STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

Town, County, State
Property Lines
R/W Lines-Existing
R/W Lines-Proposed
Culvert-Existing
Culvert Proposed
Curbing — Existing — Proposed
Type 1
Type 3
Type 5
Outline of Bodies of Water
Ledge
Buildings
Trees — Conifer — Deciduous
Tree Line
Clearing Limit Line — CLL — CLL
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 — W
Existing San. Sewer
Existing Force Main — FM
Existing San. Sewer Manhole
Guardrail-Existing
Guardrail-Proposed
Guardrail-Cable, Other

PORTLAND

CUMBERLAND COUNTY

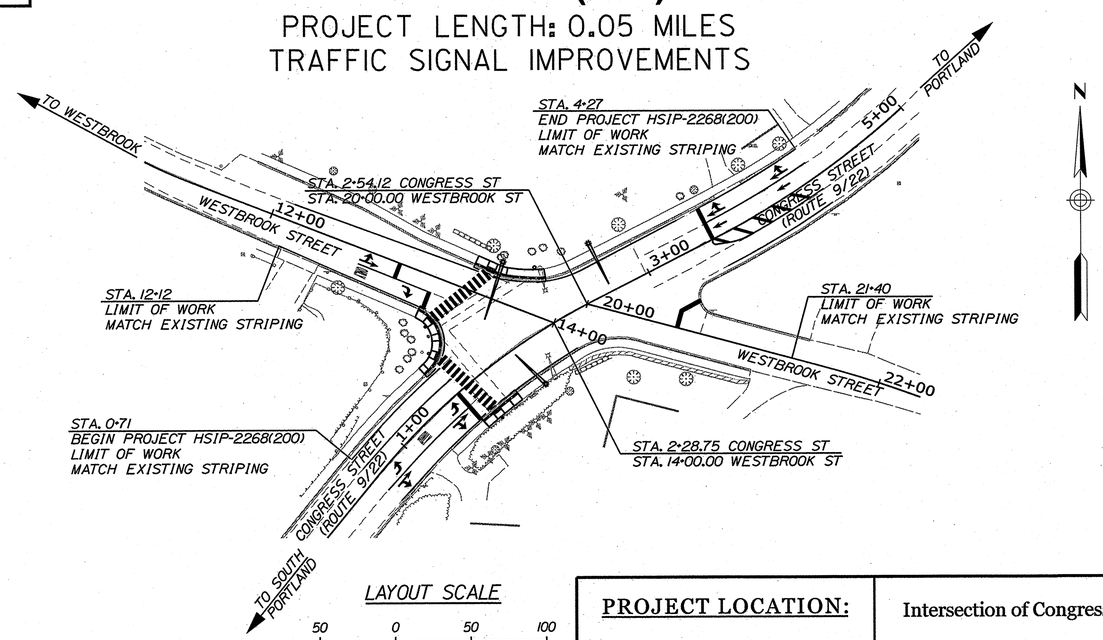
CONGRESS ST (ROUTE 9/22) & WESTBROOK ST

HSIP - 2268(200)

PROJECT LENGTH: 0.05 MILES
TRAFFIC SIGNAL IMPROVEMENTS

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
General Notes	2
Typical Sections	3
General Plan	4
Signal Plan	5
Signal Notes	6
Signing and Striping Plan	7
Curbing Plan	8
Boring Plan	9
Right of Way Plan	10



LAYOUT SCALE

50 0 50 100

Scale in Feet

PROJECT LOCATION:	Intersection of Congress Street and Westbrook Street in Portland
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Signal Improvements and Sidewalk Ramp Reconstruction

WIN 022682.00

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE
COMMISSIONER: — 4/11/16
CHIEF ENGINEER: — 4-11-16

STATE OF MAINE — DONALD G. ETTINGER JR. — No. 8244 — LICENSED PROFESSIONAL ENGINEER

SIGNATURE 8244
P.E. NUMBER
3-22-16
DATE

PROJECT INFORMATION

PROGRAM	MULTIMODAL
PROJECT MANAGER	BRIAN KEEZER
DESIGNER	D. ETTINGER
DESIGNER	GORRILL PALMER
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

PORTLAND - WESTBROOK & CONGRESS ST INTERSECTION

TITLE SHEET

SHEET NUMBER
1
OF 10

Filename: ...\00\Highway\001_Title.dgn Division: HIGHWAY Username: mcundiff Date:3/22/2016

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN SPECIAL PROVISION 104.

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

3. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS AND CROSS SECTIONS WERE COMPILED FROM FIELD SURVEY AND OTHER SOURCES. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE, NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE OR ADDITIONAL COMPENSATION WILL BE ALLOWED TO THE CONTRACTOR DUE TO ANY VARIANCE BETWEEN THE DATA SHOWN ON THE PLANS AND THE ACTUAL FIELD CONDITIONS ENCOUNTERED.

4. FOR EASEMENTS, CONSTRUCTION LIMITS, AND RIGHT-OF-WAY LINES, REFER TO RIGHT OF WAY PLANS.

5. CLEARING LIMITS SHALL BE AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED OR DIRECTED BY THE RESIDENT.

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

7. REMOVAL OF ANY TREES OR BUSHES NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE.

8. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 304.15.

9. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO 403 ITEMS.

10. PAVEMENT MARKINGS SHALL BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAY" U.S.D.O.T. F.H.W.A. LATEST EDITION.

11. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN APPROVED WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.

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

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

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

15. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.

16. LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREA. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS DIRECTED BY THE RESIDENT.

17. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS; SEEDING METHOD NO. 2 SHALL BE UTILIZED ON ALL NON-GUARDRAIL SLOPES.

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

19. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.

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

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

22. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS AS NOTED ON THE SIGNING PLANS OR AS DIRECTED BY THE RESIDENT, SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEMS.

23. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.

24. IN AREAS WHERE THE RESIDENT DIRECTS THE CONTRACTOR NOT TO EXCAVATE TO THE SUBGRADE LINE SHOWN ON THE PLANS, PAYMENT FOR REMOVING EXISTING PAVEMENT, GRUBBING, SHAPING, DITCHING, AND COMPACTING THE EXISTING SUBBASE AND LAYERS OF NEW SUBBASE 6 INCHES OR LESS THICK WILL BE MADE UNDER APPROPRIATE EQUIPMENT RENTAL ITEMS.

25. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL. IF ANY EXISITNG PAVEMENT IS REQUIRED TO BE REMOVED, PAYMENT FOR SAWCUTTING AND REMOVAL WILL BE INCIDENTAL TO PAVING ITEMS.

26. ALL PEDESTRIAN RAMPS SHALL BE 6 FT. WIDE MINIMUM OR AS SHOWN ON PLANS.

27. ALL GRANITE CURBING THAT IS REMOVED AND STACKED AND NOT REUSED ON THE PROJECT SHALL BE TURNED OVER TO THE CONTRACTOR. PAYMENT FOR WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

28. THE CONTRACTOR SHALL RESTORE ALL AREAS DISTURBED OR DAMAGED BY CONSTRUCTION ACTIVITIES TO ORIGINAL FINISH SURFACE (ROADWAY, SIDEWALK, ETC.) UNLESS NOTED OTHERWISE ON PLANS. RESTORATION OF PAVED SURFACES, SIDEWALKS AND OTHER AREAS SHALL BE INCIDENTAL TO THE PROJECT. ALL CURB DAMAGED BY CONSTRUCTION ACTIVITIES SHALL BE REPLACED IN KIND AND SHALL CONFORM TO CITY OF PORTLAND AND MAINEDOT STANDARDS. COST SHALL BE INCIDENTAL TO THE PROJECT.

29. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS AND STANDARD DETAILS, AND CITY OF PORTLAND REQUIREMENTS.

30. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS, BY MEANS APPROVED BY THE RESIDENT.

31. DETECTABLE WARNING FIELDS SHALL BE INSTALLED AT EACH CURB RAMP ADJACENT TO A MARKED CROSSWALK. ACTUAL PLACEMENT SHALL BE AS REQUIRED BY THE DETAILS AND DIRECTED BY THE RESIDENT. PAYMENT FOR ITEM 608.26 SHALL INCLUDE ALL CONCRETE AND WORK REQUIRED BY THE DETAILS.

