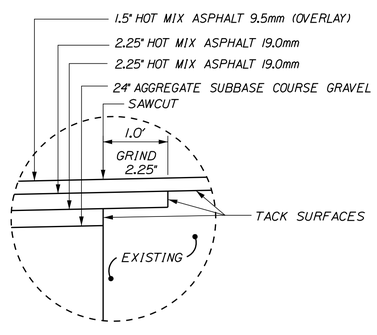
19. THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) HAS FOUND EVIDENCE OF PETROLEUM-RELATED SOIL CONTAMINATION AT THE RED ROCKET RETAIL GASOLINE STATION LOCATED AT THE SOUTHEAST CORNER OF THE INTERSECTION PROJECT AT ROUGHLY STATION 21+00 RIGHT OF CENTER. MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) PERFORMED ENVIRONMENTAL BORINGS IN THE IMMEDIATE VICINITY OF THE ABOVE MENTIONED PARCEL AND DID NOT DETECT OBVIOUS INDICATIONS OF SUBSURFACE CONTAMINATION IN THE RIGHT-OF-WAY. HOWEVER, IN LIGHT OF MDEP'S FINDINGS, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM-IMPACTED SOILS. FURTHERMORE, THE CONTRACTOR SHALL REMAIN ALERT FOR ANY ADDITIONAL EVIDENCE OF CONTAMINATION. IF THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA, AND IMMEDIATELY NOTIFY THE RESIDENT. THE RESIDENT SHALL CONTACT THE HYDROGEOLOGIST IN MDOT'S ENVIRONMENTAL OFFICE AT 207-624-3100 AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT.

20. IF APPLICABLE, THE CONTRACTOR SHALL BE RESPONSIBLE FOR COMPLETING TEMPORARY PAVEMENT MARKINGS WITH THE PROPOSED PAVEMENT MARKING LAYOUT PRIOR TO WINTER SHUT DOWN. THIS WORK SHALL BE PAID UNDER ITEM 627.76 TEMPORARY PAVEMENT MARKINGS.

21. EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH PROPOSED SHALL BE REMOVED BY HIGH VOLUME PRESSURE WASHING OR OTHER MEANS APPROVED BY THE RESIDENT SO AS NOT TO DAMAGE EXISTING PAVEMENT AND SHALL BE CONSIDERED INCIDENTAL TO THE PROPOSED PAVEMENT MARKINGS.




### CONCRETE SIDEWALK
STA. 19+50 TO STA 20+50 RT




### DETAIL 'A'

## TYPICAL SECTION NOTES:

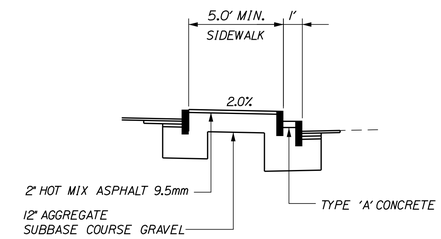
1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.

2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.

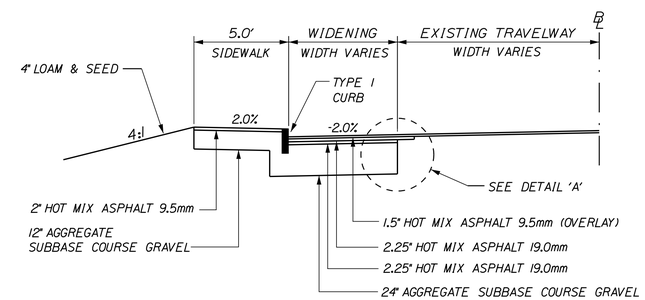
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVEWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.

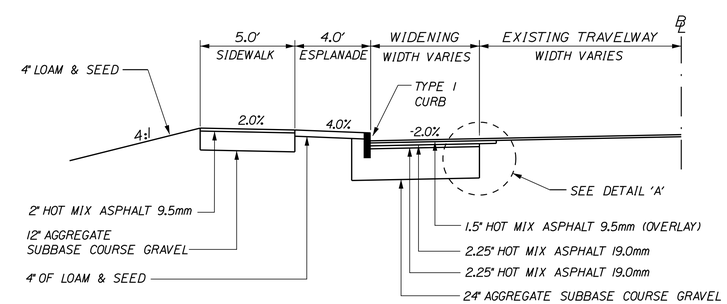
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.




### DOUBLE CURB SIDEWALK
STA 20+92 TO STA 22+00 RT




### ROADWAY TYPICAL SECTION
WITHOUT ESPLANADE




### ROADWAY TYPICAL SECTION
WITH ESPLANADE

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1733(400)X

PIN 17334.00

HIGHWAY PLANS

| PROJ. MANAGER | B. KEEZER | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. CORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T.CORRILL | | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

OLD ORCHARD BEACH
ROUTE 5 (SACO AVENUE)

TYPICAL SECTIONS

SHEET NUMBER
2
OF 16

Filename: ...\dgn\002_Typical.dgn Division: HIGHWAY Username: lnewhouse Date:4/10/2015

Filename: ...\dgn\003_Estimate.dgn Division: HIGHWAY Username: lnewhouse Date:4/10/2015

*ITEM 201.23 - REMOVE TREES*

18+22.6, 28.9' LT
19+34.1, 39.5' LT
50+43.0, 21.6' RT

*ITEM 201.24 - REMOVE STUMPS*

18+22.6, 28.9' LT
19+34.1, 39.5' LT
50+43.0, 21.6' RT

*ITEM 608.08 - REINFORCED CONCRETE SIDEWALK - RAMP*

19+66.1, 23.0' RT
19+65.9, 51.0' LT
20+27.1, 26.7' RT
20+46.5, 42.2' LT
20+86.9, 27.4' LT
20+90.7, 23.7' RT

*ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD*

19+66.1, 23.0' RT
19+65.9, 51.0' LT
20+27.1, 26.7' RT
20+46.5, 42.2' LT
20+86.9, 27.4' LT
20+90.7, 23.7' RT

*DRIVEWAY ENTRANCES & ISLANDS & YARDS*

| LOCATION | DESCRIPTION | OPENING |
|---|---|---|
| 17+44.5 TO 17+80.4 RT | PAVED ENTRANCE | 36 FT. |
| 21+06.9 TO 22+26.8 LT | PAVED ENTRANCE | 120 FT. |
| 21+38.0 TO 21+78.0 RT | PAVED ENTRANCE | 40 FT. |
| 21+98.0 TO 22+38.0 RT | PAVED ENTRANCE | 40 FT. |
| 31+27.9 TO 31+63.9 RT | PAVED ENTRANCE | 36 FT. |
| 50+45.4 TO 50+80.9 LT | PAVED ENTRANCE | 35.5 FT. |

NOTE:

1. CURB RAMP LENGTHS ARE BASED ON SEVEN (7) INCH CURB REVEAL HEIGHT AND NO RUNNING SLOPE. RAMP LENGTHS SHALL BE ADJUSTED AS NECESSARY TO ACCOMMODATE VARYING CURB REVEAL HEIGHTS AND TO MATCH RUNNING SLOPES OF ADJACENT ROADWAY AND SIDEWALK SLOPES TO MAINTAIN A RAMP THAT DOES NOT EXCEED THE MAXIMUM RAMP SLOPE OF 1:12.

2. DETECTABLE WARNINGS SHALL CONSIST OF RAISED TRUNCATED DOMES AND SHALL HAVE A BASE DIAMETER OF 0.9 INCHES (23 mm) MINIMUM AND 1.4 INCHES (36 mm) MAXIMUM; A TOP DIAMETER OF 50 PERCENT OF THE BASE DIAMETER MINIMUM TO 65 PERCENT OF THE BASE DIAMETER MAXIMUM AND A HEIGHT OF 0.2 INCHES (5.1 mm). A CENTER-TO-CENTER SPACING OF 1.6 INCHES (41mm) MINIMUM AND 2.4 INCHES (61mm) MAXIMUM; AND A BASE-TO-BASE SPACING OF 0.65 INCHES (17mm) MINIMUM, MEASURED BETWEEN THE MOST ADJACENT DOMES ON A SQUARE GRID.

3. DETECTABLE WARNINGS SHALL CONTRAST VISUALLY WITH ADJOINING SURFACES, EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT. THE MATERIAL USED TO PROVIDE CONTRAST SHALL BE AN INTEGRAL PART OF THE WALKING SURFACE. DETECTABLE WARNINGS USED ON INTERIOR SURFACES SHALL DIFFER FROM ADJOINING WALKING SURFACES IN RESILIENCY OR SOUND-ON-CANE CONTACT.

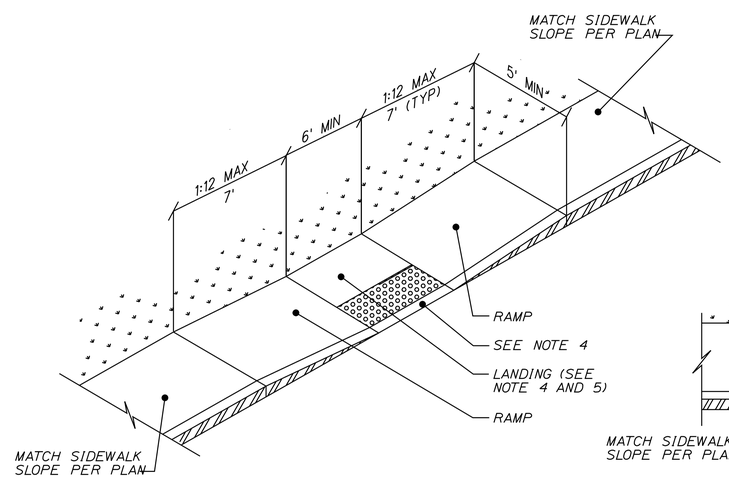
4. ALL ACCESSIBLE ROUTE SIDEWALKS INTERSECTING ROADWAYS, DRIVEWAYS, OR OTHER VEHICULAR CROSSINGS REQUIRE DETECTABLE WARNINGS. DETECTABLE WARNING ZONES SHALL BE INSTALLED SIX (6) INCHES (OR THE HORIZONTAL THICKNESS OF THE ADJACENT CURB) FROM THE FLOW LINE OF THE CURB, EXTEND INTO THE SIDEWALK FOR A 24" DEPTH, AND COVER THE COMPLETE WIDTH OF THE SIDEWALK OR RAMP AREA. DETECTABLE WARNING ZONES SHALL CONFORM TO THE SLOPE REQUIREMENTS OF THE RAMP, LANDING, OR ACCESSIBLE ROUTE AS DEFINED IN THE SPECIFIED DETAIL. DETECTABLE WARNINGS SHALL NOT BE INSTALLED IN FLARED SIDES. IF THE RAMP INCLUDES FLARED SIDES.

5. ALL LANDING AREAS SHALL BE 6 FEET WIDE BY 5 FEET LONG (MINIMUM DIMENSIONS). THE SLOPE OF THE LANDING AREA SHALL NOT EXCEED A 1:48 IN ANY DIRECTION.

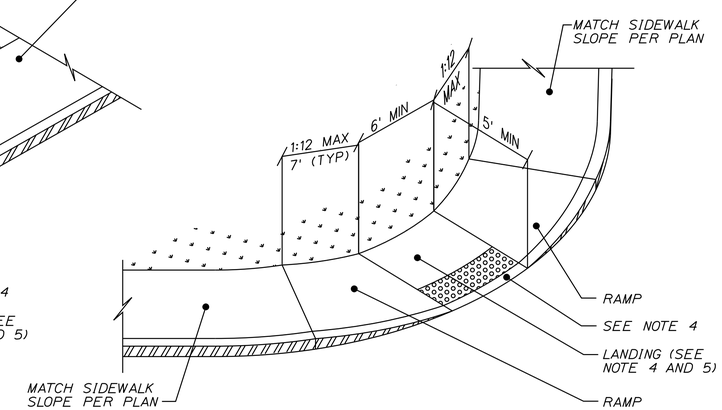
6. ALL ACCESSIBLE ROUTE SLOPES ADJOINING THE LANDING AREA, EXCLUDING THE CURB RAMP, SHALL NOT EXCEED A SLOPE OF 1:20 UNLESS OTHERWISE NOTED.

7. CAST IN PLACE CONCRETE SHALL MEET SPECIFICATIONS FOR MAINEDOT CLASS LP STRUCTURAL CONCRETE. CONCRETE SHALL BE 4" IN DEPTH AND SHALL BE CONSTRUCTED OVER A MINIMUM OF 10" AGGREGATESUBBASE GRAVEL. THE CONCRETE SHALL BE SEALED PRIOR TO SETTING PANELS. THE EXPOSED CONCRETE BORDER SHALL RECEIVE A GROOVED EDGE BETWEEN THE TILE AND CONCRETE, ALONG WITH A UNIFORM BROOM FINISH PERPENDICULAR TO THE FLOW OF PEDESTRIAN TRAFFIC.

8. DETECTABLE WARNINGS SHALL BE ALIGNED IN ROWS, PARALLEL AND PERPENDICULAR TO THE PREDOMINANT DIRECTION OF TRAVEL. DETECTABLE WARNING BRICKS AND GRANITE PAVERS ARE NOT ALLOWED.




*TYPE 4*




*TYPE 5*

## *BARRIER FREE RAMP*

NOT TO SCALE

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

**STP-1733(400)X**

**PIN 17334.00**

HIGHWAY PLANS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | B. KEEZER | BY | DATE |
| DESIGN-DETAILED | T. CORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T.CORRILL | | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

OLD ORCHARD BEACH
ROUTE 5 (SACO AVENUE)

ESTIMATED QUANTITIES

SHEET NUMBER

3

OF 16

Filename: ...\dgn\004_Boring.dgn Division: HIGHWAY Username: lnewhouse Date:4/10/2015

SCHONEWALD ENGINEERING ASSOCIATES, INC.
Be@SchonewaldEngineering.com

Intersection Improvements - Signal Mast Poles
Saco Ave-Union Ave-Emerson Cummings Blvd
Old Orchard Beach, Maine
MaineDOT PIN 17334.00

Boring No. B-1
Page 1 of 1
File No. 2010-028
Check IVS

Contractor Maine Test Borings
Foreman Tom Schaefer
Logged by Be Schonewald
Date Start/Finish 3/16/11 3/16/11
Boring Location see boring location plan
GS Elev. ____ Datum MSL/NGVD

Auger/Casing Type HSA, I.D. 2-1/2 in.
Sampler Split Spoon, 1-3/8 in.
Hammer Wt. 140 lbs.
Hammer Fall 30 inches
Other see notes / safety hammer

| Date | Time | Depth (ft. BGS) | Stabilization |
|---|---|---|---|
| 3/16/11 | 1050 | 6.3 | open hole at completion |

| Depth BGS (ft.) | Casing Blows | No. | Pen/Rec (in.) | Depth (Ft.) | Blows/ 6" | N Value or % RQD | Sample Description & Classification | Stratum Description | Notes |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASPHALT SIDEWALK UNDERLAIN BY FINE SAND | 0.2' CLEAN FINE SAND | 1 |
| | | 1D | 24/15 | 2-4 | 3-3 | 13 | 2.0 to 3.5 ft.: Brown, fine SAND, trace Silt; Moist. 1D: 3. 5 to 4.0 ft.: Brown, Gravelly fine to coarse SAND, trace Silt; Moist. TILL | | |
| | | | | | 10-16 | | | 5.5' TILL | |
| 5 (1.5 m) | | 2D | 8/6 | 5-5.6 | 57-50/2" | >50 | 2D: Reddish-brown, Gravelly fine to coarse SAND, trace to little Silt; Wet. TILL Bottom 2 inches of sample consists of crushed rock. | 6.7' PROBABLE ROCK | 2 |
| | | | | | | | Bottom of boring at 6.7 ft. at auger refusal. | | 3, 4 |
| 10 (3.0 m) | | | | | | | | | |
| 15 (4.6 m) | | | | | | | | | |
| 20 (6.1 m) | | | | | | | | | |
| 25 (7.6 m) | | | | | | | | | |
| 30 (9.1 m) | | | | | | | | | |

REMARKS
1. Boring located in northwest corner of intersection. Boring advanced using hollow-stem augers.
2. Drilling very difficult at about 5 feet, Below Ground Surface (BGS).
3. Auger refusal at 6.7 feet, likely at top of rock. Groundwater measured in open hole at end of drilling.
4. No equipment installed. Borehole backfilled using drill spoils and manufactured stone backfill; asphalt sidewalk patched.