32. ALL RECONSTRUCTED RAMPS SHALL BE ADA COMPLIANT.

33. TEST PITS SHALL BE COMPLETED AT ALL LOCATIONS WHERE PROPOSED EQUIPMENT MAY CONFLICT WITH EXISTING UTILITIES. PAYMENT FOR TEST PITS SHALL BE UNDER ITEM 803.01 TEST PITS.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP - 2268(200)

WIN 022682.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	BMH	JSW	03/16
CHECKED-REVIEWED	DCE		03/16
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

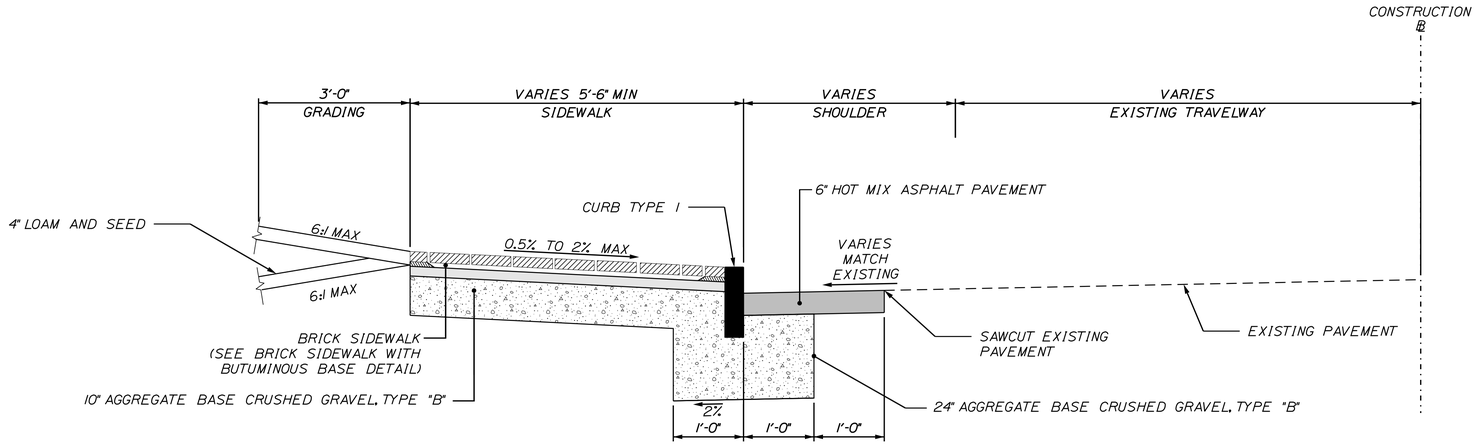
DATE

PORTLAND - WESTBROOK & CONGRESS ST INTERSECTION

GENERAL NOTES

SHEET NUMBER
2
OF 10

Filename: ...\Highway\002_GeneralNotes.dgn Division: HIGHWAY Username: mcundiff Date:3/22/2016



TYPICAL SECTION
CURB & SIDEWALK

NOTES:

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

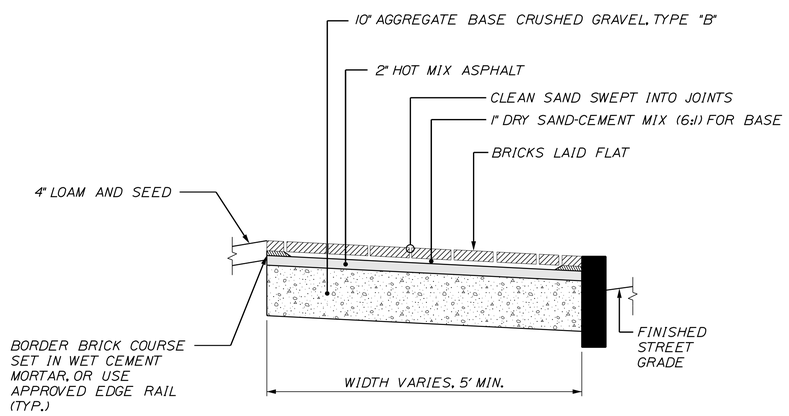
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.

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

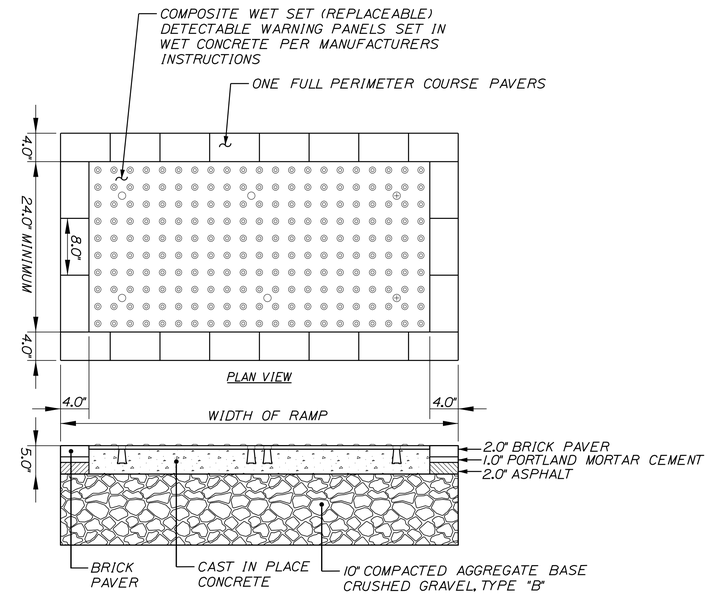
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVEWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.

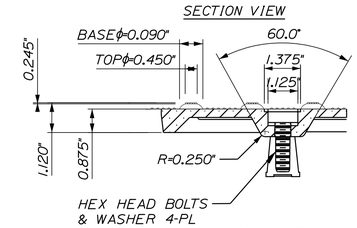
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

6. FULL DEPTH PAVEMENT (6") SHALL BE PROVIDED IN SHOULDERS WITHIN LIMITS OF WORK.



BRICK SIDEWALK WITH
BITUMINOUS BASE DETAIL





BOLT DETAIL

SIDEWALK RAMP DETECTABLE WARNING PANEL
(HISTORIC DISTRICT)

NOT TO SCALE

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2268(200)

WIN 22682.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	B. KEEZER		
DESIGN-DETAILED	BMH	JSW	03\16
CHECKED-REVIEWED	DCE		
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PORTLAND - WESTBROOK &
CONGRESS ST INTERSECTION

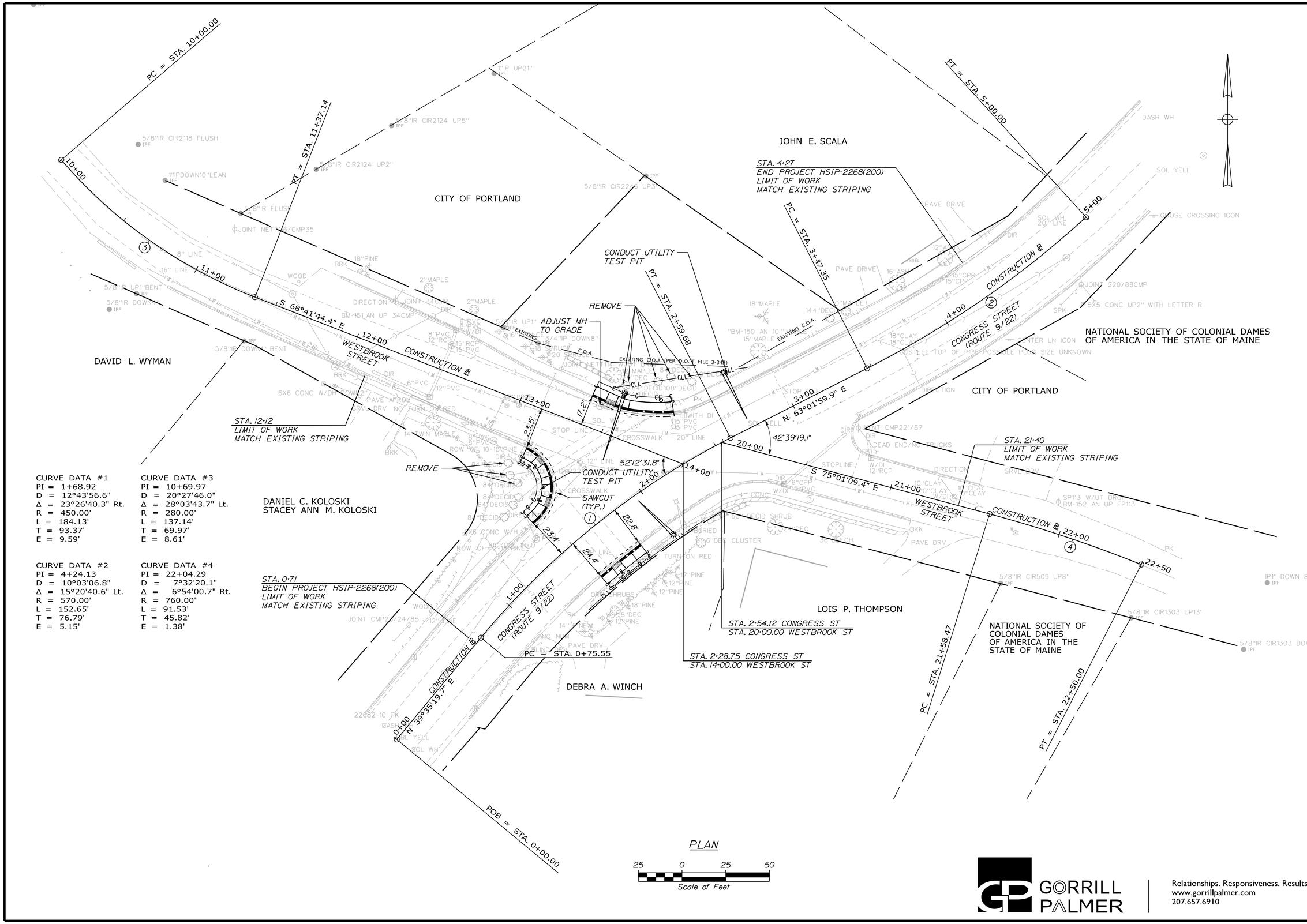
TYPICAL SECTIONS

SHEET NUMBER

3

OF 10

Filename: ...\00\Highway\003_Details.dgn Division: HIGHWAY Username: mcundiff Date:3/22/2016