0 = split-spoon sample (blow counts provided if SPT test conducted); U = thin-wall Shelby tube sample (hydraulic-actuated, fixed piston sampler utilized); V = in-situ vane shear test (undisturbed and remolded); R = rock core; WH = Weight of hammer; WR = Weight of rods; WC = Weight of casing

Stratification lines represent approximate boundaries between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

Boring No.: B-1

SCHONEWALD ENGINEERING ASSOCIATES, INC.
Be@SchonewaldEngineering.com

Intersection Improvements - Signal Mast Poles
Saco Ave-Union Ave-Emerson Cummings Blvd
Old Orchard Beach, Maine
MaineDOT PIN 17334.00

Boring No. B-2
Page 1 of 1
File No. 2010-028
Check IVS

Contractor Maine Test Borings
Foreman Tom Schaefer
Logged by Be Schonewald
Date Start/Finish 3/16/11 3/16/11
Boring Location see boring location plan
GS Elev. ____ Datum MSL/NGVD

Auger/Casing Type HSA, I.D. 2-1/2 in.
Sampler Split Spoon, 1-3/8 in.
Hammer Wt. 140 lbs.
Hammer Fall 30 inches
Other see notes / safety hammer

| Date | Time | Depth (ft. BGS) | Stabilization |
|---|---|---|---|
| 3/16/11 | 0945 | 6.2 | open hole at completion |

| Depth BGS (ft.) | Casing Blows | No. | Pen/Rec (in.) | Depth (Ft.) | Blows/ 6" | N Value or % RQD | Sample Description & Classification | Stratum Description | Notes |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | TOPSOIL/SUBSOIL TO 1.8 FT. | COMMON BORROW FILL 3.1' | 1 |
| | | 1D | 24/12 | 2.1-4.1 | 8-10 | 13 | 2.1 to 3.1 ft.: Dark brown, Sandy GRAVEL, little Silt. FILL 1D: 3.1 to 3.6 ft.: Brown, fine SAND, trace Silt; Moist. 3.6 to 4.1 ft.: Brown, Gravelly, fine to coarse SAND, trace to little Silt; Moist. TILL | | 2 |
| | | | | | 3-10 | | | CLEAN FINE SAND 3.6' | |
| 5 (1.5 m) | | 2D | 24/14 | 5-7 | 13-15 | 52 | 2D: Reddish-brown, v. dense, fine to coarse Sandy GRAVEL, trace to little Silt; Wet at 6.7 ft. Gravel consists of crushed rock. TILL | TILL | 3 |
| | | | | | 37-23 | | | 8.5' PROBABLE ROCK | 4, 5 |
| | | | | | | | Bottom of boring at 8.5 ft. at auger and rod refusal. | | |
| 10 (3.0 m) | | | | | | | | | |
| 15 (4.6 m) | | | | | | | | | |
| 20 (6.1 m) | | | | | | | | | |
| 25 (7.6 m) | | | | | | | | | |
| 30 (9.1 m) | | | | | | | | | |

REMARKS
1. Boring located in northeast corner of intersection, ground elevation a few feet higher than at edge of pavement. Boring advanced using hollow-stem augers.
2. Augered through obstruction from approximately 1.8 to 2.1 feet.
3. Drilling very difficult at about 5 feet, Below Ground Surface (BGS).
4. Auger and rod refusal at 8.5 feet, likely at top of rock. Groundwater measured in open hole at end of drilling.
5. No equipment installed. Borehole backfilled using drill spoils and manufactured stone backfill.

0 = split-spoon sample (blow counts provided if SPT test conducted); U = thin-wall Shelby tube sample (hydraulic-actuated, fixed piston sampler utilized); V = in-situ vane shear test (undisturbed and remolded); R = rock core; WH = Weight of hammer; WR = Weight of rods; WC = Weight of casing

Stratification lines represent approximate boundaries between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

Boring No.: B-2

SCHONEWALD ENGINEERING ASSOCIATES, INC.
Be@SchonewaldEngineering.com

Intersection Improvements - Signal Mast Poles
Saco Ave-Union Ave-Emerson Cummings Blvd
Old Orchard Beach, Maine
MaineDOT PIN 17334.00

Boring No. B-3A
Page 1 of 1
File No. 2010-028
Check IVS

Contractor Maine Test Borings
Foreman Tom Schaefer
Logged by Be Schonewald
Date Start/Finish 3/16/11 3/16/11
Boring Location see boring location plan
GS Elev. ____ Datum MSL/NGVD

Auger/Casing Type HSA, I.D. 2-1/2 in.
Sampler Split Spoon, 1-3/8 in.
Hammer Wt. 140 lbs.
Hammer Fall 30 inches
Other see notes / safety hammer

| Date | Time | Depth (ft. BGS) | Stabilization |
|---|---|---|---|
| 3/16/11 | 1230 | 8.2 | open hole at completion |

| Depth BGS (ft.) | Casing Blows | No. | Pen/Rec (in.) | Depth (Ft.) | Blows/ 6" | N Value or % RQD | Sample Description & Classification | Stratum Description | Notes |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASPHALT PAVEMENT | 0.2'+/- ASPHALT | 1, 2 |
| | | 1D | 24/10 | 2-4 | 16-30 | 50 | 2.0 to 3.0 ft.: Grayish-brown, fine to coarse Sandy GRAVEL, trace Silt. FILL 1D: 3.0 to 4.0 ft.: Brown, fine SAND, trace Silt, trace medium to coarse SAND, trace fine Gravel; Moist. TILL (PID reading: 0 ppm) | GRANULAR FILL 3.0' | 3 |
| | | | | | 20-14 | | | | |
| 5 (1.5 m) | | 2D | 24/11 | 5-7 | 3-4 | 17 | 2D: Brown, m. dense, Gravelly fine to coarse SAND, trace Silt; Moist. TILL (PID reading: 0 ppm) | TILL | |
| | | | | | 13-39 | | | 9.6' PROBABLE ROCK | 4, 5 |
| | | | | | | | Bottom of boring at 9.6 ft. at auger refusal. | | |
| 10 (3.0 m) | | | | | | | | | |
| 15 (4.6 m) | | | | | | | | | |
| 20 (6.1 m) | | | | | | | | | |
| 25 (7.6 m) | | | | | | | | | |
| 30 (9.1 m) | | | | | | | | | |

REMARKS
1. Boring located in southeast corner of intersection within Saco Avenue. Boring advanced using hollow-stem augers.
2. Soil samples screened for volatile organic compounds (headspace) using a MiniRae2000 Model PGM7600 (10.6 eV lamp) Photo Ionization Detector (PID) calibratec to general industrial hygiene standards; results noted in sample descriptions above.
3. Encountered obstruction at 2.4 feet, Below Ground Surface (BGS) in boring B-3, moved approximately 3.5 feet easterly for second attempt (boring B-3A). Screened auger cuttings from approximately 2 feet in B-3; PID reading: 0 ppm.
4. Auger refusal at 9.6 feet, likely at top of rock. Groundwater measured in open hole at end of drilling.
5. No equipment installed. Borehole backfilled using drill spoils and manufactured stone backfill; asphalt pavement patched.

0 = split-spoon sample (blow counts provided if SPT test conducted); U = thin-wall Shelby tube sample (hydraulic-actuated, fixed piston sampler utilized); V = in-situ vane shear test (undisturbed and remolded); R = rock core; WH = Weight of hammer; WR = Weight of rods; WC = Weight of casing

Stratification lines represent approximate boundaries between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

Boring No.: B-3A

SCHONEWALD ENGINEERING ASSOCIATES, INC.
Be@SchonewaldEngineering.com

Intersection Improvements - Signal Mast Poles
Saco Ave-Union Ave-Emerson Cummings Blvd
Old Orchard Beach, Maine
MaineDOT PIN 17334.00

Boring No. B-4
Page 1 of 1
File No. 2010-028
Check IVS

Contractor Maine Test Borings
Foreman Tom Schaefer
Logged by Be Schonewald
Date Start/Finish 3/16/11 3/16/11
Boring Location see boring location plan
GS Elev. ____ Datum MSL/NGVD

Auger/Casing Type HSA, I.D. 2-1/2 in.
Sampler Split Spoon, 1-3/8 in.
Hammer Wt. 140 lbs.
Hammer Fall 30 inches
Other see notes / safety hammer

| Date | Time | Depth (ft. BGS) | Stabilization |
|---|---|---|---|
| 3/16/11 | 1340 | 6.8 | open hole at completion |

| Depth BGS (ft.) | Casing Blows | No. | Pen/Rec (in.) | Depth (Ft.) | Blows/ 6" | N Value or % RQD | Sample Description & Classification | Stratum Description | Notes |
|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | ASPHALT PAVEMENT | 0.8'+/- ASPHALT | 1 |
| | | 1D | 24/15 | 2-4 | 12-13 | 19 | 2.0 to 3.2 ft.: Dark-brown, m. dense, fine to coarse Sandy GRAVEL, trace to little Silt; Moist. FILL 1D: 3.2 to 4.0 ft.: Brown, fine SAND, trace Silt; Moist | GRANULAR FILL 3.2' | |
| | | | | | 6-4 | | | CLEAN FINE SAND 6.4' | |
| 5 (1.5 m) | | 2D | 24/13 | 5-7 | 3-6 | 10 | 5.0 to 6.4 ft.: Brown, loose, fine SAND, trace Silt; Moist 2D: 6.4 to 7.0 ft.: Reddish-brown, Gravelly, fine to coarse SAND, trace to little Silt; Wet. TILL | TILL | |
| | | | | | 4-4 | | | | |
| 10 (3.0 m) | | 3D | 8/8 | 10-10.6 | 26-50/2" | >50 | 3D: Grayish-brown, v. dense, fine to coarse Sandy GRAVEL, little Silt; Wet. TILL Crushed rock in tip of spoon. | 11.4' PROBABLE ROCK | 2, 3 |
| | | | | | | | Bottom of boring at 11.4 ft. at auger refusal. | | |
| 15 (4.6 m) | | | | | | | | | |
| 20 (6.1 m) | | | | | | | | | |
| 25 (7.6 m) | | | | | | | | | |
| 30 (9.1 m) | | | | | | | | | |

REMARKS
1. Boring located in southwest corner of intersection within Union Avenue. Boring advanced using hollow-stem augers.
2. Auger refusal at 11.4 feet, Below Ground Surface (BGS) likely at top of rock. Groundwater measured in open hole at end of drilling.
3. No equipment installed. Borehole backfilled using drill spoils and manufactured stone backfill; asphalt pavement patched.

0 = split-spoon sample (blow counts provided if SPT test conducted); U = thin-wall Shelby tube sample (hydraulic-actuated, fixed piston sampler utilized); V = in-situ vane shear test (undisturbed and remolded); R = rock core; WH = Weight of hammer; WR = Weight of rods; WC = Weight of casing

Stratification lines represent approximate boundaries between soil types, transitions may be gradual. Water level readings have been made at times and under conditions stated. Fluctuations may occur due to other factors than those present at the time measurements were made.

Boring No.: B-4

GEOTECHNICAL NOTES FOR TRAFFIC SIGNAL MAST POLE DRILLED FOUNDATIONS:

FOR THE DESIGN OF ROCK ANCHORS, IT SHOULD BE ASSUMED THAT THE BEDROCK UNDERLYING THE PROJECT SITE IS OF POOR QUALITY AND WOULD HAVE A RELATIVELY LOW RQD, INDICATIVE OF FRACTURED ROCK NEAR THE ROCK SURFACE. IF ROCK ANCHORS ARE UTILIZED, PULL-OUT TESTS SHOULD BE COMPLETED ON ALL ANCHORS DURING CONSTRUCTION.

USE STANDARD DETAIL 626(04) - FOUNDATIONS FOR TRAFFIC SIGNALS, HIGHWAY SIGNING AND LIGHTING. USE CHARTS P34-1, 2, 3 FOR $\phi$=34 DEGREES FOR FOUNDATION LENGTH BASED UPON PROVIDED BENDING MOMENT AND TORSION.

CONTRACTOR MUST SUBMIT DETAILED PLANS AND CALCULATIONS THAT MEET REQUIREMENTS OF STANDARD SPECIFICATION 626.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1733(400)X

PIN 17334.00

HIGHWAY PLANS

| PROJ. MANAGER | | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. GORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T.GORRILL | | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

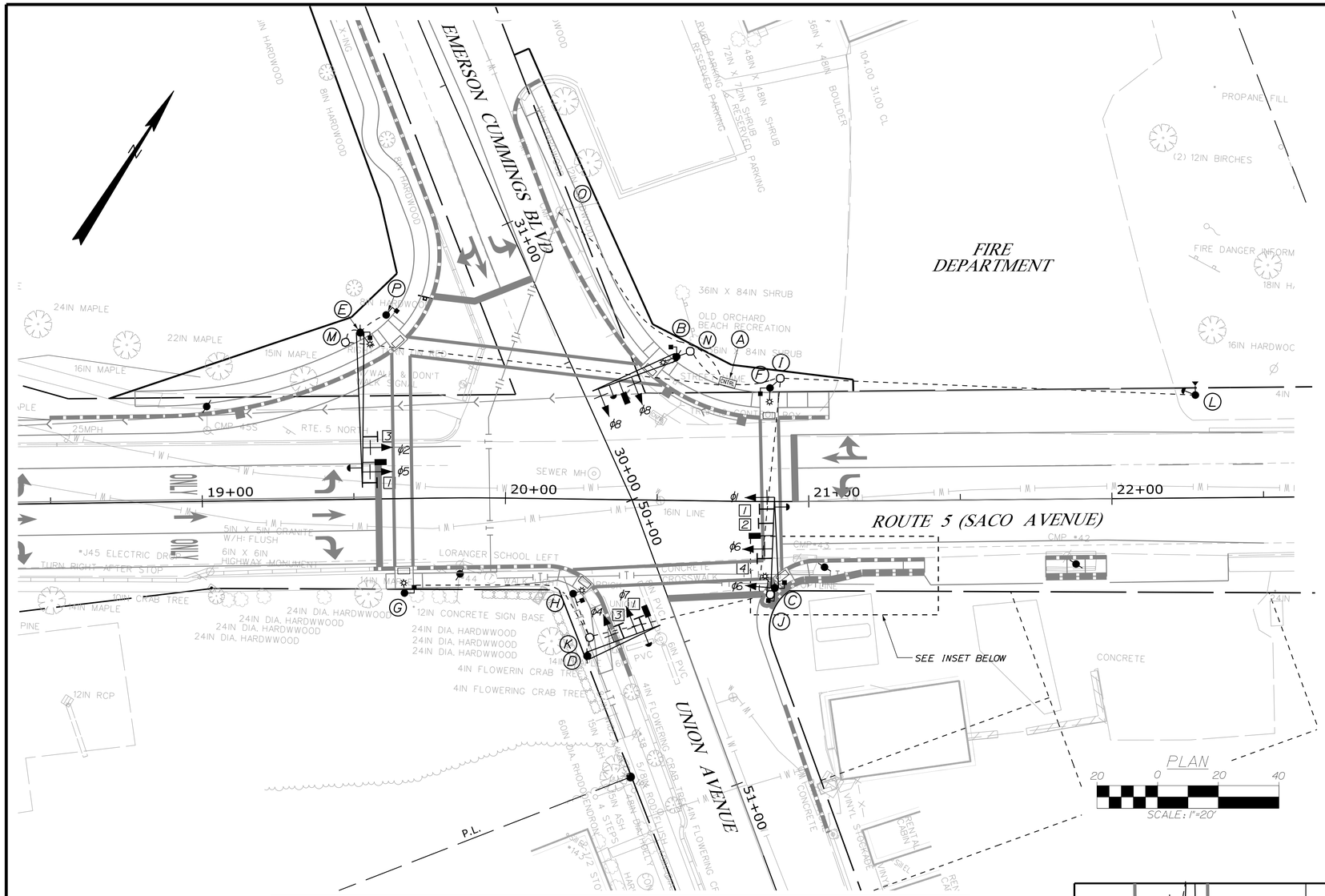
P.E. NUMBER

DATE

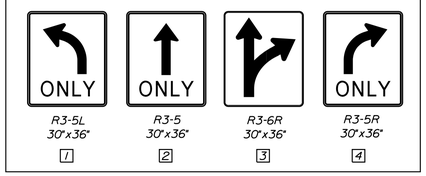
OLD ORCHARD BEACH
ROUTE 5 (SACO AVENUE)