CURVE DATA #1
PI = 1+68.92
D = 12°43'56.6"
Δ = 23°26'40.3" Rt.
R = 450.00'
L = 184.13'
T = 93.37'
E = 9.59'

CURVE DATA #2
PI = 4+24.13
D = 10°03'06.8"
Δ = 15°20'40.6" Lt.
R = 570.00'
L = 152.65'
T = 76.79'
E = 5.15'

CURVE DATA #3
PI = 10+69.97
D = 20°27'46.0"
Δ = 28°03'43.7" Lt.
R = 280.00'
L = 137.14'
T = 69.97'
E = 8.61'

CURVE DATA #4
PI = 22+04.29
D = 7°32'20.1"
Δ = 6°54'00.7" Rt.
R = 760.00'
L = 91.53'
T = 45.82'
E = 1.38'

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2268(200)

WIN 22682.00

HIGHWAY PLANS

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	BMH	JSW	03\16
CHECKED-REVIEWED	DGE		
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

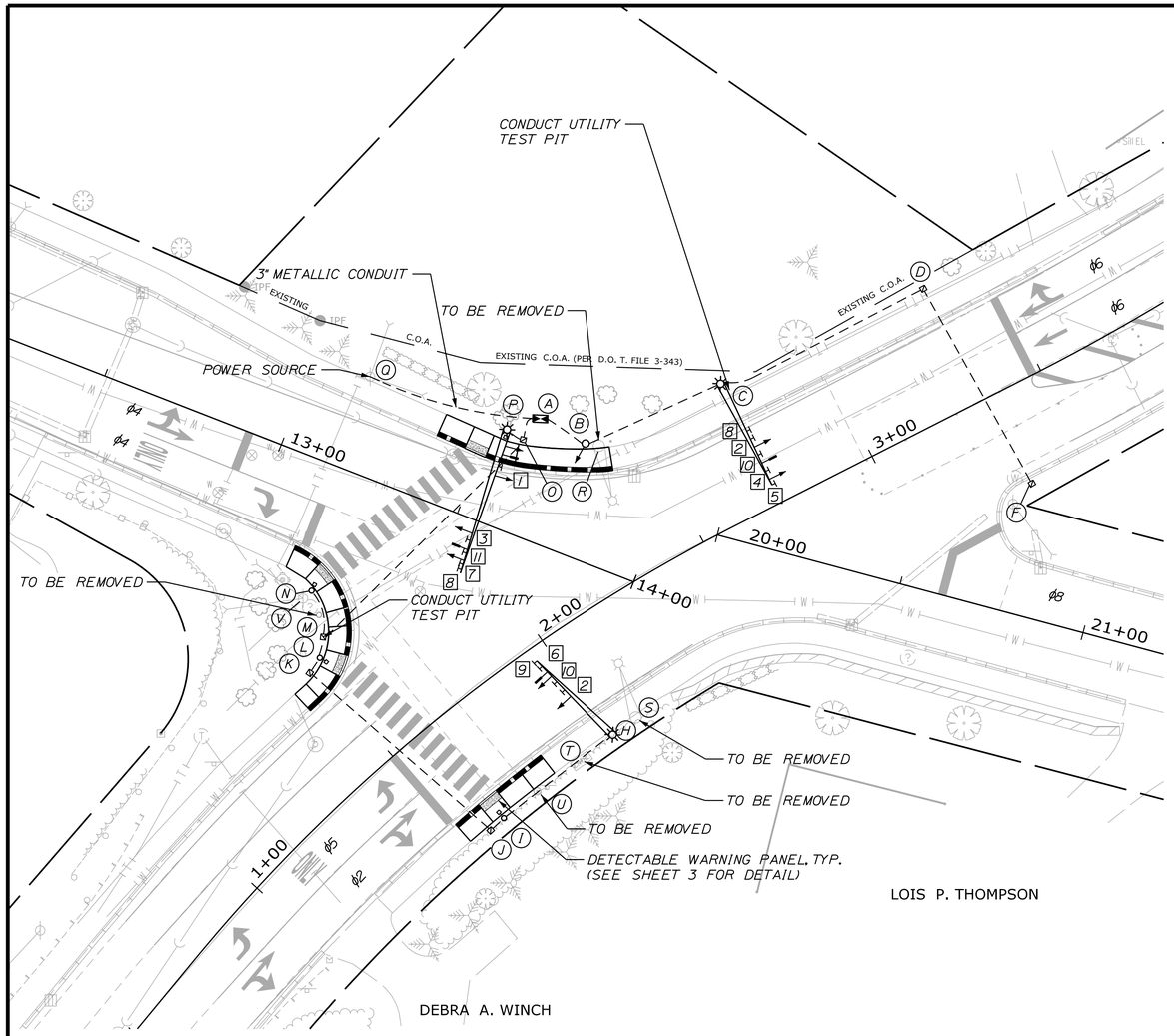
SIGNATURE
P.E. NUMBER
DATE

PORTLAND - WESTBROOK & CONGRESS ST INTERSECTION

GENERAL PLAN

SHEET NUMBER
4
OF 10

Filename: ...\Highway\004_General Plan.dgn Division: HIGHWAY Username: mcundiff Date:3/22/2016



LEGEND	
EXISTING	PROPOSED
SIGNAL NOTE	(X)
SIGNAL HEAD	→
VIDEO DETECTOR	▬
SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)	- - - - -
CONTROLLER CABINET	▬
PEDESTRIAN SIGNAL HEAD	
SIGNAL POLE	○
MAST ARM WITH DUAL PURPOSE POLE AND SIGNAL STANDARD	
MAST ARM WITH SIGNAL STANDARD	
MOUNTED SIGN	⊣ ☒
JUNCTION BOX	⊠

EQUIPMENT SCHEDULE

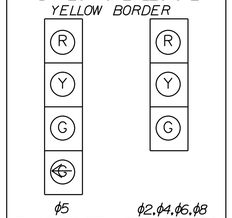
DESIGNATION	ITEM	DESCRIPTION	LOCATION *
A	NEW CONTROLLER CABINET	GROUND MOUNTED WITH BASE EXTENSION, FOUNDATION AND NEW CONTROLLER	STA. 13+61.30, 31.29' LT
B	PEDESTAL POLE	SINGLE SIGNAL HEAD. ADJUST HEAD HEIGHT AS NEEDED FOR ϕ5 LEFT TURN	STA. 2+36.06, 38.02' LT
C	30' MAST ARM WITH DUAL PURPOSE POLE	SIGNAL HEADS, LANE USE SIGNS, STREET SIGN, VIDEO DETECTION, FOUNDATION AND OVERHEAD ILLUMINATION	STA. 2+73.03, 35.25' LT
D,F,J,K,M,O	JUNCTION BOX	PRECAST CONCRETE	LOCATIONS ON PLAN ARE APPROXIMATE
H	28' MAST ARM WITH DUAL PURPOSE POLE	SIGNAL HEADS, LANE USE SIGNS, STREET SIGN, VIDEO DETECTION, FOUNDATION AND OVERHEAD ILLUMINATION	STA. 2+01.35, 31.09' RT
I	PEDESTAL POLE	WITH PED HEAD, PUSH BUTTON AND SIGN	STA. 1+62.37, 31.41' RT
L	PEDESTAL POLE	WITH PED HEAD, PUSH BUTTON AND SIGN	STA. 1+52.31, 32.32' LT
N	PEDESTAL POLE	WITH PED HEAD, PUSH BUTTON AND SIGN	STA. 13+21.50, 33.11' RT
P	40' MAST ARM WITH DUAL PURPOSE POLE	SIGNAL HEADS, LANE USE SIGNS, STREET SIGN, VIDEO DETECTION, FOUNDATION, AND WITH PED HEAD, PUSH BUTTON, SIGN, AND OVERHEAD ILLUMINATION	STA. 13+54.14, 25.40' LT
Q	EXISTING UTILITY POLE	POWER SOURCE FOR CONTROLLER/CABINET	STA. 13+15.34, 25.26' LT
R	EXISTING MAST ARM WITH POLE	TO BE REMOVED	STA. 2+38.59, 35.75' LT
S	EXISTING MAST ARM WITH POLE	TO BE REMOVED	STA. 2+09.50, 30.67' RT
T	EXISTING CONTROLLER AND CABINET	TO BE REMOVED	STA. 1+89.75, 31.95' RT
U	EXISTING PEDESTAL POLE WITH PEDESTRIAN HEAD	TO BE REMOVED	STA. 1+74.57, 31.38' RT
V	EXISTING PEDESTAL POLE WITH PEDESTRIAN HEAD	TO BE REMOVED	STA. 13+20.15, 35.87' RT

* EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINEDOT, OR CITY AS DIRECTED

* STATION AND OFFSET INFORMATION IS APPROXIMATE

PROPOSED SIGNAL HEADS

ALL LENSES 12" LED WITH 5" LOUVERED BACK PLATE AND RECTOREFLECTIVE YELLOW BORDER

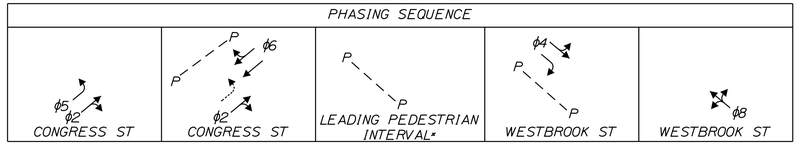


LAYOUT SCALE

20 0 20 40

Scale of Feet

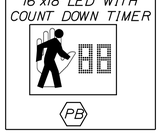
PHASING SEQUENCE



* IF A PEDESTRIAN CALL IS RECIEVED

PEDESTRIAN SIGNAL HEADS

16"x18" LED WITH COUNT DOWN TIMER



SIGNAL TIMING SCHEDULE - FREE PLAN

	1	2	3	4	5	6	7	8
MINIMUM INITIAL	-	10	-	10	5	10	-	5
VEHICLE EXTENSION	-	3	-	3	3	3	-	3
MAX I*	-	70	-	20	10	60	-	10
MAX II**	-	55	-	40	10	45	-	10
YELLOW	-	3.5	-	3.5	3.5	3.5	-	3
ALL RED (SEE LPI NOTE)	-	4	-	4	3	4.5	-	3
WALK / DON'T WALK	-	-	-	4	-	4	-	-
PEDESTRIAN CLEARANCE	-	-	-	15	-	15	-	-
FLASH	-	R	-	R	R	R	-	R
PHASE RECALL	-	SOFT	-	-	-	SOFT	-	-
MEMORY	-	-	-	-	-	-	-	-
DETECTOR	-	PR	-	PR	PR	PR	-	PR

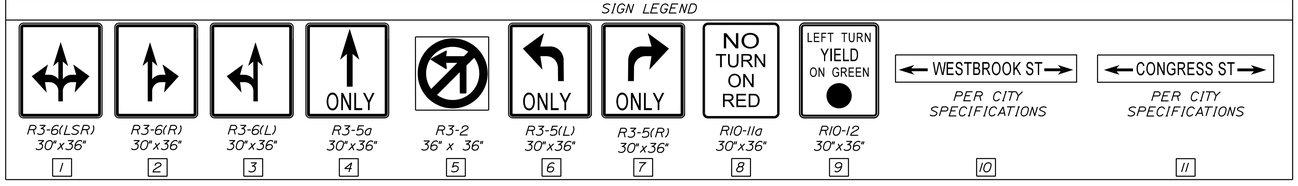
Y=YELLOW R=RED PR=PRESENCE

* MAX I = ALL OTHER TIMES
** MAX II = 6:00-9:00 AM (WEEKDAYS)

NOTES:

1) LPI (LEADING PEDESTRIAN INTERVAL)= ϕ4 SHALL HAVE A 5 SECOND LPI WHEN PEDESTRIAN BUTTON IS ACTUATED FOR THAT RELATED CROSSING.

SIGN LEGEND



1	2	3	4	5	6	7	8	9	10	11
R3-6(LSR) 30"x36"	R3-6(R) 30"x36"	R3-6(L) 30"x36"	R3-5a 30"x36"	R3-2 36" x 36"	R3-5(L) 30"x36"	R3-5(R) 30"x36"	R10-11a 30"x36"	R10-12 30"x36"	PER CITY SPECIFICATIONS	PER CITY SPECIFICATIONS

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2268(200)

WIN 022682.00

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	RED	JSW	03/16
CHECKED-REVIEWED	DGE	-	03/16
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PORTLAND - WESTBROOK & CONGRESS ST INTERSECTION

SIGNAL PLAN

SHEET NUMBER

5

OF 10

Filename: ...\00\Highway\005_SignalPlan.dgn Division: HIGHWAY Username: mcundiff Date:3/22/2016

GENERAL SIGNAL NOTES

1. ALL MATERIALS AND WORK SHALL CONFORM TO THE CITY OF PORTLAND AND MAINE DOT STANDARD SPECIFICATIONS AND BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S.D.O.T., F.H.W.A., LATEST EDITION.

2. ALL SIGNAL AND SIGNAL RELATED EQUIPMENT SHALL MEET OR EXCEED THE CITY OF PORTLAND TRAFFIC SIGNAL STANDARDS.

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

4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.

5. THE RESIDENT, CITY AND MAINE DOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.

6. THE LOCATIONS OF MAST ARMS AND POLES INCLUDING THE MOUNTED TRAFFIC DEVICES AND SIGNS ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT, MAINE DOT OR CITY REPRESENTATIVE.

7. CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY TRAFFIC SIGNALS AND ASSOCIATED WORK IF REQUIRED. CONTRACTOR SHALL REMOVE THE TEMPORARY TRAFFIC SIGNAL ONCE NEW SIGNAL IS OPERATIONAL. ALL COSTS ASSOCIATED WITH TEMPORARY SIGNALS SHALL BE INCIDENTAL TO THE 643 ITEMS.

8. THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING PLAN SHALL BE INPUT BY THE CONTRACTOR UNDER OBSERVATIONS BY THE RESIDENT OR MAINE DOT REPRESENTATIVE. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE RESIDENT.

9. CONTRACTOR IS RESPONSIBLE FOR FIELD ADJUSTING TIMING FOR EACH TIMING PLAN UNDER THE DIRECTION OF THE RESIDENT AND MAINE DOT REPRESENTATIVE.

10. TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, AND CONTROLLER MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE CITY ENGINEER/PUBLIC WORKS DIRECTOR.

11. CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES PER MAINE DOT STANDARDS AT A MINIMUM.

12. THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.

13. UTILITIES THAT HAVE FACILITIES IN THE GENERAL PROJECT ARE LISTED IN SPECIAL PROVISION 104.

14. 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 AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.

15. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN MODIFIYING THE EXISTING SERVICE CONNECTIONS AND WHEN INSTALLING EQUIPMENT ON THEIR POLES OR NEAR THEIR WIRES.

16. 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.

17. THE CONTRACTOR IS RESPONSIBLE FOR THE RELOCATION AND/OR INSTALLATION OF POWER METERS IF REQUIRED AND ASSURING THE POWER METER LOCATION AND INSTALLATION CONFORMS TO THE LOCAL UTILITY REQUIREMENTS. THIS WORK WILL BE INCIDENTAL TO ITEM 643.80.

18. ALL CONDUIT CROSSING AREAS OF OVERLAY OR EXISTING PAVEMENT SHALL BE INSTALLED USING TRENCHLESS TECHNOLOGIES.

19. ALL NEW SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER, AND SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.

20. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.

21. THE CONTRACTOR SHALL PROVIDE MAST ARM DESIGN IN ACCORDANCE WITH SECTION 643.023.

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 ARM 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 THE FOUNDATION THAT ARE PROVIDED BY THE CONTRACTOR AS PART OF THEIR 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.

24. ANY DAMAGE TO SLOPES OR PAVEMENT RESULTING FROM INSTALLATION OF MAST ARM OR DUAL PURPOSE POLES AND FOUNDATIONS SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT. COSTS OF REPAIRS SHALL BE INCIDENTAL TO PAYMENT UNDER SECTION 643.