BORING LOGS

SHEET NUMBER
4
OF 16

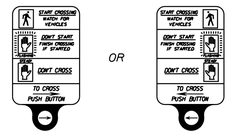



## SIGN LEGEND



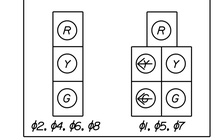

| R3-5L | R3-5 | R3-6R | R3-5R |
|---|---|---|---|
| 30"x36" | 30"x36" | 30"x36" | 30"x36" |
| 1 | 2 | 3 | 4 |

## ACCESSIBLE PEDESTRIAN SIGNALS (APS)




CAMPBELL COMPANY ADVISOR APS A912
OR APPROVED EQUAL
(SEE TYPICAL SECTIONS SHEET 6)

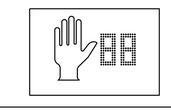
## TRAFFIC SIGNAL HEADS




ALL NEW SIGNAL HEADS
12" L.E.D. WITH BACK PLATES

## PEDESTRIAN SIGNAL HEADS

ALL SIGNAL HEADS SHALL BE GELCORE MODEL NO. PS7-CFC9-01A OR TASSIMCO MODEL* PLS-160 OR APPROVED EQUAL



## LEGEND

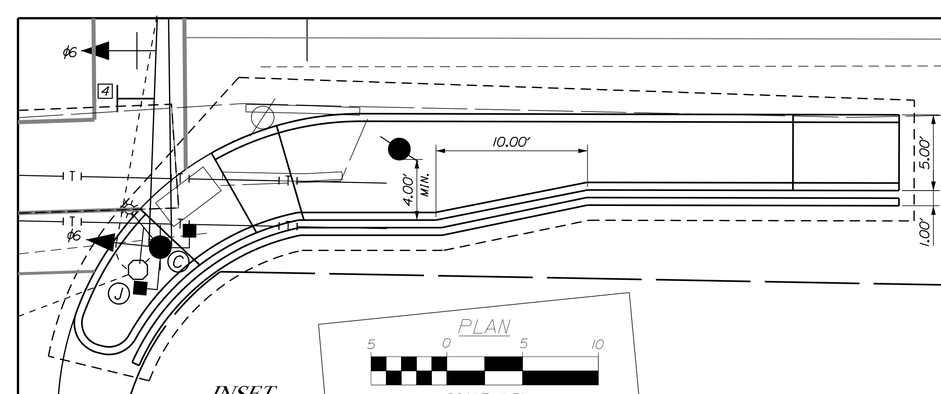
- CONTROLLER WITH CABINET
- MAST POLE AND ARM
- PEDESTAL POLE
- VEHICULAR SIGNAL HEAD
- OVERHEAD SIGN
- CONDUIT
- JUNCTION BOX
- LUMINAIRE
- PEDESTRIAN SIGNAL HEAD
- VIDEO DETECTOR
- PREEMPTION RECEIVER
- PREEMPTION CONFIRMATION STROBE
- PROPOSED UTILITY POLE

## CONDUIT SCHEDULE

| RUN | CENTER TO CENTER (LINEAR FEET) | COMMENTS |
|---|---|---|
| A-O | 78 FT | 4 IN PVC |
| B-N | 4 FT | 2 IN PVC |
| C-J | 3 FT | 2 IN PVC |
| D-K | 6 FT | 2 IN PVC |
| E-M | 5 FT | 2 IN PVC |
| N-A | 14 FT | 2 IN PVC |
| I-F | 3 FT | 3 IN PVC |
| J-I | 75 FT | 3 IN PVC |
| K-G | 70 FT | 2 IN PVC |
| M-A | 125 FT | 4 IN PVC |
| L-I | 136 FT | 2 IN PVC |
| J-K | 72 FT | 3 IN PVC |
| O-A | 78 FT | 3 IN PVC |
| A-I | 16 FT | 3 IN PVC |
| H-K | 15 FT | 3 IN PVC |
| M-P | 20 FT | 1.5 IN PVC |

## EQUIPMENT SCHEDULE

| DESIGNATION | STA/OFFSET | FATIGUE CATEGORY | ITEM | DESCRIPTION |
|---|---|---|---|---|
| A | 20+72.0, 39.0' LT | | CONTROLLER CABINET | CABINET WITH BASE EXTENSION AND METER ON CONCRETE FOUNDATION |
| B | 20+55.8, 47.4' LT | III | 21' MAST POLE WITH 30' MAST ARM | SIGNAL HEADS, PREEMPTION, PEDESTRIAN HEAD, PUSH BUTTON AND SIGN AND 250 WATT LUMINAIRE WITH MONGOOSE LIGHT FIXTURE TENON MOUNTED |
| C | 20+88.8, 28.6' RT | III | 21' MAST POLE WITH 30' MAST ARM | SIGNAL HEADS, LANE USE SIGNS, PREEMPTION, PEDESTRIAN HEAD, PUSH BUTTON AND SIGN AND 250 WATT LUMINAIRE WITH MONGOOSE LIGHT FIXTURE TENON MOUNTED |
| D | 20+27.6, 51.7' RT | III | 30' MAST POLE WITH 25' MAST ARM | SIGNAL HEADS, LANE USE SIGNS, PREEMPTION, PEDESTRIAN HEAD, PUSH BUTTON AND SIGN AND 250 WATT LUMINAIRE WITH MONGOOSE LIGHT FIXTURE TENON MOUNTED |
| E | 19+52.9, 55.0' LT | II | 30' MAST POLE WITH 50' MAST ARM | SIGNAL HEADS, LANE USE SIGNS, PREEMPTION, PEDESTRIAN HEAD, PUSH BUTTON AND SIGN AND 250 WATT LUMINAIRE WITH MONGOOSE LIGHT FIXTURE MOUNTED ON 10' ARM |
| F<br>G<br>H | 20+87.2, 37.5' LT<br>19+66.2, 31.2' RT<br>20+22.8, 31.2' RT | | 20' PEDESTAL POLE | PEDESTRIAN HEAD AND PUSH BUTTON AND 150 WATT LUMINAIRE |
| I, J, K, M & N | | | JUNCTION BOX | PRECAST CONCRETE |
| O | 30+96.7, 17.4' RT | | EXISTING UTILITY POLE | RISER FOR UNDERGROUND POWER SERVICE |
| P | 19+61.5, 60.6' LT | | 8' PEDESTAL POLE | PEDESTRIAN SIGNAL AND BUTTON |
| L | 19+61.5, 60.6' LT | | 8' PEDESTAL POLE | PREMPTION RECEIVER AND CONFIRMATION STROBE |

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1733(400)X

PIN 17334.00

HIGHWAY PLANS

| | | BY | DATE |
|---|---|---|---|
| PROJ. MANAGER | B. KEEZER | | |
| DESIGN-DETAILED | T. CORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T.CORRILL | T.CORRILL | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

# OLD ORCHARD BEACH
# ROUTE 5 (SACO AVENUE)
# TRAFFIC SIGNAL PLAN

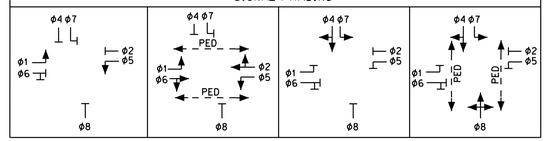
SHEET NUMBER

5

OF 16

Filename: ...\dgn\005_Signal_001.dgn Division: HIGHWAY Username: lnewhouse Date:4/10/2015

SIGNAL PHASING




SIGNAL TIMING

| PHASE | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| MINIMUM INITIAL | 4 | 8 | - | 4 | 4 | 8 | 4 | 4 |
| PASSAGE TIME | 3 | 3 | - | 3 | 3 | 3 | 3 | 3 |
| MAXIMUM GREEN | 10 | 60 | - | 30 | 10 | 60 | 10 | 20 |
| MAXIMUM GREEN II | 15 | 65 | - | 35 | 15 | 65 | 15 | 25 |
| YELLOW | 3 | 3 | - | 3 | 3 | 3 | 3 | 3 |
| ALL RED | 2.5 | 3.0 | - | 3.0 | 2.5 | 3.0 | 3.0 | 3.0 |
| FLASH | R | Y | - | R | R | Y | R | R |
| PHASE RECALL | - | SOFT | - | - | - | SOFT | - | - |
| WALK | - | 4 | - | 4 | - | 4 | - | 4 |
| PEDESTRIAN CLEARANCE | - | 23 | - | 25 | - | 23 | - | 25 |
| MEMORY | - | - | - | - | - | - | - | - |
| DETECTOR MODE | PR | PR | - | PR | PR | PR | PR | PR |
| DETECTOR DELAY | - | - | - | - | - | - | - | - |

NOTES:

1. THE CONTRACTOR MUST MEET ALL UTILITY REQUIREMENTS FOR THE SERVICE CONNECTION.
2. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINEDOT SPECIFICATIONS.
3. THE BOTTOM OF THE HOUSING OF THE SIGNAL FACE SHALL BE AT LEAST 16 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
4. ALL MATERIALS AND WORK COMPLETED UNDER THIS CONTRACT SHALL CONFORM TO THE LATEST MAINEDOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".
5. TWO COPIES OF THE SIGNAL CONTROLLER MANUAL AND TWO COPIES OF AS-BUILT PLANS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE TOWN ELECTRICIAN.
6. CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES.
7. 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.
8. CONTRACTOR SHALL CONTACT AND COORDINATE WITH UTILITIES UPON AWARD OF THE CONTRACT. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES SO THAT THE TRAFFIC SIGNAL INSTALLATION IS DONE AFTER THE UTILITIES HAVE BEEN RELOCATED BY THE RESPECTIVE UTILITY COMPANIES.
9. CONTRACTOR IS RESPONSIBLE FOR OBTAINING MAINEDOT AND TOWN OPENING PERMITS, IF NECESSARY.
10. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.
11. THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING PLAN SHALL BE INPUT BY THE CONTRACTOR UNDER OBSERVATION BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE ENGINEER.
12. ALL PUSH BUTTONS SHALL BE LOCATED WITHIN 1' FROM THE EDGE OF THE SIDEWALK. IF PLACED GREATER THAN 1' FROM THE SIDEWALK, CONTRACTOR SHALL PAVE AN APRON TO THE BUTTON FOR A DISTANCE NOT TO EXCEED 5'.
13. ALL TRAFFIC SIGNALS SHALL BE 12" INCH DIAMETER WITH L.E.D. LENSES AND SHALL HAVE 5 INCH BACK PLATES.
14. ALL MAST ARMS AND POLES SHALL BE GALVANIZED.
15. THE COST OF THE POLE RISERS AND OVERHEAD LANE USE SIGNS SHALL BE INCIDENTAL TO ITEM 643.8
16. CONTROLLERS SHALL BE TS-2 WITH AN ETHERNET PORT.
17. PEDESTAL POLES SHALL BE ON 18" DIAMETER FOUNDATIONS.
18. A TRAFFIC SIGNAL PREEMPTION SYSTEM SHALL BE CONSTRUCTED THAT WILL GIVE THE ALL APPROACHES A RED LIGHT EXCEPT FOR PHASE 2 AND PHASE 5 WHICH SHALL RECEIVE A GREEN LIGHT. THE PREEMPTION SYSTEM SHALL HAVE THE FOLLOWING FEATURES AS A MINIMUM AND SHALL INCLUDE ALL LABOR, MATERIALS, EQUIPMENT, TESTING AND ETC. TO PROVIDE A FULLY FUNCTIONING SYSTEM. THIS SHALL BE INCIDENTAL TO ITEM 643.8.
   - THE PREEMPTION EQUIPMENT SHALL BE FULLY COMPATIBLE WITH THE EXISTING PREEMPTION EQUIPMENT IN THE TOWN.
   - THE DURATION OF THE PREEMPTION PHASE SHALL BE ADJUSTABLE FROM 30 SECONDS TO 240 SECONDS. THE CONTRACTOR SHALL BE ONSITE DURING A TRIAL RUN WITH THE FIRE DEPARTMENT TO ADJUST THE ACTUAL LENGTH OF THE PREEMPTION CYCLE THAT WILL BE REQUIRED UNDER THE SUPERVISION OF THE ENGINEER.
   - CONFIRMATION STROBES SHALL BE MOUNTED ON THE TRAFFIC SIGNAL MAST ARMS AS DEPICTED ON THE PLANS.
   - CONTRACTOR SHALL SUBMIT SHOP DRAWINGS FOR THE PREEMPTION SYSTEM TO THE ENGINEER FOR REVIEW PRIOR TO INSTALLATION.
19. CONDUIT SHALL BE A MINIMUM OF 36" DEEP.
20. THE EXISTING TRAFFIC SIGNAL CONTROLLER AND CABINET WILL BE REMOVED AND RETURNED TO MAINEDOT. THE RESIDENT WILL COORDINATE WITH THE CONTRACTOR AND DEPARTMENT ONCE THE ITEMS HAVE BEEN REMOVED AND ARE READY TO BE PICKED UP. ALL OTHER EQUIPMENT TO BE REPLACED WILL BECOME THE PROPERTY OF THE CONTRACTOR.
21. TEMPORARY TRAFFIC SIGNALS IF REQUIRED SHALL BE CONSIDERED INCIDENTAL TO THE OTHER TRAFFIC SIGNAL ITEMS.
22. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL STRUCTURAL DESIGN OF THE SIGNAL SUPPORT STRUCTURES AND THE CONNECTION OF THE SUPPORT STRUCTURES TO THEIR FOUNDATIONS. ALL DESIGNS SHALL BE PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE. DESIGN COMPUTATIONS, INCLUDING DESIGN LOADS (OVERTURNING MOMENT, TORSION, SHEAR FORCE, AND AXIAL LOAD) AT THE TOP OF THE FOUNDATIONS, AND SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL BY THE DEPARTMENT. NO MATERIALS SHALL BE ORDERED OR FABRICATED UNTIL THE DESIGN HAS BEEN APPROVED.
23. FOUNDATIONS SHALL CONSIST OF CAST-IN-PLACE REINFORCED CONCRETE DRILLED SHAFTS: ONE NEW DRILLED SHAFT PER MAST AREM OR DUAL PURPOSE POLE AS SET FORTH IN SPECIAL PROVISION 643. FOUNDATION SIZES SHALL BE SELECTED BY THE CONTRACTOR BASED UPON ACTUAL COMPUTED BENDING MOMENTS AND TORSION IN ACCORDANCE WITH SPECIAL PROVISION 643. ACTUAL DESIGN LOADS AT THE TOP OF STRUCTURAL SUBMITTAL WILL BE USED BY THE DEPARTMENT TO CHECK THE SPECIFIED SIZE OF THE DRILLED SHAFTS. DRILLED SHAFTS SHALL NOT BE PERMANENTLY CASED, EXCEPT FOR THE TOP 3 FEET: CONCRETE SHALL BE CAST DIRECTLY AGAINST THE SURROUNDING SOIL. PRECAST FOUNDATIONS WILL NOT BE ACCEPTED.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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1733(400)X

PIN 17334.00

HIGHWAY PLANS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | B. KEEZER | BY | DATE |
| DESIGN-DETAILED | T. CORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T.CORRILL | | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

OLD ORCHARD BEACH
ROUTE 5 (SACO AVENUE)