25. PAYMENT FOR MAST ARM OR DUAL PURPOSE POLES AND FOUNDATIONS FOR SIGNALS WILL BE IN ACCORDANCE WITH SECTION 643, AND WILL BE FULL COMPENSATION FOR ALL LABOR, EQUIPMENT AND MATERIALS FOR THE ACCEPTED COMPLETE SIGNAL INSTALLATION INCLUDING, BUT NOT LIMITED TO, SIGNALS, SUPPORT STRUCTURES AND FOUNDATIONS, EXCAVATION, EXCAVATION STABILIZATION, BACKFILL, REPLACEMENT OF SUBBASE GRAVEL, REPLACEMENT OR REPAIR OF HIGHWAY AND SIDEWALK PAVEMENT, SLOPE REGRADING, AND PLACEMENT OF LOAM, SEED AND MULCH ON DISTURBED SLOPES. PAYMENT FOR CONSTRUCTION TRAFFIC CONTROL WILL BE MADE UNDER APPLICABLE PAY ITEMS OF SECTION 652.

26. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS.

27. ALL SIGNAL HEADS AND SIGNS SHALL BE MOUNTED TO MAST ARMS WITH ASTROBRACKETS.

28. ALL CONFLICTING SIGNS AND PAVEMENT MARKINGS SHALL BE PERMANENTLY REMOVED.

29. THE CONTRACTOR SHALL BE RESPONSIBLE FOR SUBMITTING RED-LINE AS-BUILT DRAWINGS OF THE FINAL WORK TO THE RESIDENT. THOSE DRAWINGS SHALL BE A CLEAN SET OF PLANS SHOWING ALL CHANGES, MODIFICATIONS, AND ELEVATIONS TO THE BID PLANS.

30. COUNTDOWN PEDESTRIAN HEADS SHALL HAVE AUDIBLE/TACTILE FEATURES AND SHALL BE INCIDENTAL TO ITEM 643.80.

INTERSECTION SPECIFIC NOTES

1. ALL SIGNAL EQUIPMENT INCLUDING CONTROLLER CABINET SHALL BE GALVANIZED AND POWDER COAT BLACK IN COLOR.

2. ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE.

3. EXISTING VIDEO DETECTION SHALL BE RE-USED. PAYMENT FOR ALL WORK AND MATERIALS NECESSARY FOR RE-USE OF INTERNAL PARTS SHALL BE INCIDENTAL TO ITEM 643.80.

4. THE CONTRACTOR SHALL RE-USE ALL INTERNAL PARTS OF THE EXISTING PEDESTRIAN HEADS.

5. ALL EXISTING SIGNAL HEADS SHALL BE RETURNED TO THE CITY.

6. THE NEW CONTROLLER CABINET SHALL BE EQUIPPED FOR 16 PHASES.

7. NEW CONTROLLER CABINET SHALL BE "P" SIZE ON FULL EXTENDED BASE WITH FULL CONCRETE FOUNDATION. ALL CONDUIT INTO/OUT OF THE CABINET SHALL BE SEALED.

8. OVERHEAD ILLUMINATION ON DUAL PURPOSE POLES SHALL BE ON ITS OWN SEPERATE CIRCUIT AND WIRING.

9. CITY TO MAKE AND SUPPLY MAST ARM SUPPORTED STREET NAME SIGNS AND CONTRACTOR WILL ERECT. THIS ITEM SHALL BE INCIDENTAL TO 645 ITEMS.

10. PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO OTHER 645 ITEMS.

11. CONTROLLER EQUIPMENT:
    -CONTROLLERS SHALL BE COMPATIBLE WITH NAZTEC STREET WISE ATMS SOFTWARE
    -TRAFFIC CONTROL CABINETS SHALL BE NAZTEC MODEL P44 TS2 TYPE 1 SERIES ONLY WITH 15" EXTENSION BASE
    -SECONDARY TRAFFIC CONTROLLERS SHALL BE NAZTEC MODEL 980 TS2 TYPE 1 SERIES ONLY
    -MASTER CONTROLLERS SHALL BE NAZTEC MODEL 981 SERIES ONLY
    -MALFUNCTION MANAGEMENT UNITS SHALL BE NAZTEC MODEL MMU-516E ONLY

12. SIGNAL EQUIPMENT:
    -SIGNAL HOUSINGS SHALL BE MCCAIN MODEL MTSTA OR MTSTP SERIES ONLY
    - LED MODULES FOR VEHICLE INDICATIONS SHALL BE GELCORE MODEL DR6 SERIES ONLY
    - LED MODULES FOR PEDESTRIAN INDICATIONS SHALL BE GELCORE MODEL PS7 SERIES ONLY
    - ACCESSIBLE PEDESTRIAN SIGNALS SHALL BE CAMPBELL ADVISOR SERIES ONLY

13. TRAFFIC STRUCTURES:
    - MAST ARMS SHALL BE VALMONT SM16 OR CB16 SERIES ONLY
    - STRAIN POLES SHALL BE VALMONT SW56 SERIES ONLY.
    - PEDESTAL POLES SHALL BE ONE PIECE.

14. RESET AND PROPOSED SIGNS ON SIGNAL MAST ARMS AND POLES SHALL BE INCIDENTAL TO ITEM 643.80 TRAFFIC SIGNAL MODIFICATION.

15. REMOVAL OF THE EXISTING SIGNAL SYSTEM SHALL BE INCIDENTAL TO PAY ITEM 643.80.

GORRILL PALMER
Relationships. Responsiveness. Results.
www.gorrillpalmer.com
207.657.6910

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2268(200)

WIN 022682.00

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	RED	JSW	03/16
CHECKED-REVIEWED	DGE		

SIGNATURE

P.E. NUMBER

DATE

PORTLAND - WESTBROOK & CONGRESS ST INTERSECTION

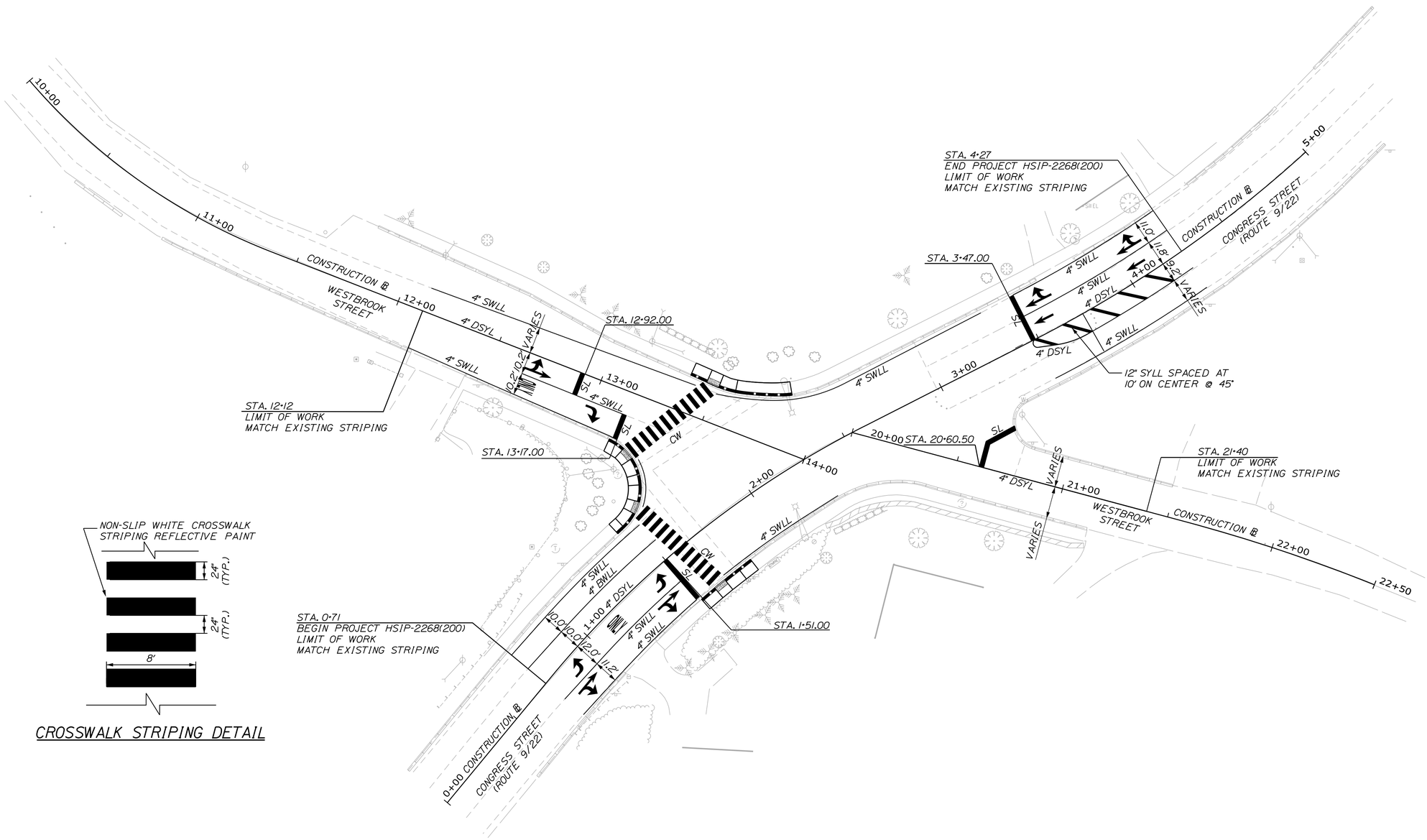
SIGNAL NOTES

SHEET NUMBER

6

OF 10

Filename: ...\Highway\006_Signal Notes.dgn Division: HIGHWAY Username: mcundiff Date:3/22/2016



CROSSWALK STRIPING DETAIL

NOTES:
1. STOP BARS SHALL BE 24" WIDE AND WHITE IN COLOR.

LEGEND	
SWLL	SOLID WHITE LANE LINE
DSYL	DOUBLE SOLID YELLOW LINE
BWLL	BROKEN WHITE LANE LINE (10' LINE WITH 30' GAP)
SL	WHITE STOP LINE (24" WIDE)
CW	CROSSWALK STRIPE (24" WIDE WITH 24" GAP)

PLAN

25 0 25 50
Scale of Feet

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2268(200)

WIN 022682.00

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	RED	JSW	03/16
CHECKED-REVIEWED	DGE	-	03/16
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

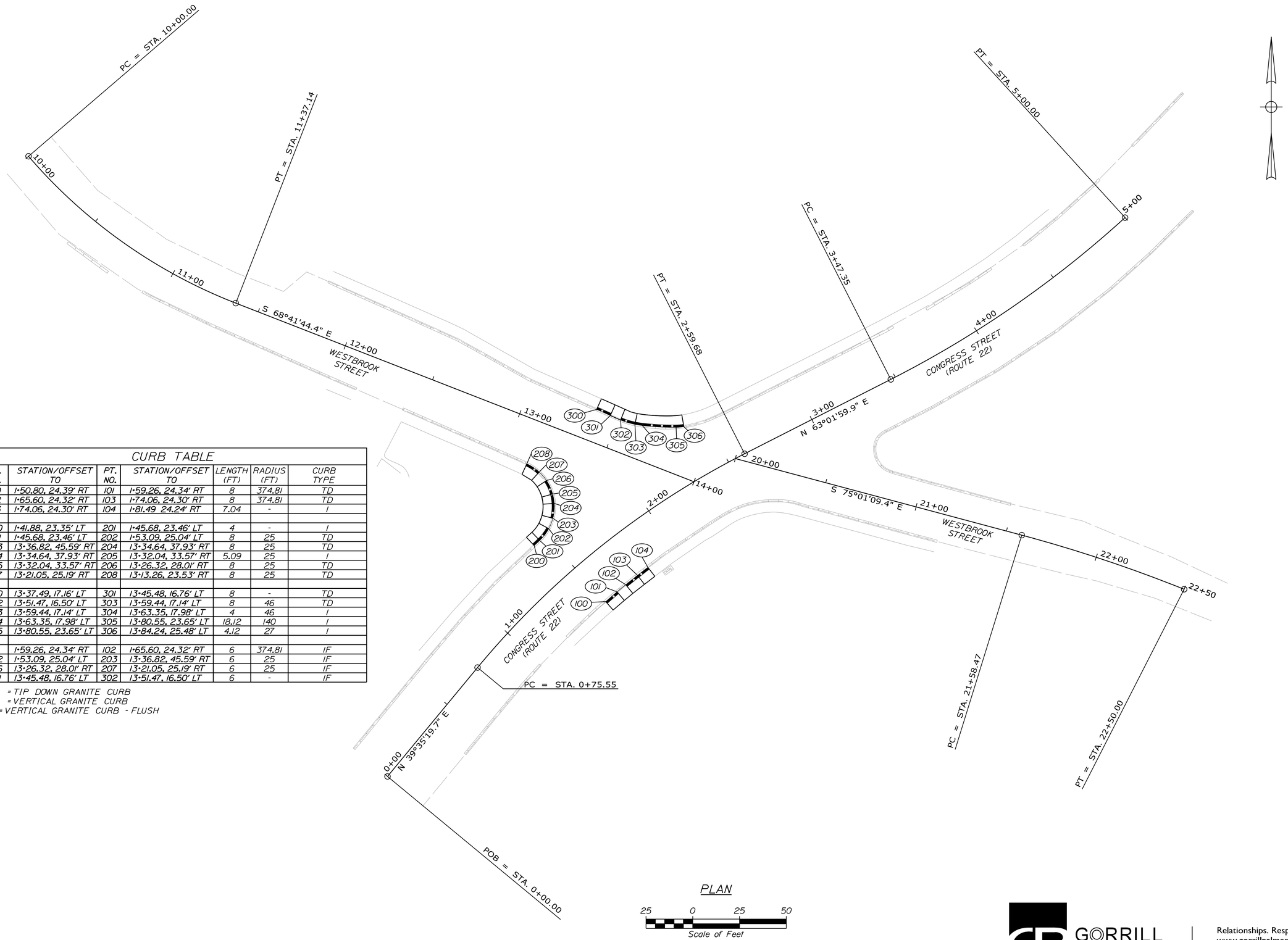
DATE

PORTLAND - WESTBROOK & CONGRESS ST INTERSECTION

SIGNING AND STRIPING PLAN

SHEET NUMBER
7
OF 10

Filename: ...\007_Signing and Striping.dgn Division: HIGHWAY Username: mcundiff Date:3/22/2016



CURB TABLE						
PT. NO.	STATION/OFFSET TO	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	1+50.80, 24.39' RT	101	1+59.26, 24.34' RT	8	374.81	TD
102	1+65.60, 24.32' RT	103	1+74.06, 24.30' RT	8	374.81	TD
103	1+74.06, 24.30' RT	104	1+81.49 24.24' RT	7.04	-	I
200	1+41.88, 23.35' LT	201	1+45.68, 23.46' LT	4	-	I
201	1+45.68, 23.46' LT	202	1+53.09, 25.04' LT	8	25	TD
203	13+36.82, 45.59' RT	204	13+34.64, 37.93' RT	8	25	TD
204	13+34.64, 37.93' RT	205	13+32.04, 33.57' RT	5.09	25	I
205	13+32.04, 33.57' RT	206	13+26.32, 28.01' RT	8	25	TD
207	13+21.05, 25.19' RT	208	13+13.26, 23.53' RT	8	25	TD
300	13+37.49, 17.16' LT	301	13+45.48, 16.76' LT	8	-	TD
302	13+51.47, 16.50' LT	303	13+59.44, 17.14' LT	8	46	TD
303	13+59.44, 17.14' LT	304	13+63.35, 17.98' LT	4	46	I
304	13+63.35, 17.98' LT	305	13+80.55, 23.65' LT	18.12	140	I
305	13+80.55, 23.65' LT	306	13+84.24, 25.48' LT	4.12	27	I
101	1+59.26, 24.34' RT	102	1+65.60, 24.32' RT	6	374.81	IF
202	1+53.09, 25.04' LT	203	13+36.82, 45.59' RT	6	25	IF
206	13+26.32, 28.01' RT	207	13+21.05, 25.19' RT	6	25	IF
301	13+45.48, 16.76' LT	302	13+51.47, 16.50' LT	6	-	IF

TD = TIP DOWN GRANITE CURB
I = VERTICAL GRANITE CURB
IF = VERTICAL GRANITE CURB - FLUSH

PLAN

25 0 25 50
Scale of Feet

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2268(200)

WIN 022682.00

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	BMH	JSW	03/16
CHECKED-REVIEWED	DGE	-	03/16
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