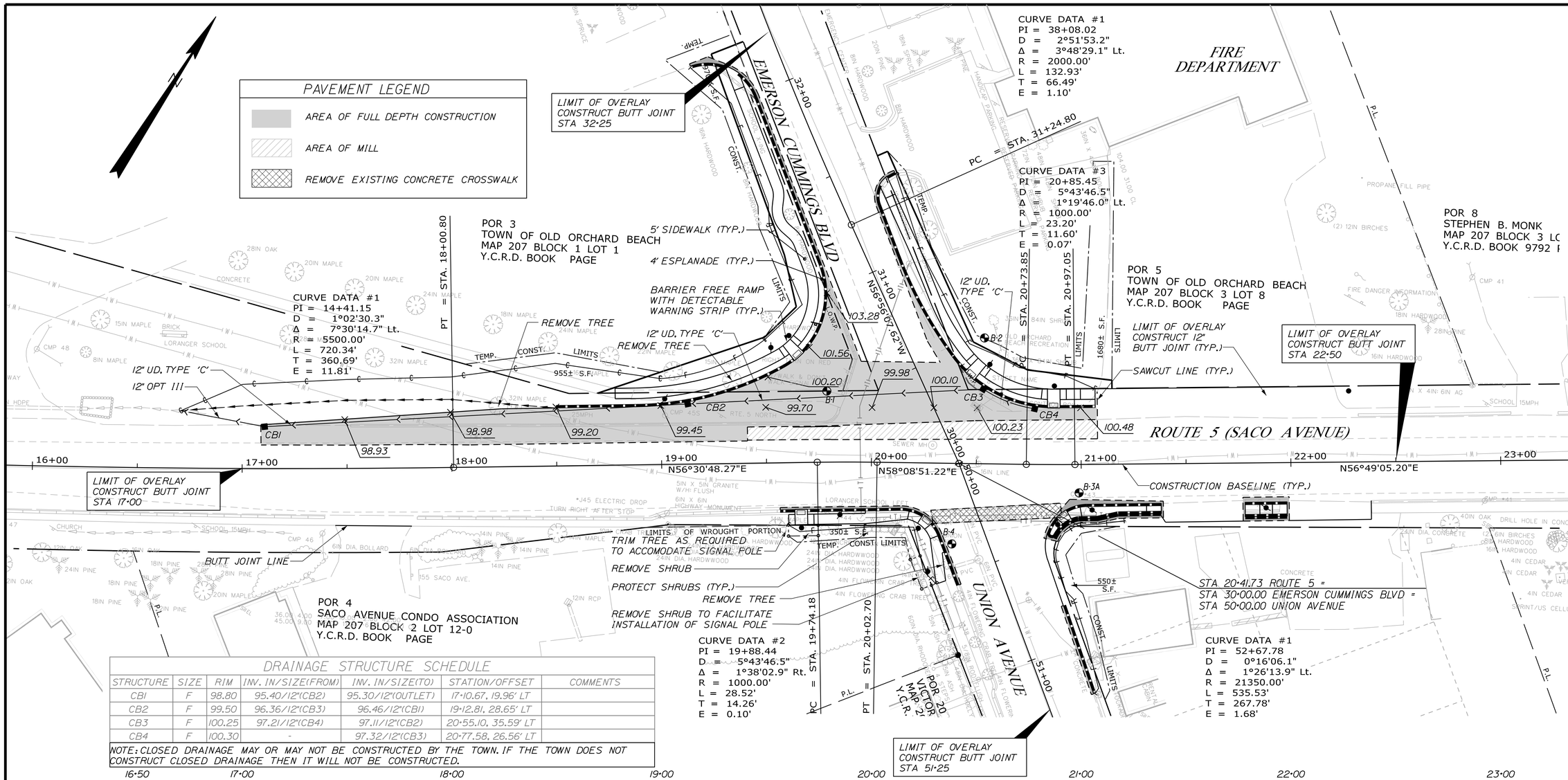
TRAFFIC SIGNAL PLAN

SHEET NUMBER

6

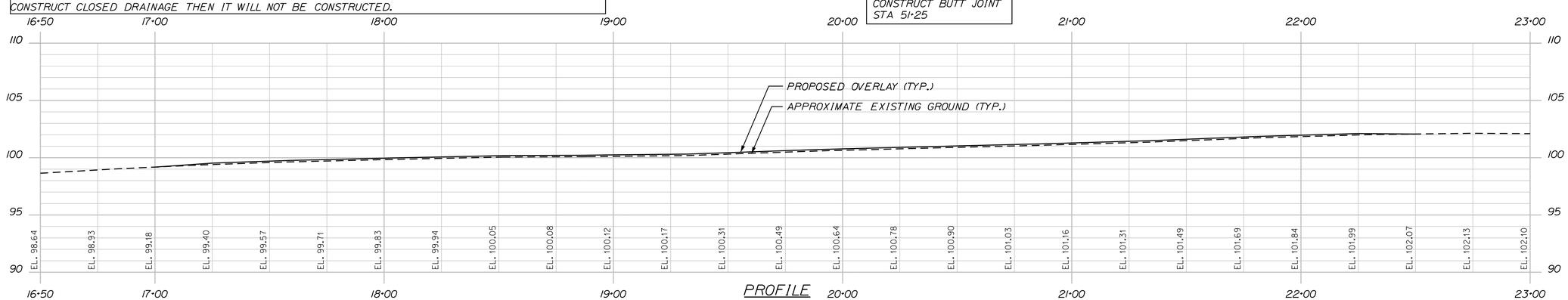
OF 16


Filename: ...\dgn\006_Signal_002.dgn Division: HIGHWAY Username: lnewhouse Date:4/10/2015




| DRAINAGE STRUCTURE SCHEDULE | | | | | | |
|---|---|---|---|---|---|---|
| STRUCTURE | SIZE | RIM | INV. IN/SIZE(FROM) | INV. IN/SIZE(TO) | STATION/OFFSET | COMMENTS |
| CBI | F | 98.80 | 95.40/12"(CB2) | 95.30/12"(OUTLET) | 17+10.67, 19.96' LT | |
| CB2 | F | 99.50 | 96.36/12"(CB3) | 96.46/12"(CBI) | 19+12.81, 28.65' LT | |
| CB3 | F | 100.25 | 97.21/12"(CB4) | 97.11/12"(CB2) | 20+55.10, 35.59' LT | |
| CB4 | F | 100.30 | - | 97.32/12"(CB3) | 20+77.58, 26.56' LT | |

NOTE: CLOSED DRAINAGE MAY OR MAY NOT BE CONSTRUCTED BY THE TOWN. IF THE TOWN DOES NOT CONSTRUCT CLOSED DRAINAGE THEN IT WILL NOT BE CONSTRUCTED.




PROFILE

Horiz. 25 0 25 50
Vert. 5 0 5 10
Scale of Feet

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STP-1733(400)X
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HIGHWAY PLANS

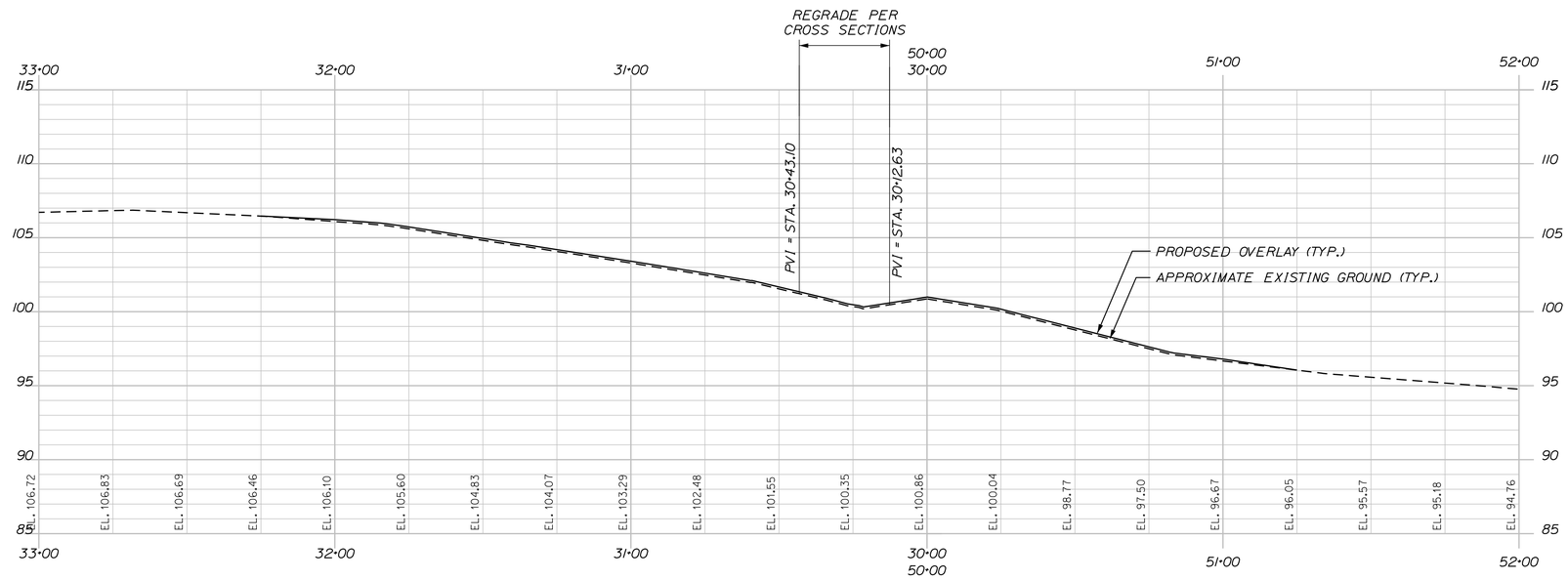
| | BY | DATE |
|---|---|---|
| PROJ. MANAGER | B. KEEZER | |
| DESIGN-DETAILED | T. CORRILL | D.BURGESS FEB 2011 |
| CHECKED-REVIEWED | T. CORRILL | FEB 2011 |
| DESIGN2-DETAILED2 | | |
| DESIGN3-DETAILED3 | | |
| REVISIONS 1 | | |
| REVISIONS 2 | | |
| REVISIONS 3 | | |
| REVISIONS 4 | | |
| FIELD CHANGES | | |

SIGNATURE
P.E. NUMBER
DATE

# OLD ORCHARD BEACH
# ROUTE 5 (SACO AVENUE)
# PLAN AND PROFILE

SHEET NUMBER
7
OF 16

Filename: ...\dgn\007_Plan_002.dgn Division: HIGHWAY Username: lnewhouse Date:4/10/2015




PROFILE
EC Blvd

PROFILE
Union Ave

PROFILE

Horiz. 25 0 25 50

Vert. 5 0 5 10

Scale of Feet

GORRILL PALMER

Relationships. Responsiveness. Results.
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207.657.6910

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1733(400)X

PIN
17334.00

HIGHWAY PLANS

| | | | |
|---|---|---|---|
| PROJ. MANAGER | B. KEEZER | BY | DATE |
| DESIGN-DETAILED | T. GORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T.GORRILL | | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

OLD ORCHARD BEACH
ROUTE 5 (SACO AVENUE)

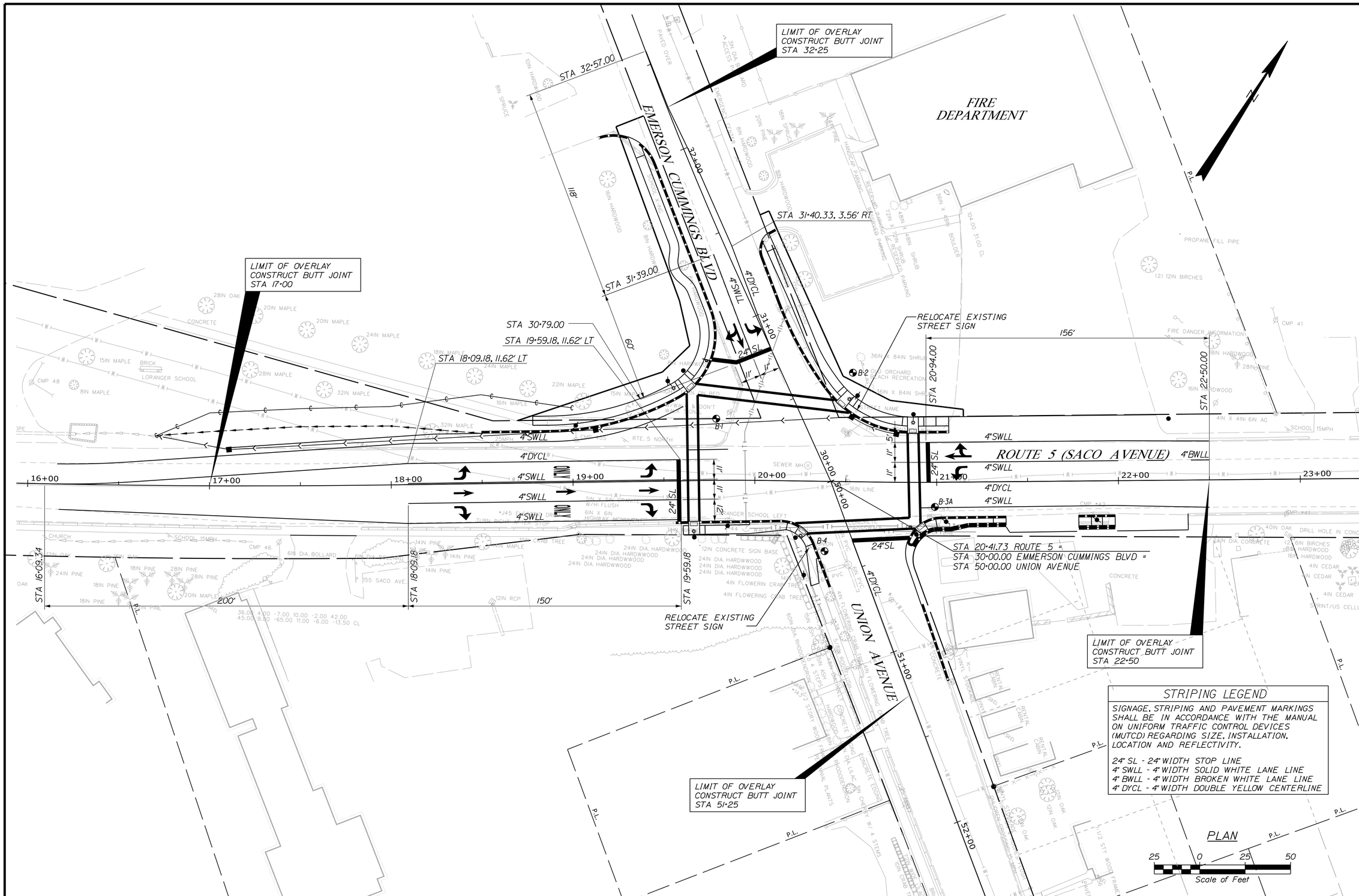
SIDESTREET PROFILES

SHEET NUMBER

8

OF 16

Filename: ...\dgn\008_Plan_003.dgn Division: HIGHWAY Username: lnewhouse Date:4/10/2015




GORRILL PALMER

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www.gorrillpalmer.com
207.657.6910

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1733(400)X

PIN
17334.00

HIGHWAY PLANS

| PROJ. MANAGER | B. KEEZER | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. CORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T. CORRILL | | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

# OLD ORCHARD BEACH
# ROUTE 5 (SACO AVENUE)

## STRIPING PLAN

SHEET NUMBER

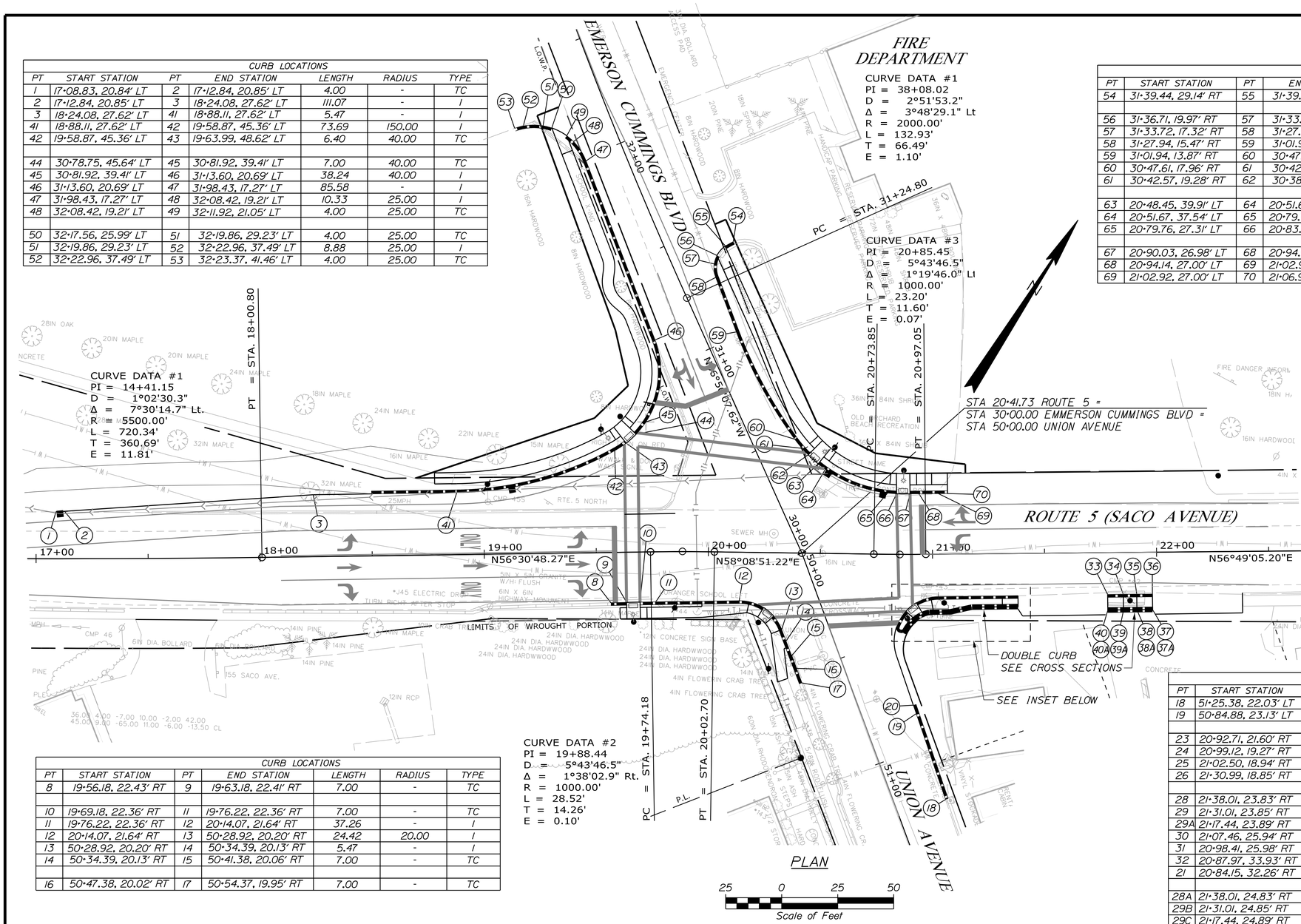
9

OF 16

Filename: ...\dgn\009_Plan_004.dgn Division: HIGHWAY Username: lnewhouse Date:4/10/2015

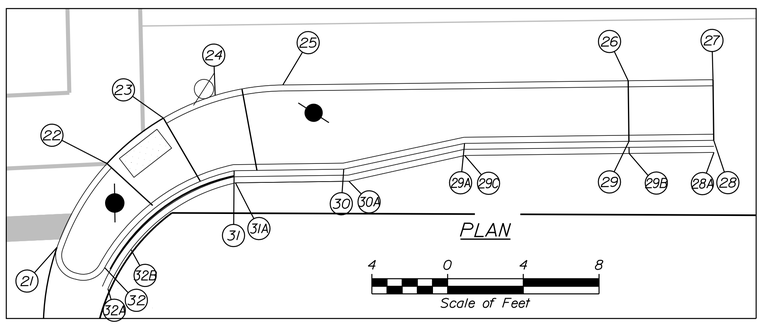
| CURB LOCATIONS | | | | | | |
|---|---|---|---|---|---|---|
| PT | START STATION | PT | END STATION | LENGTH | RADIUS | TYPE |
| 1 | 17+08.83, 20.84' LT | 2 | 17+12.84, 20.85' LT | 4.00 | - | TC |
| 2 | 17+12.84, 20.85' LT | 3 | 18+24.08, 27.62' LT | 111.07 | - | I |
| 3 | 18+24.08, 27.62' LT | 41 | 18+88.11, 27.62' LT | 5.47 | - | I |
| 41 | 18+88.11, 27.62' LT | 42 | 19+58.87, 45.36' LT | 73.69 | 150.00 | I |
| 42 | 19+58.87, 45.36' LT | 43 | 19+63.99, 48.62' LT | 6.40 | 40.00 | TC |
| | | | | | | |
| 44 | 30+78.75, 45.64' LT | 45 | 30+81.92, 39.41' LT | 7.00 | 40.00 | TC |
| 45 | 30+81.92, 39.41' LT | 46 | 31+13.60, 20.69' LT | 38.24 | 40.00 | I |
| 46 | 31+13.60, 20.69' LT | 47 | 31+98.43, 17.27' LT | 85.58 | - | I |
| 47 | 31+98.43, 17.27' LT | 48 | 32+08.42, 19.21' LT | 10.33 | 25.00 | I |
| 48 | 32+08.42, 19.21' LT | 49 | 32+11.92, 21.05' LT | 4.00 | 25.00 | TC |
| | | | | | | |
| 50 | 32+17.56, 25.99' LT | 51 | 32+19.86, 29.23' LT | 4.00 | 25.00 | TC |
| 51 | 32+19.86, 29.23' LT | 52 | 32+22.96, 37.49' LT | 8.88 | 25.00 | I |
| 52 | 32+22.96, 37.49' LT | 53 | 32+23.37, 41.46' LT | 4.00 | 25.00 | TC |

| CURB LOCATIONS | | | | | | |
|---|---|---|---|---|---|---|
| PT | START STATION | PT | END STATION | LENGTH | RADIUS | TYPE |
| 54 | 31+39.44, 29.14' RT | 55 | 31+39.14, 25.11' RT | 4.00 | - | TC |
| | | | | | | |
| 56 | 31+36.71, 19.97' RT | 57 | 31+33.72, 17.32' RT | 4.00 | 12.00 | TC |
| 57 | 31+33.72, 17.32' RT | 58 | 31+27.94, 15.47' RT | 6.09 | 12.00 | I |
| 58 | 31+27.94, 15.47' RT | 59 | 31+01.94, 13.87' RT | 26.02 | - | I |
| 59 | 31+01.94, 13.87' RT | 60 | 30+47.61, 17.96' RT | 54.66 | 200.00 | I |
| 60 | 30+47.61, 17.96' RT | 61 | 30+42.57, 19.28' RT | 5.21 | 60.00 | I |
| 61 | 30+42.57, 19.28' RT | 62 | 30+38.79, 20.58' RT | 4.00 | 60.00 | TC |
| | | | | | | |
| 63 | 20+48.45, 39.91' LT | 64 | 20+51.67, 37.54' LT | 4.00 | 60.00 | TC |
| 64 | 20+51.67, 37.54' LT | 65 | 20+79.76, 27.31' LT | 30.05 | 60.00 | I |
| 65 | 20+79.76, 27.31' LT | 66 | 20+83.86, 27.01' LT | 4.00 | 60.00 | TC |
| | | | | | | |
| 67 | 20+90.03, 26.98' LT | 68 | 20+94.14, 27.00' LT | 4.00 | - | TC |
| 68 | 20+94.14, 27.00' LT | 69 | 21+02.92, 27.00' LT | 8.70 | - | I |
| 69 | 21+02.92, 27.00' LT | 70 | 21+06.92, 27.00' LT | 4.00 | - | TC |




| CURB LOCATIONS | | | | | | |
|---|---|---|---|---|---|---|
| PT | START STATION | PT | END STATION | LENGTH | RADIUS | TYPE |
| 8 | 19+56.18, 22.43' RT | 9 | 19+63.18, 22.41' RT | 7.00 | - | TC |
| | | | | | | |
| 10 | 19+69.18, 22.36' RT | 11 | 19+76.22, 22.36' RT | 7.00 | - | TC |
| 11 | 19+76.22, 22.36' RT | 12 | 20+14.07, 21.64' RT | 37.26 | - | I |
| 12 | 20+14.07, 21.64' RT | 13 | 50+28.92, 20.20' RT | 24.42 | 20.00 | I |
| 13 | 50+28.92, 20.20' RT | 14 | 50+34.39, 20.13' RT | 5.47 | - | I |
| 14 | 50+34.39, 20.13' RT | 15 | 50+41.38, 20.06' RT | 7.00 | - | TC |
| | | | | | | |
| 16 | 50+47.38, 20.02' RT | 17 | 50+54.37, 19.95' RT | 7.00 | - | TC |

| CURB LOCATIONS | | | | | | |
|---|---|---|---|---|---|---|
| PT | START STATION | PT | END STATION | LENGTH | RADIUS | TYPE |
| 18 | 51+25.38, 22.03' LT | 19 | 50+84.88, 23.13' LT | 40.47 | - | I |
| 19 | 50+84.88, 23.13' LT | 20 | 50+80.88, 23.23' LT | 4.00 | - | TC |
| | | | | | | |
| 23 | 20+92.71, 21.60' RT | 24 | 20+99.12, 19.27' RT | 7.00 | 20.00 | TC |
| 24 | 20+99.12, 19.27' RT | 25 | 21+02.50, 18.94' RT | 3.35 | 20.00 | I |
| 25 | 21+02.50, 18.94' RT | 26 | 21+30.99, 18.85' RT | 28.49 | - | I |
| 26 | 21+30.99, 18.85' RT | 27 | 21+37.99, 18.83' RT | 7.00 | - | TC |
| | | | | | | |
| 28 | 21+38.01, 23.83' RT | 29 | 21+31.01, 23.85' RT | 7.00 | - | TC |
| 29 | 21+31.01, 23.85' RT | 29A | 21+17.44, 23.89' RT | 13.56 | - | I |
| 29A | 21+17.44, 23.89' RT | 30 | 21+07.46, 25.94' RT | 10.20 | - | I |
| 30 | 21+07.46, 25.94' RT | 31 | 20+98.41, 25.98' RT | 9.05 | - | I |
| 31 | 20+98.41, 25.98' RT | 32 | 20+87.97, 33.93' RT | 13.76 | 16.00 | I |
| 32 | 20+87.97, 33.93' RT | 21 | 20+84.15, 32.26' RT | 6.26 | 2.00 | I |
| 21 | 20+84.15, 32.26' RT | 22 | 20+88.15, 25.35' RT | 8.10 | 20.00 | I |
| | | | | | | |
| 28A | 21+38.01, 24.83' RT | 29B | 21+31.01, 24.85' RT | 7.00 | - | TC |
| 29B | 21+31.01, 24.85' RT | 29C | 21+17.44, 24.89' RT | 13.56 | - | I |
| 29C | 21+17.44, 24.89' RT | 30A | 21+07.87, 26.94' RT | 9.79 | - | I |
| 30A | 21+07.87, 26.94' RT | 31A | 20+98.51, 26.98' RT | 9.36 | - | I |
| 31A | 20+98.51, 26.98' RT | 32B | 20+90.20, 32.25' RT | 10.21 | 15.00 | I |
| 32B | 20+90.20, 32.25' RT | 32A | 20+88.23, 35.67' RT | 4.00 | 15.00 | TC |
| | | | | | | |
| 33 | 21+78.00, 18.70' RT | 34 | 21+85.00, 18.68' RT | 7.00 | - | TC |
| 34 | 21+85.00, 18.68' RT | 35 | 21+91.00, 18.66' RT | 6.00 | - | I |
| 35 | 21+91.00, 18.66' RT | 36 | 21+98.00, 18.64' RT | 7.00 | - | TC |
| | | | | | | |
| 37 | 21+98.00, 25.64' RT | 38 | 21+91.00, 25.66' RT | 7.00 | - | TC |
| 38 | 21+91.00, 25.66' RT | 39 | 21+85.00, 25.68' RT | 6.00 | - | I |
| 39 | 21+85.00, 25.68' RT | 40 | 21+78.00, 25.70' RT | 7.00 | - | TC |
| | | | | | | |
| 37A | 21+98.00, 26.64' RT | 38A | 21+91.00, 26.66' RT | 7.00 | - | TC |
| 38A | 21+91.00, 26.66' RT | 39A | 21+85.00, 26.68' RT | 6.00 | - | I |
| 39A | 21+85.00, 26.68' RT | 40A | 21+78.00, 26.70' RT | 7.00 | - | TC |

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1733(400)X

PIN
17334.00

| PROJ. MANAGER | | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. GORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T.GORRILL | | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

DATE

OLD ORCHARD BEACH
ROUTE 5 (SACO AVENUE)