PORTLAND - WESTBROOK & CONGRESS ST INTERSECTION

CURBING PLAN

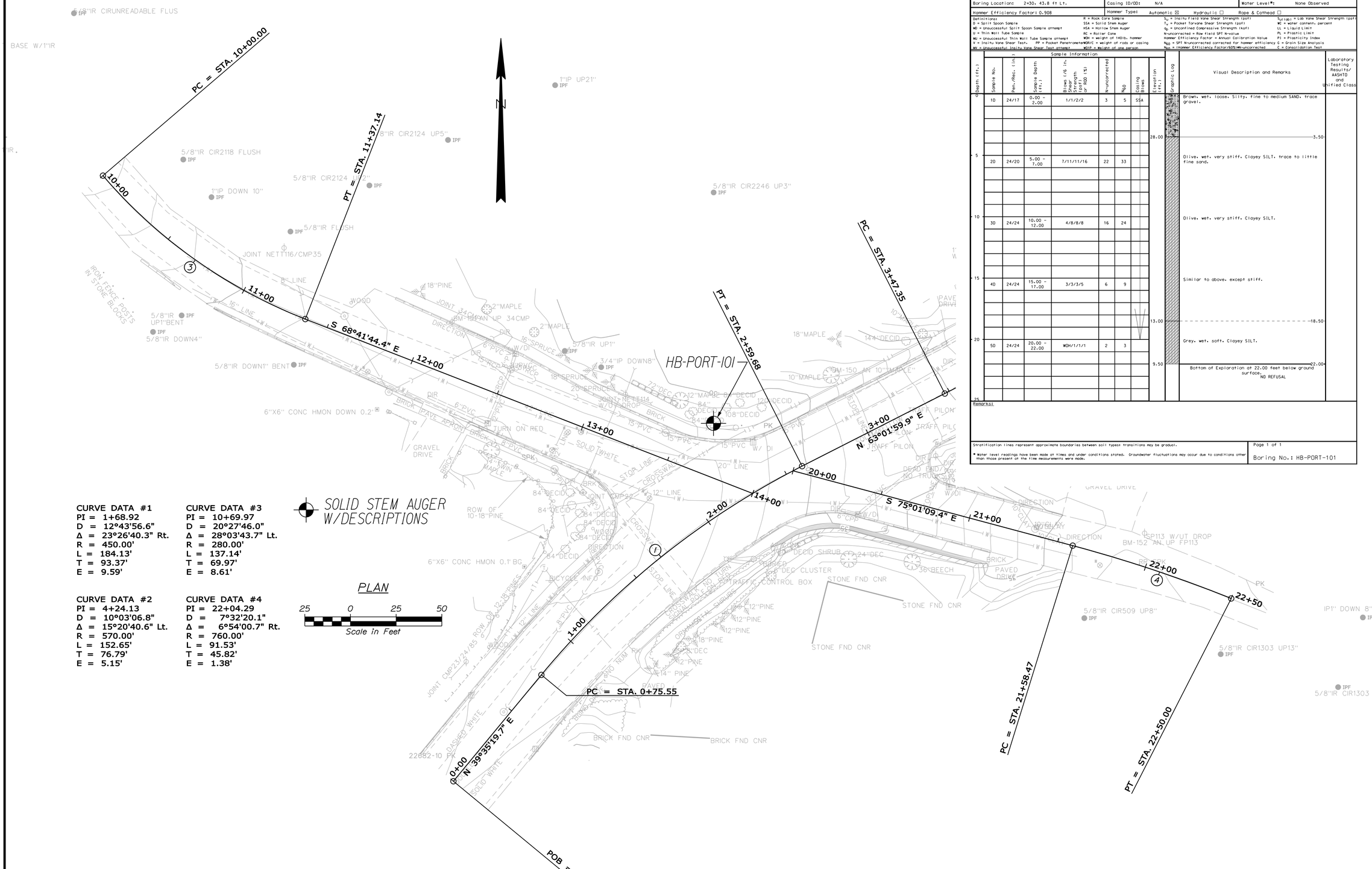
SHEET NUMBER

8

OF 10

Filename: ...\Highway\008_Curbing Plan.dgn Division: HIGHWAY Username: mcundiff Date:3/22/2016

Foundation design for signals shall be based on Standard Details 626(03) and 626(04) and Charts S1200-1, S1200-2 and S1200-3 for soils with Su=1200 psf.



CURVE DATA #1
PI = 1+68.92
D = 12°43'56.6"
Δ = 23°26'40.3" Rt.
R = 450.00'
L = 184.13'
T = 93.37'
E = 9.59'

CURVE DATA #2
PI = 4+24.13
D = 10°03'06.8"
Δ = 15°20'40.6" Lt.
R = 570.00'
L = 152.65'
T = 76.79'
E = 5.15'

CURVE DATA #3
PI = 10+69.97
D = 20°27'46.0"
Δ = 28°03'43.7" Lt.
R = 280.00'
L = 137.14'
T = 69.97'
E = 8.61'

CURVE DATA #4
PI = 22+04.29
D = 7°32'20.1"
Δ = 6°54'00.7" Rt.
R = 760.00'
L = 91.53'
T = 45.82'
E = 1.38'

SOLID STEM AUGER W/DESCRIPTIONS

PLAN

25 0 25 50
Scale in Feet

Maine Department of Transportation

Soil/Rock Exploration Log
US CUSTOMARY UNITS

Project: Signal improvements on Routes 22/ 9, Congress St. & Westbrook St.
Location: Portland, Maine

Boring No.: HB-PORT-101
WIN: 22682.00

Driller:	MaineDOT	Elevation (ft.) 31.5	Auger ID/OD: 5" Dia.
Operator:	Wilder/Daggett	Datum: NAVD88	Sampler: Standard Split Spoon
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: 140#/30"
Date Start/Finish:	3/23/2016; 08:30-11:00	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	2+30, 43.8 ft Lt.	Casing ID/OD: N/A	Water Level*: None Observed
Hammer Efficiency Factor: 0.908		Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐	

Definitions:
D = Split Spoon Sample
MD = Unsuccessful Split Spoon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Tests, PP = Pocket Penetrometer
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
WOH = weight of 140lb. hammer
WOR/C = weight of rods or casing
WOP = Weight of one person
S_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N-value
Hammer Efficiency Factor = Annual Calibration Value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected
S_u(lab) = Lab Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	10	24/17	0.00 - 2.00	1/1/2/2	3	5	SSA			Brown, wet, loose, Silty, fine to medium SAND, trace gravel.	
								28.00		3.50	
5	20	24/20	5.00 - 7.00	7/11/11/16	22	33				Olive, wet, very stiff, Clayey SILT, trace to little fine sand.	
10	30	24/24	10.00 - 12.00	4/8/8/8	16	24				Olive, wet, very stiff, Clayey SILT.	
15	40	24/24	15.00 - 17.00	3/3/3/5	6	9				Similar to above, except stiff.	
								13.00		18.50	
20	50	24/24	20.00 - 22.00	WOH/1/1/1	2	3				Grey, wet, soft, Clayey SILT.	
								9.50		22.00	
25										Bottom of Exploration at 22.00 feet below ground surface. NO REFUSAL	

Remarks:

Stratification lines represent approximate boundaries between soil typest transitions may be gradual.

* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-PORT-101

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

HSIP-2268(200)

WIN 22682.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2	K.MAGUIRE	MAR 2016
DESIGN3-DETAILED3	T.WHITE	
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER
DATE

PORTLAND
ROUTES 22/9

BORING LOCATION PLAN &
BORING LOG W/STANDARD DETAIL NOTE

SHEET NUMBER
9
OF 10

Filename: ...\MSTA\009_BLP BL SDN1.dgn Division: GEOTECH Username: terry.white Date:3/31/2016