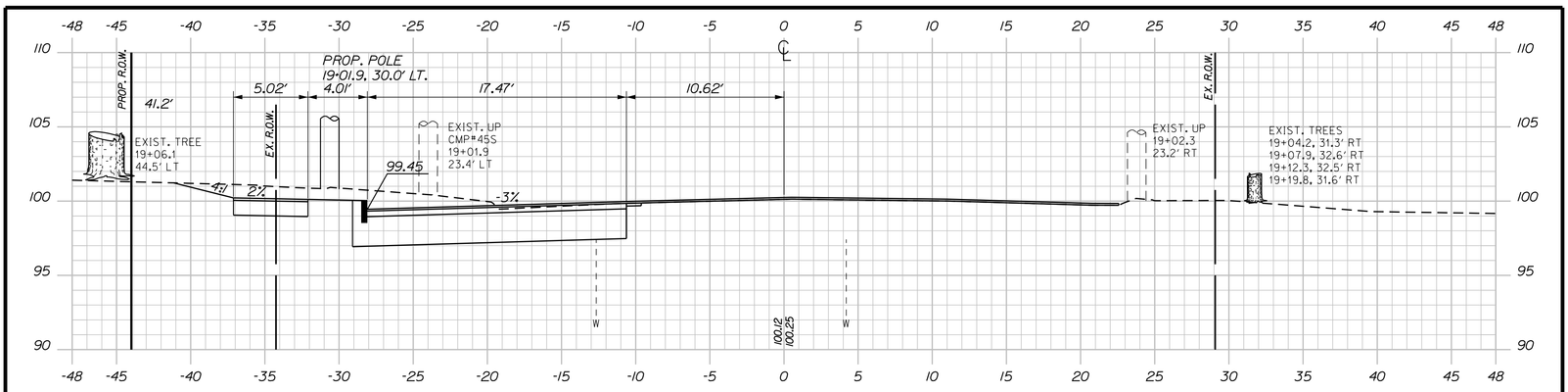
CURBING LAYOUT PLAN

SHEET NUMBER

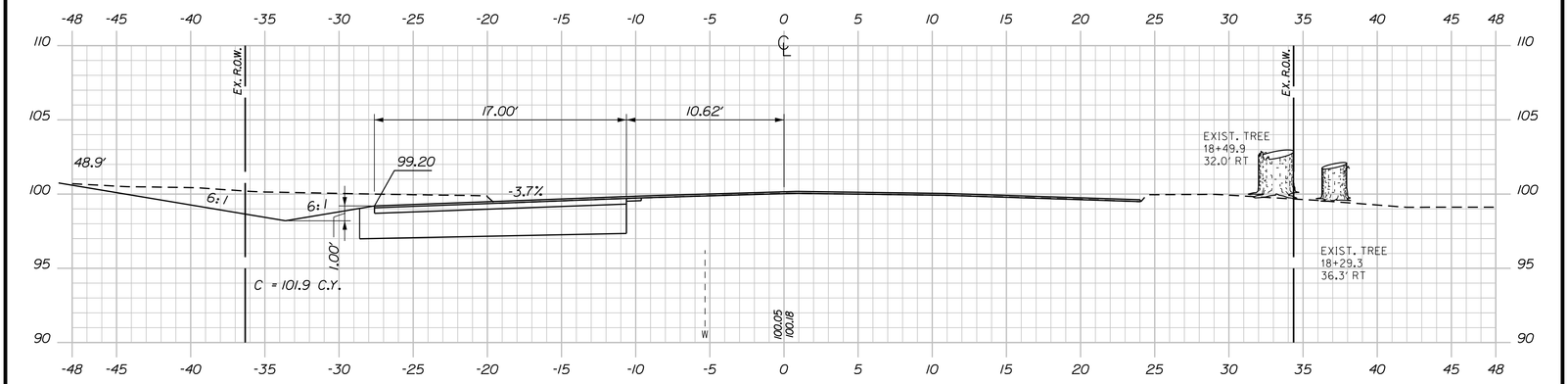
10

OF 16

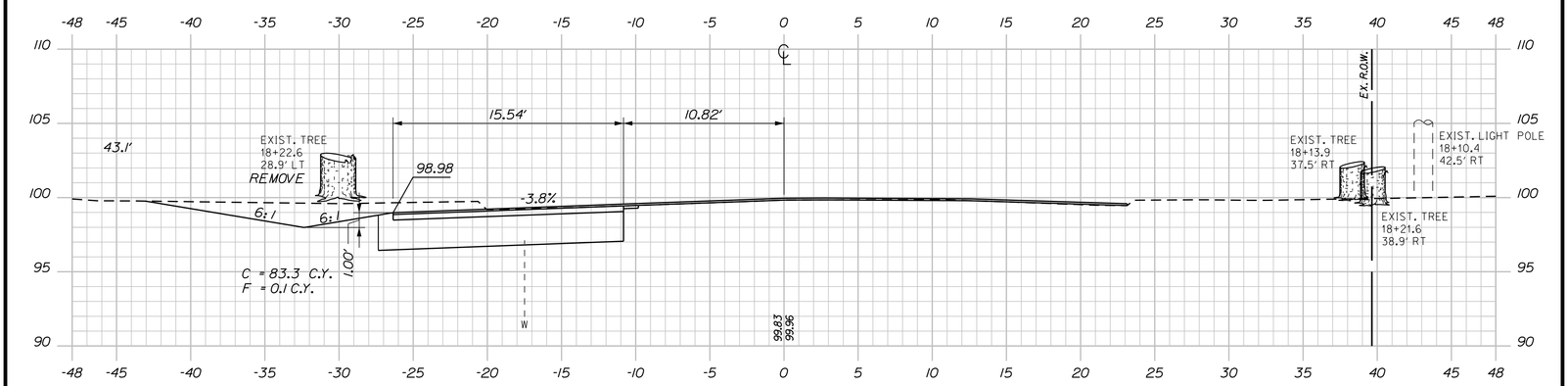
HIGHWAY PLANS



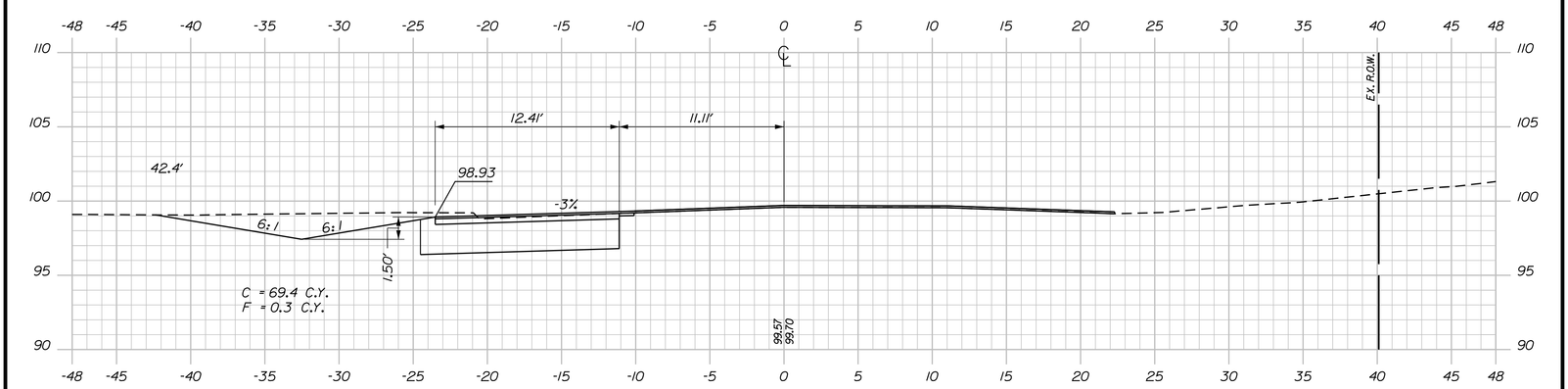

19+00.00



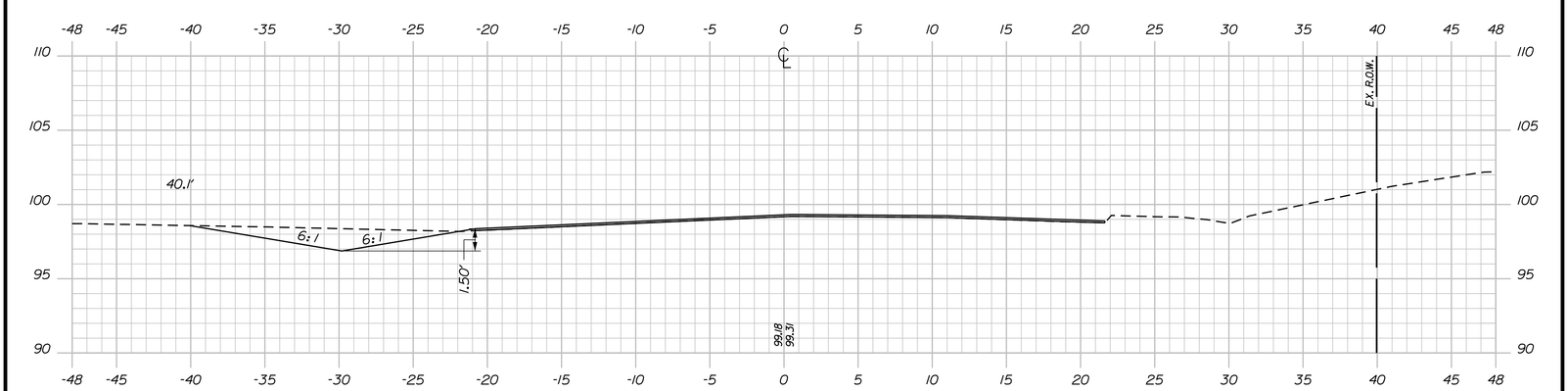

18+50.00




18+00.00




17+50.00




17+00.00

SACO AVENUE

Sta. 17+00.00 to Sta. 19+00.00

| | | | |
|---|---|---|---|
| SHEET NUMBER 11 OF 16 | OLD ORCHARD BEACH ROUTE 5 (SACO AVENUE) | PROJ. MANAGER B. KEEZER | BY | DATE |
| | | DESIGN-DETAILED T. CORRILL | D.BURGESS | FEB 2011 |
| | | CHECKED-REVIEWED T.CORRILL | | FEB 2011 |
| | | DESIGN2-DETAILED2 | | |
| | | DESIGN3-DETAILED3 | | |
| | CROSS SECTIONS | REVISIONS 1 | | |
| | | REVISIONS 2 | | |
| | | REVISIONS 3 | | |
| | | REVISIONS 4 | | |
| | | FIELD CHANGES | | |

SIGNATURE

P.E. NUMBER

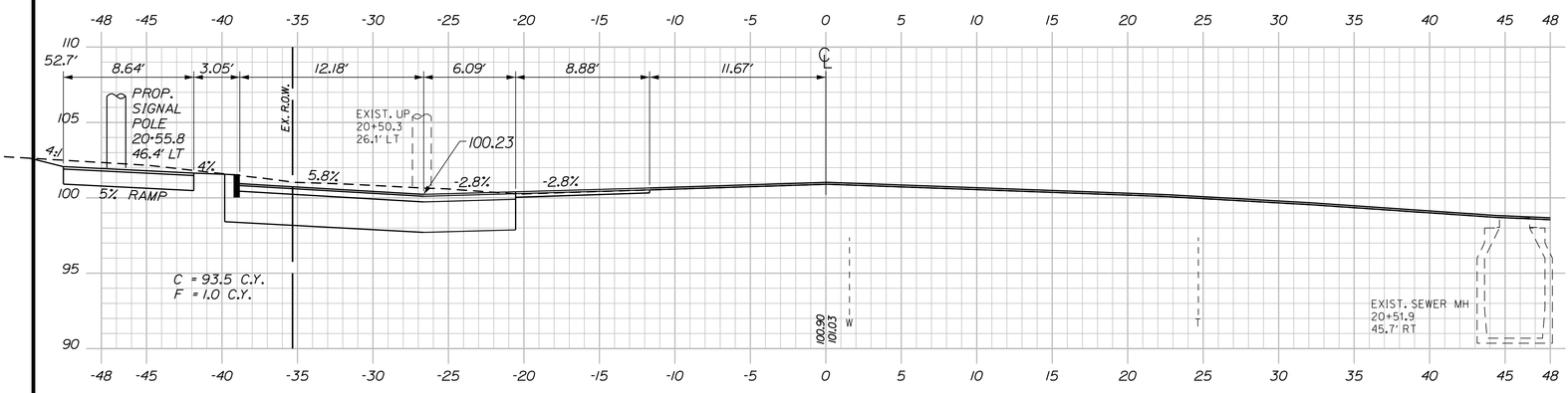
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

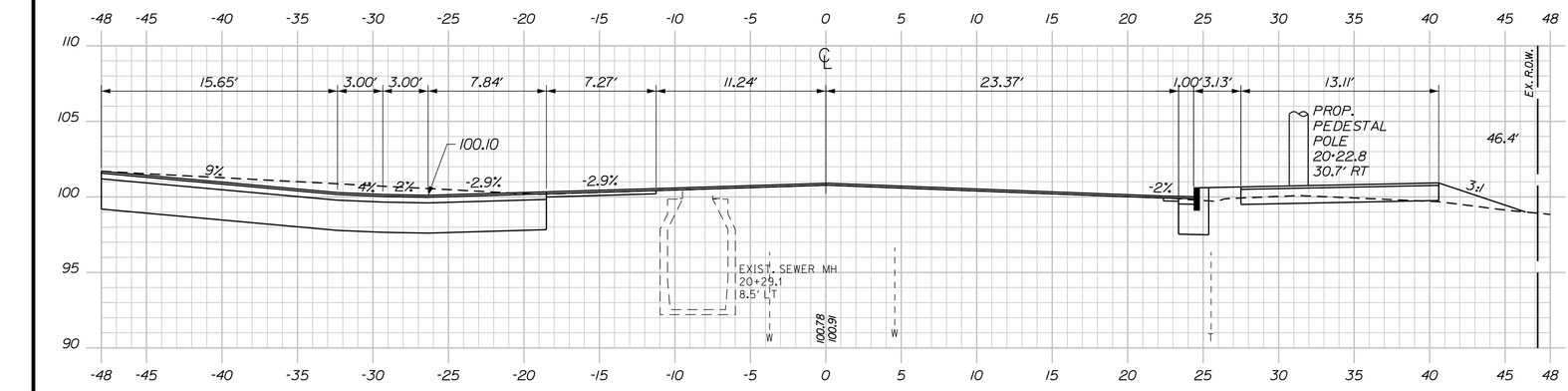
STP-1733(400)X

PIN 17334.00

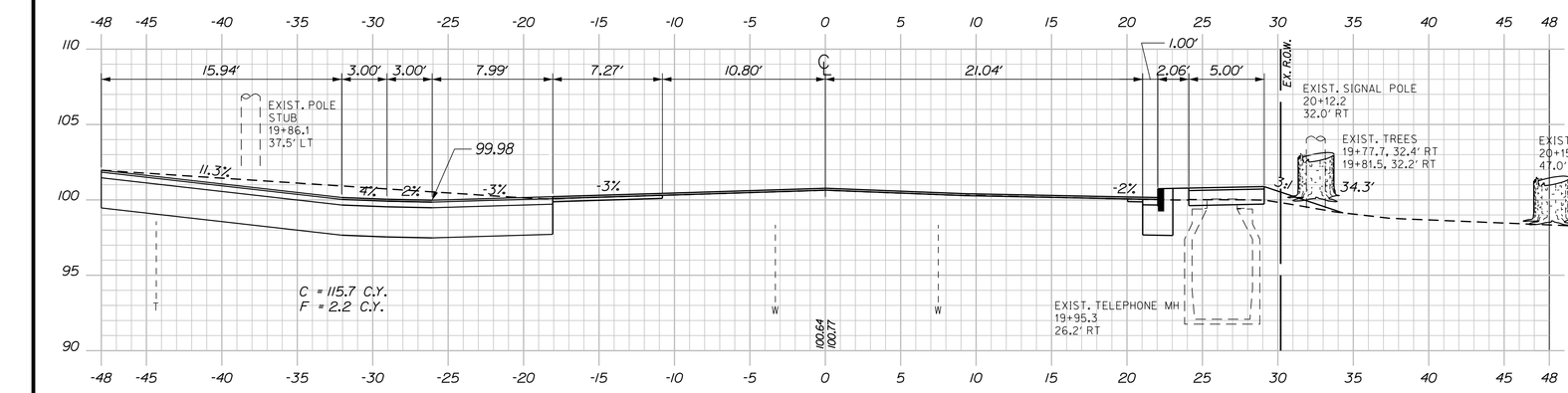
HIGHWAY PLANS




20+50.00




20+25.00

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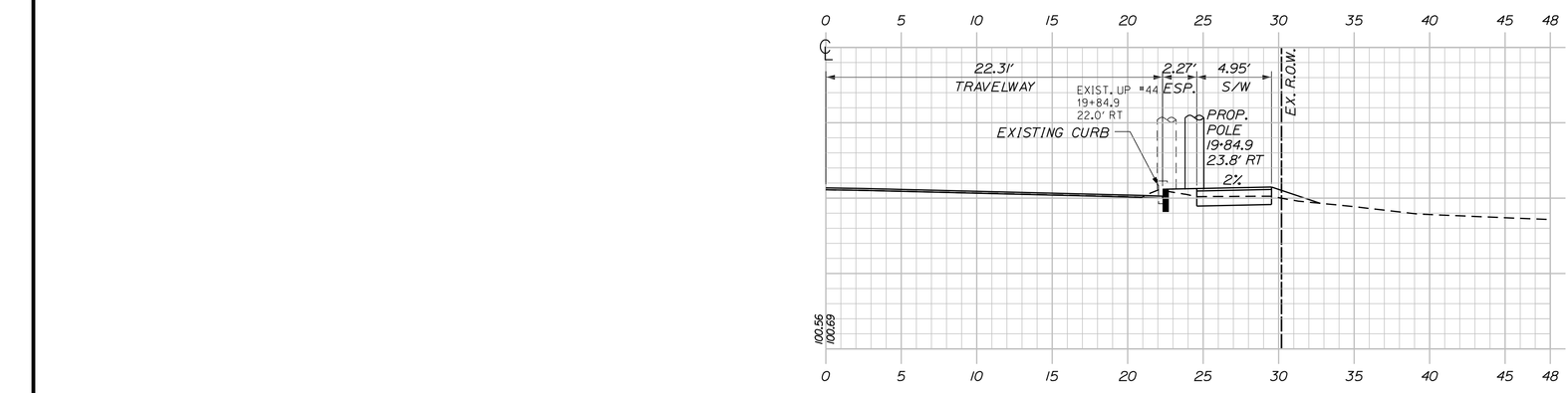
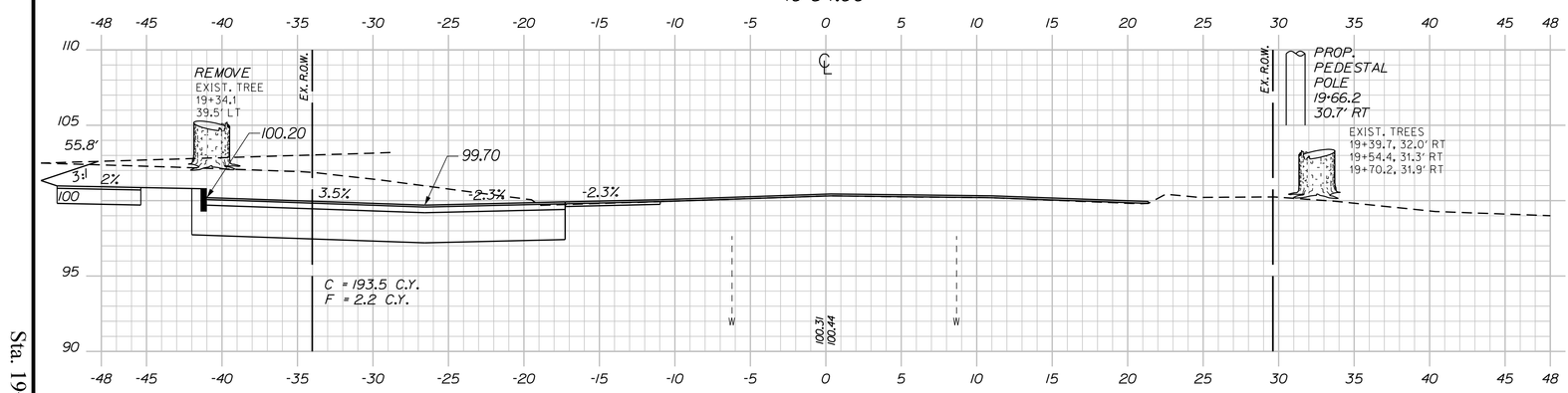