PLAN LEGEND

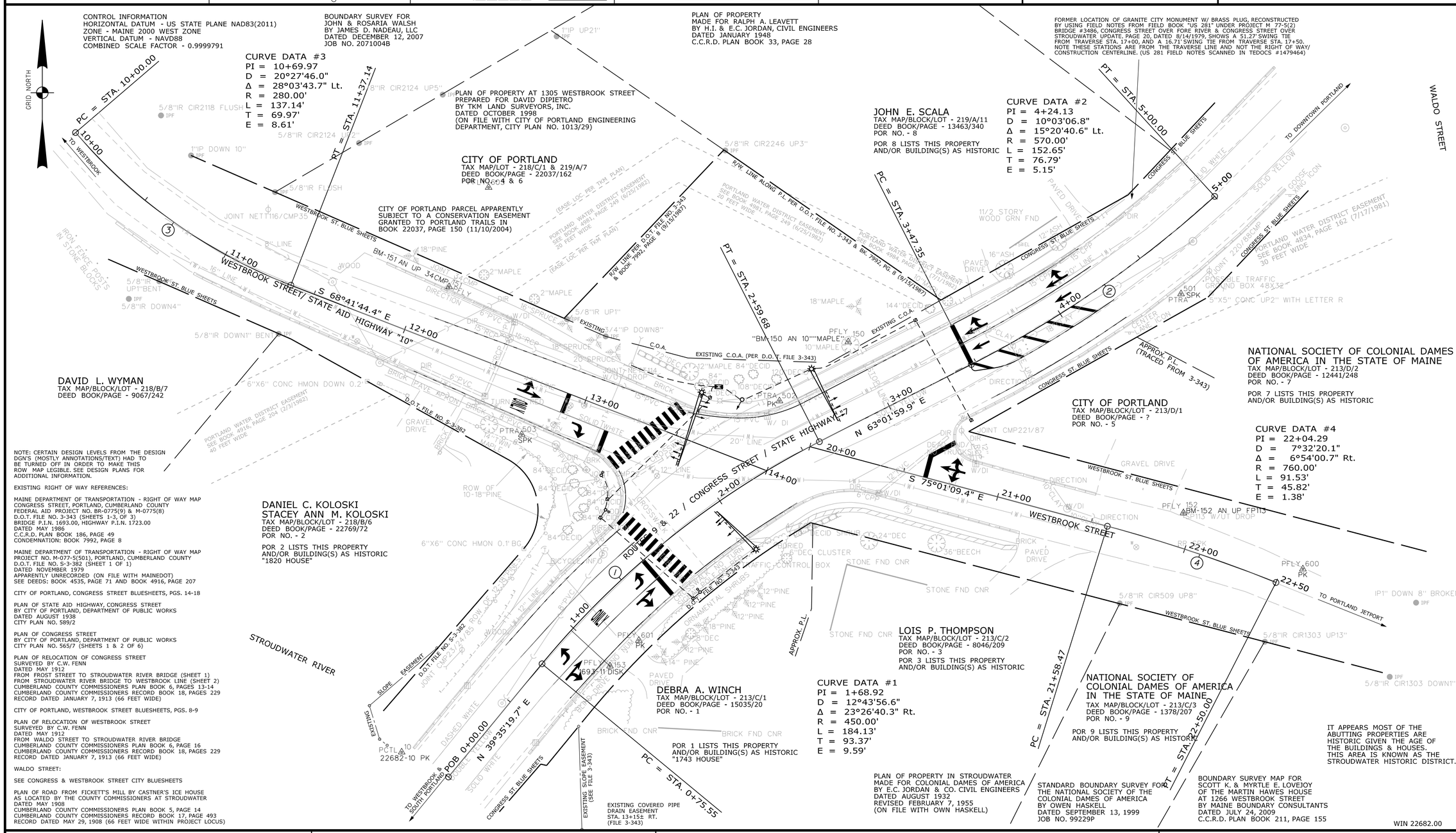
Town, County, State	New R/W Along Existing R/W	Sanitary Sewer (Existing / Proposed)	Traveled Way (Existing / Proposed)
Approx. Property Lines — P.L.	Building	Telephone Line	Ditch
Existing Right of Way	Clearing Limit Line — CLL	Electric Line	Catch Basin
Limits of Wrought Portion — L.O.W.P.	Trees: Conifer, Deciduous	Water Line	Manhole
Control Of Access — C.O.A.	Tree Line, Bush Line	Underdrain Line	Sewer Manhole
New Right of Way	Water Edge	Gas Line	Utility Pole
New Easement	Ledge, Rock/Boulder, Flag Pole	Guardrail	Fire Hydrant
New Temporary Rights	Fence: CHAIN LINK, BARB WIRE, STOCKADE	Culvert	Curbing
New R/W Within Existing R/W	Sign, Well, WELL, Mailbox		

Cut Line — Fill Line; Stonewall — Retaining Wall; Baseline 10+00 11+00 12+00; Monument — Traverse Point; Iron Rod Found IRF — Pipe Found IPF; Replacement Pin Set

STATE OF MAINE
REGISTRY OF DEEDS
COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and recorded in
Plan Book _____, Page _____
Attest: _____
REGISTER

THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet



NOTE: CERTAIN DESIGN LEVELS FROM THE DESIGN DGN'S (MOSTLY ANNOTATIONS/TEXT) HAD TO BE TURNED OFF IN ORDER TO MAKE THIS ROW MAP LEGIBLE. SEE DESIGN PLANS FOR ADDITIONAL INFORMATION.

EXISTING RIGHT OF WAY REFERENCES:

MAINE DEPARTMENT OF TRANSPORTATION - RIGHT OF WAY MAP
CONGRESS STREET, PORTLAND, CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. BR-0775(9) & M-0775(8)
D.O.T. FILE NO. 3-343 (SHEETS 1-3, OF 3)
BRIDGE P.I.N. 1693.00, HIGHWAY P.I.N. 1723.00
DATED MAY 1986
C.C.R.D. PLAN BOOK 186, PAGE 49
CONDEMNATION: BOOK 7992, PAGE 8

MAINE DEPARTMENT OF TRANSPORTATION - RIGHT OF WAY MAP
PROJECT NO. M-077-5(501), PORTLAND, CUMBERLAND COUNTY
D.O.T. FILE NO. 5-3-382 (SHEET 1 OF 1)
DATED NOVEMBER 1979
APPARENTLY UNRECORDED (ON FILE WITH MAINEDOT)
SEE DEEDS: BOOK 4535, PAGE 71 AND BOOK 4916, PAGE 207

CITY OF PORTLAND, CONGRESS STREET BLUESHEETS, PGS. 14-18

PLAN OF STATE AID HIGHWAY, CONGRESS STREET
BY CITY OF PORTLAND, DEPARTMENT OF PUBLIC WORKS
DATED AUGUST 1938
CITY PLAN NO. 589/2

PLAN OF CONGRESS STREET
BY CITY OF PORTLAND, DEPARTMENT OF PUBLIC WORKS
CITY PLAN NO. 565/7 (SHEETS 1 & 2 OF 6)

PLAN OF RELOCATION OF CONGRESS STREET
SURVEYED BY C.W. FENN
DATED MAY 1912
FROM FROST STREET TO STROUDWATER RIVER BRIDGE (SHEET 1)
FROM STROUDWATER RIVER BRIDGE TO WESTBROOK LINE (SHEET 2)
CUMBERLAND COUNTY COMMISSIONERS PLAN BOOK 6, PAGES 13-14
CUMBERLAND COUNTY COMMISSIONERS RECORD BOOK 18, PAGES 229
RECORD DATED JANUARY 7, 1913 (66 FEET WIDE)

CITY OF PORTLAND, WESTBROOK STREET BLUESHEETS, PGS. 8-9

PLAN OF RELOCATION OF WESTBROOK STREET
SURVEYED BY C.W. FENN
DATED MAY 1912
FROM WALDO STREET TO STROUDWATER RIVER BRIDGE
CUMBERLAND COUNTY COMMISSIONERS PLAN BOOK 6, PAGE 16
CUMBERLAND COUNTY COMMISSIONERS RECORD BOOK 18, PAGES 229
RECORD DATED JANUARY 7, 1913 (66 FEET WIDE)

WALDO STREET:

SEE CONGRESS & WESTBROOK STREET CITY BLUESHEETS

PLAN OF ROAD FROM FICKETT'S MILL BY CASTNER'S ICE HOUSE AS LOCATED BY THE COUNTY COMMISSIONERS AT STROUDWATER
DATED MAY 1908
CUMBERLAND COUNTY COMMISSIONERS PLAN BOOK 5, PAGE 14
CUMBERLAND COUNTY COMMISSIONERS RECORD BOOK 17, PAGE 493
RECORD DATED MAY 29, 1908 (66 FEET WIDE WITHIN PROJECT LOCUS)

PLAN NOT TO BE RECORDED

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	N.T.A.	C.W.K.
PROPERTY LINES	N.T.A.	
AREAS		

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460
PORTLAND
RIGHT OF WAY MAP

REVISIONS

NO.	DATE	DESCRIPTION	BY

PLAN FILED IN PLAN BOOK	PAGE	COUNTY RECORD			
NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE

DAVID BERNHARDT
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER
DATE

STATE OF MAINE
CHRISTOPHER W. KNIGHT
2257
PROFESSIONAL LAND SURVEYOR

To the best of my knowledge and belief the Highway Right of Way lines depicted hereon are based upon a survey conforming to the Standards of Practice promulgated by the Maine Board of Licensure for Professional Land Surveyors 02-360 CMR, Chapter 90; Exceptions: (1) No separate survey report, (2) Monumentation only as shown on plan. See sheet X of this plan set for coordinates. (3) Other boundary lines, including lines between abutters are approximate and for general reference purposes only.

STATE HIGHWAY "72" & STATE AID HIGHWAY "10"
CONGRESS STREET (ROUTES 9 & 22) & WESTBROOK STREET
PORTLAND CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. HSIP-2268(200)

AUGUST 2015	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 3-609
SCALE 1" = 25'	SHEET 1 OF 1	

SHEET NUMBER
10
OF 10

Filename: ...\00\ROW\MSTA\010_RWPLAN1.dgn Division: ROW Username: Nicholas.Acheson Date:3/30/2016