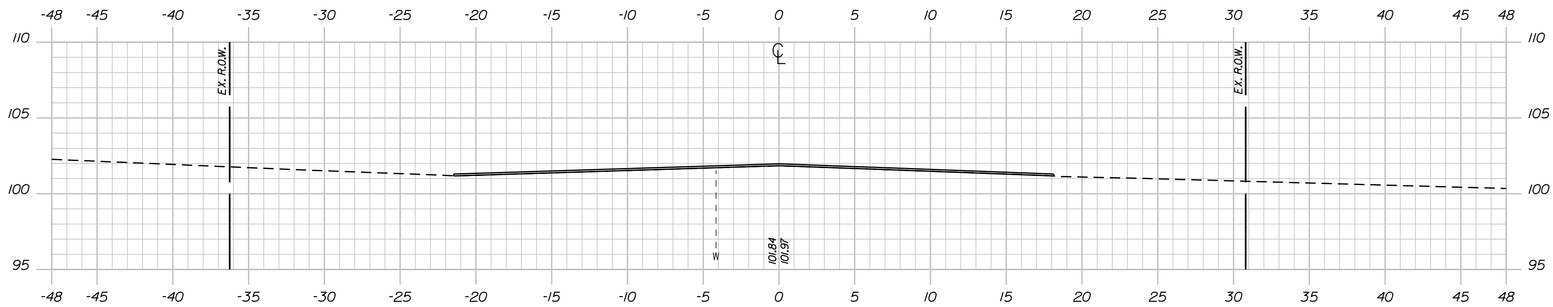

19+84.90



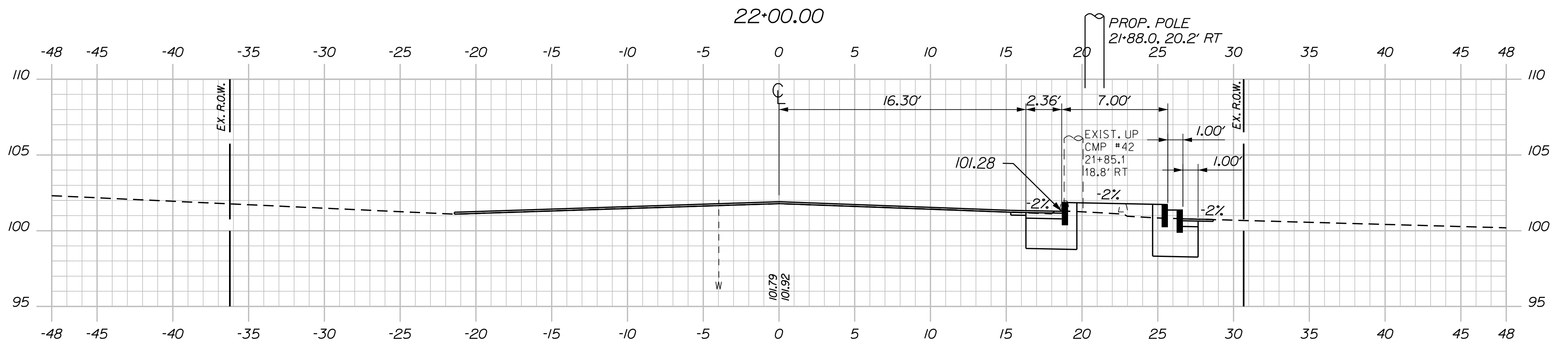

19+50.00
SACO AVENUE

Sta. 19+50.00 to Sta. 20+50.00

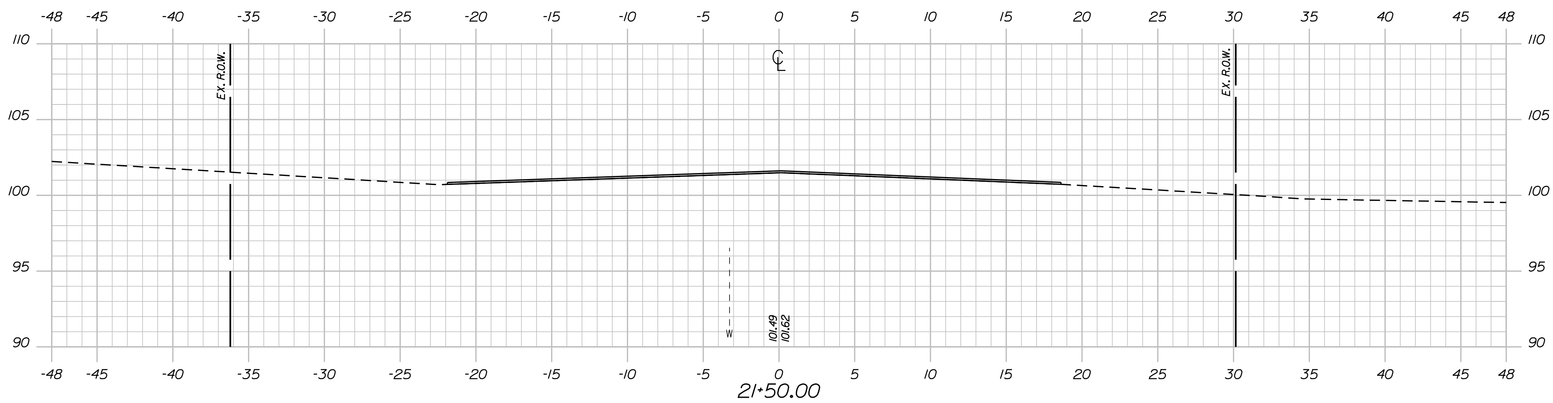
| | | | | | |
|---|---|---|---|---|---|
| SHEET NUMBER 12 OF 16 | OLD ORCHARD BEACH ROUTE 5 (SACO AVENUE) | PROJ. MANAGER B. KEEZER | BY | DATE | STATE OF MAINE DEPARTMENT OF TRANSPORTATION |
| | | DESIGN-DETAILED T. CORRILL | D.BURGESS | FEB 2011 | |
| | | CHECKED-REVIEWED T.CORRILL | | FEB 2011 | SIGNATURE |
| | | DESIGN2-DETAILED2 | | | STP-1733(400)X |
| | | DESIGN3-DETAILED3 | | | P.E. NUMBER |
| | CROSS SECTIONS | REVISIONS 1 | | | PIN 17334.00 |
| | | REVISIONS 2 | | | |
| | | REVISIONS 3 | | | DATE |
| | | REVISIONS 4 | | | HIGHWAY PLANS |
| | | FIELD CHANGES | | | |




22+00.00




21+90.00

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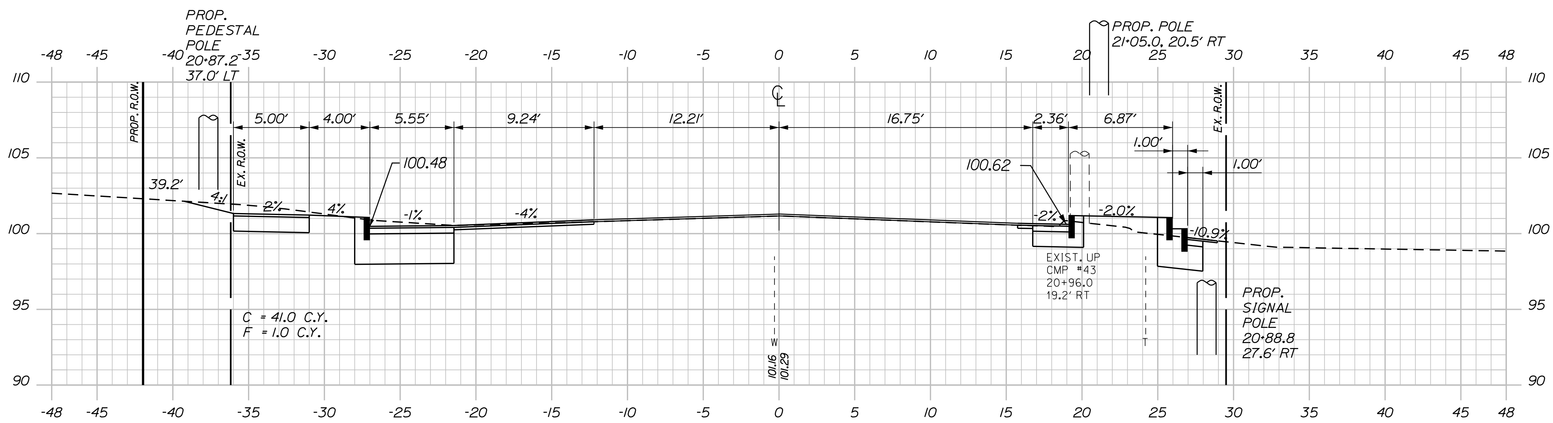



21+00.00

SACO AVENUE

Sta. 21+00.00 to Sta. 22+00.00

SHEET NUMBER 13 OF 16

# OLD ORCHARD BEACH
# ROUTE 5 (SACO AVENUE)

## CROSS SECTIONS

| PROJ. MANAGER | B. KEEZER | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. GORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T.GORRILL | | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

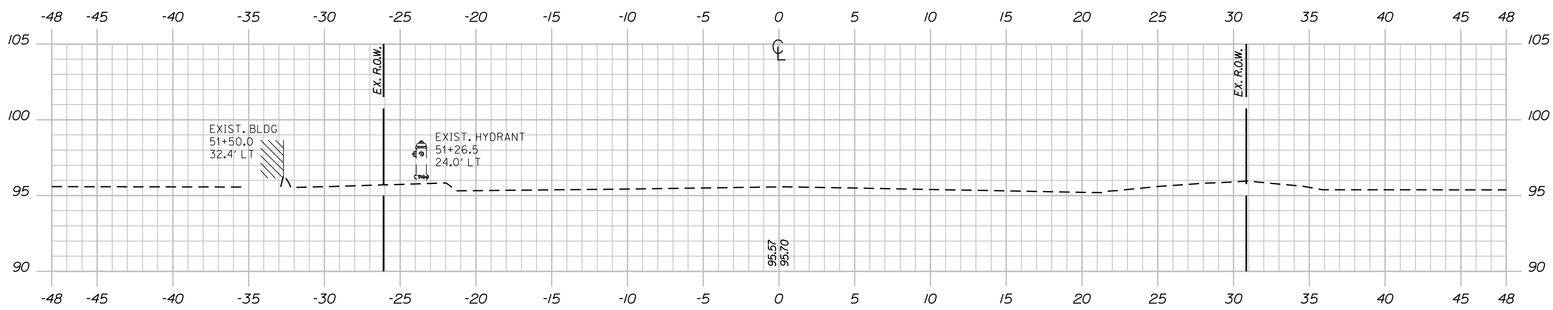
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

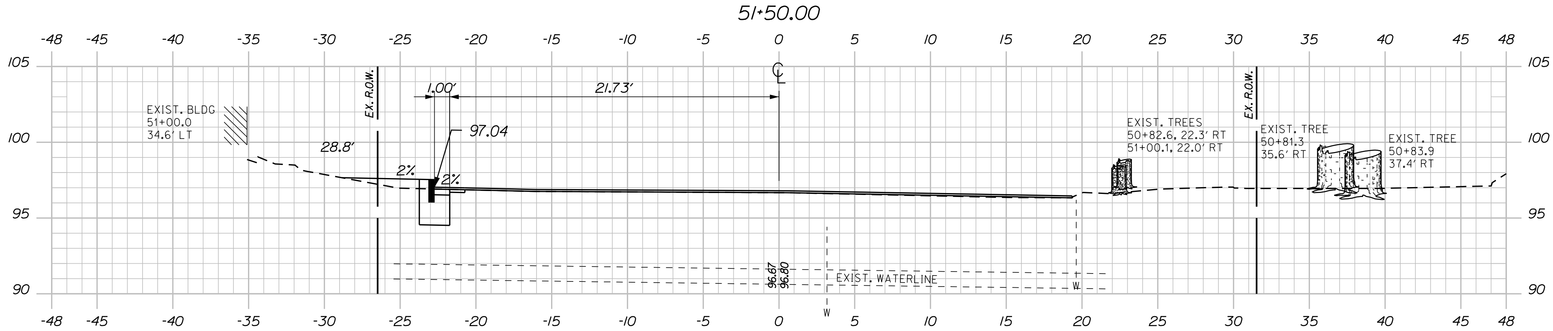
STP-1733(400)X

PIN 17334.00

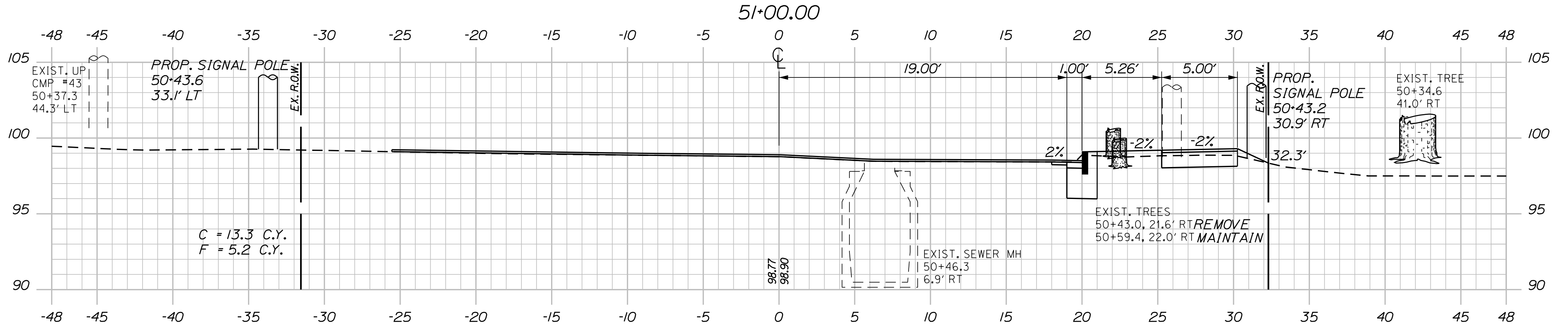
HIGHWAY PLANS




51+50.00




51+00.00




50+50.00
UNION AVENUE

Sta. 50+50.00 to Sta. 51+50.00

| | | | | |
|---|---|---|---|---|
| SHEET NUMBER 14 OF 16 | OLD ORCHARD BEACH<br>UNION AVENUE | PROJ. MANAGER | B. KEEZER | BY | DATE |
| | | DESIGN-DETAILED | T. CORRILL | D.BURGESS | FEB 2011 |
| | | CHECKED-REVIEWED | T.CORRILL | | FEB 2011 |
| | | DESIGN2-DETAILED2 | | | |
| | | DESIGN3-DETAILED3 | | | |
| | | REVISIONS 1 | | | |
| | | REVISIONS 2 | | | |
| | | REVISIONS 3 | | | |
| | | REVISIONS 4 | | | |
| | | FIELD CHANGES | | | |

SIGNATURE
P.E. NUMBER
DATE

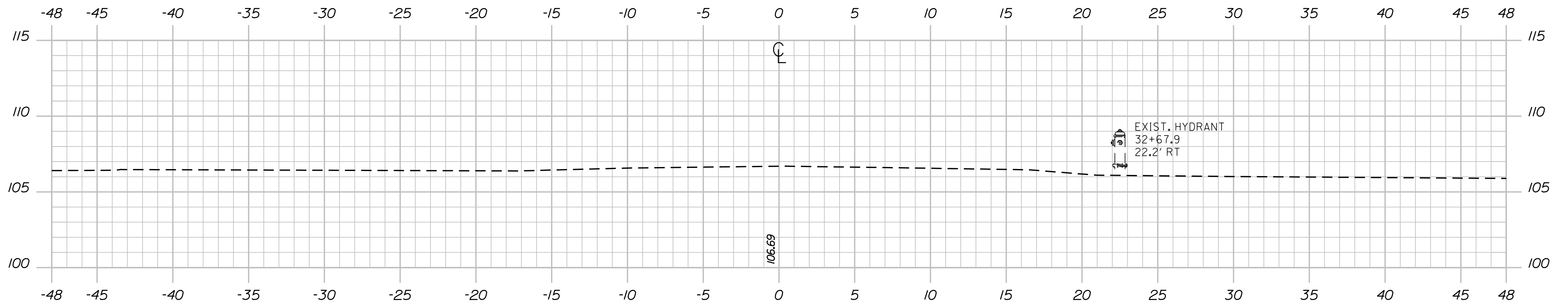
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1733(400)X

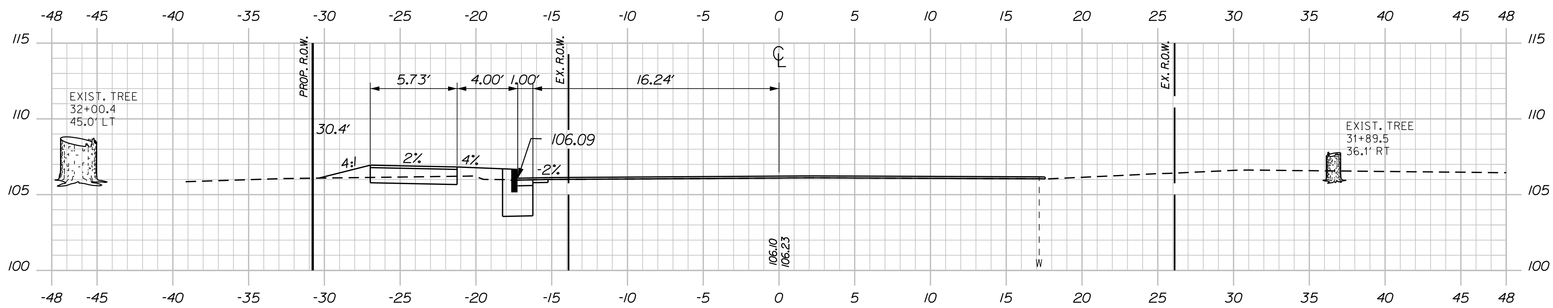
PIN
17334.00

HIGHWAY PLANS

CROSS SECTIONS




32+50.00

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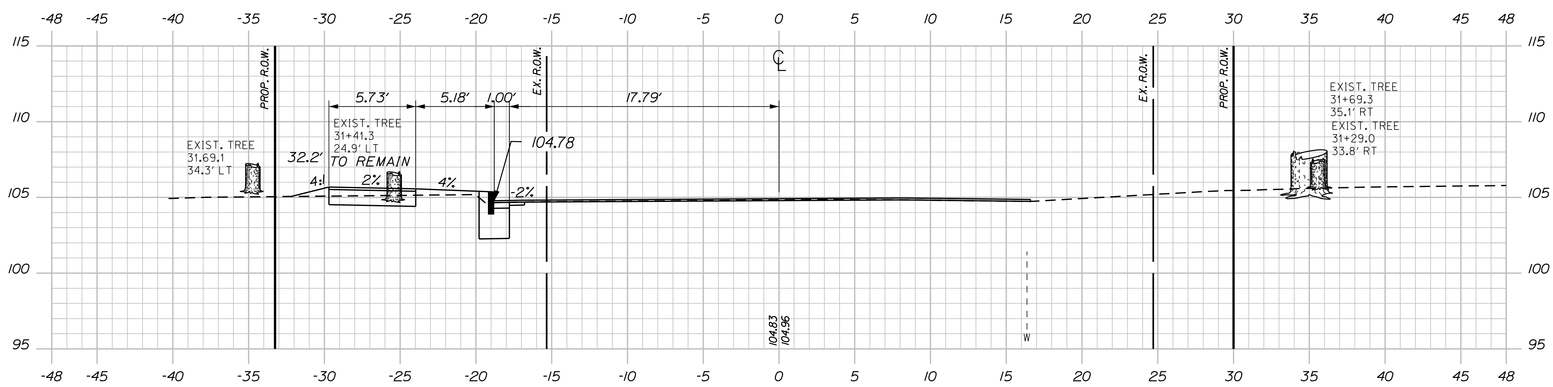
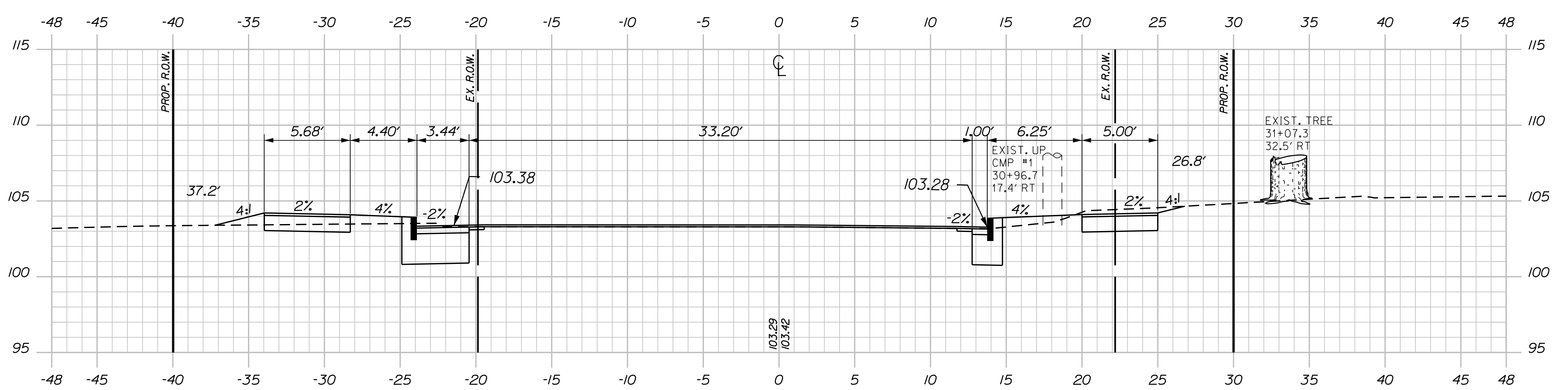
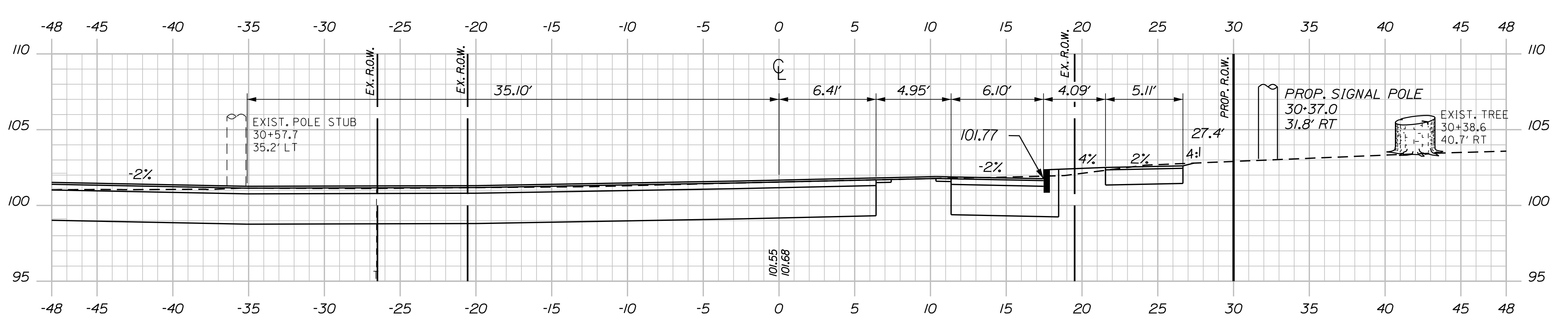



31+50.00




31+00.00




30+50.00

EMERSON CUMMINGS BLVD

Sta. 30+50.00 to Sta. 32+50.00

SHEET NUMBER 15 OF 16

OLD ORCHARD BEACH
EMERSON CUMMINGS BLVD.

CROSS SECTIONS

| PROJ. MANAGER | B. KEEZER | BY | DATE |
|---|---|---|---|
| DESIGN-DETAILED | T. CORRILL | D.BURGESS | FEB 2011 |
| CHECKED-REVIEWED | T.CORRILL | | FEB 2011 |
| DESIGN2-DETAILED2 | | | |
| DESIGN3-DETAILED3 | | | |
| REVISIONS 1 | | | |
| REVISIONS 2 | | | |
| REVISIONS 3 | | | |
| REVISIONS 4 | | | |
| FIELD CHANGES | | | |

SIGNATURE

P.E. NUMBER

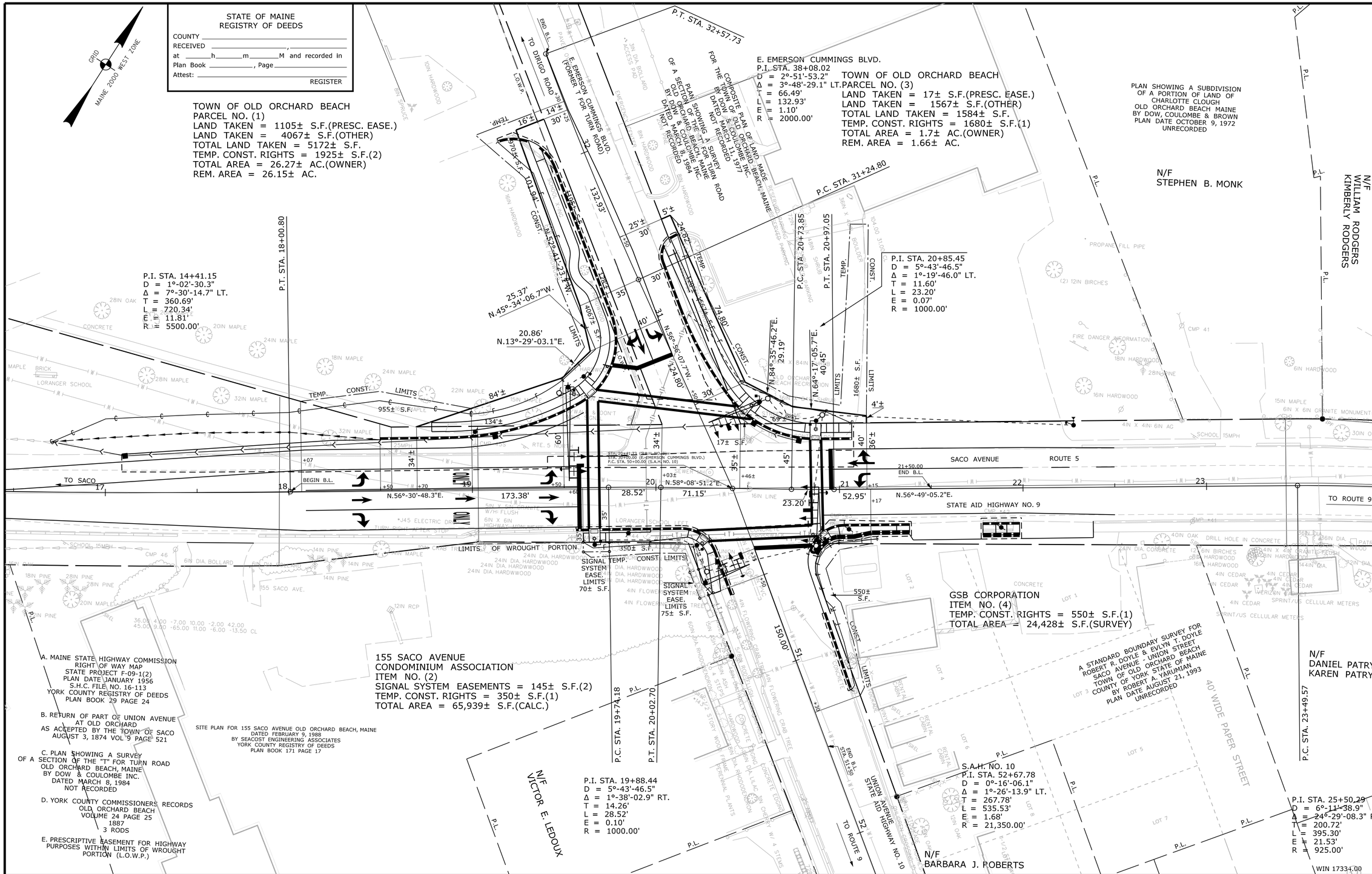
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1733(400)X

PIN
17334.00

HIGHWAY PLANS




SYMBOLS

- IP or IPF (IRON PIPE or PIN FOUND)
- S.T. (SEPTIC TANK)
- (ROW MONUMENT)
- BM (TRAVERSE POINT)
- WELL
- GROUNDING ANT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- LIMITS OF WROUGHT PORTION (L.O.W.P.)
- EXISTING RIGHT OF WAY
- NEW RIGHT OF WAY
- NEW ROW WITHIN EXIST. ROW
- CONTROL OF ACCESS
- WATER LINE
- GAS LINE
- ELECTRIC LINE
- TELEPHONE LINE
- SEWER LINE

| ITEM | TECH | CHECKED |
|---|---|---|
| BASE MAP | J.C.C. | C.W.K. |
| EXIST. R/W | J.C.C. | T.J.K. |
| PROP. LINES | J.C.C. | |
| AREAS | T.L.B. | |

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016

OLD ORCHARD BEACH
RIGHT OF WAY MAP

**REVISIONS**

| NO. | DATE | DESCRIPTION | BY |
|---|---|---|---|
| | | | |

PLAN FILED IN PLAN BOOK PAGE COUNTY RECORD

| NO. | GRANTOR | INSTRUMENT | DATE | BOOK | PAGE |
|---|---|---|---|---|---|
| | | COND. | 6/4/12 | 16335 | 912 |

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
PETER A BELANGER 1341
PROFESSIONAL LAND SURVEYOR

STATE AID HIGHWAY NO. 9
ROUTE 5
OLD ORCHARD BEACH YORK COUNTY
FEDERAL AID PROJECT NO. STP-1733(400)X

FEBRUARY 2012 | RIGHT-OF-WAY MAP
SCALE 1" = 25' | SHEET 1 OF 1

D.O.T. FILE NO. 16-473

SHEET NUMBER
1
OF 1

Filename: ...\dgn\001_RWPLAN1.dgn
Division: HIGHWAY
Username: lnewhouse
Date:4/10/2015