STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

TOWN, COUNTY, STATE
PROPERTY LINES
R/W LINES - EXISTING
R/W LINES - PROPOSED
BUILDINGS

TRAVELWAY - EXISTING
TRAVELWAY - PROPOSED
CULVERT - EXISTING
CULVERT - PROPOSED
DITCH LINE - EXISTING
DITCH LINE - PROPOSED
UNDERDRAIN - PROPOSED
EXISTING UTILITIES - WATER
EXISTING UTILITIES - SEWER
EXISTING UTILITIES - TELEPHONE
EXISTING UTILITIES - GAS

PROPOSED CLEARING LIMIT
PROPOSED SLOPELINE
CURBING - EXISTING
CURBING - PROPOSED
PAVEMENT SAWCUT
EXISTING CONCRETE SLAB

OUTLINE OF BODIES OF WATER

CATCH BASINS	EXISTING	PROPOSED
MANHOLES	EXISTING	PROPOSED
UTILITY POLES	EXISTING	PROPOSED
FIRE HYDRANTS	EXISTING	PROPOSED
TREES	HARDWOOD	SOFTWOOD

WOODS
SHRUBS

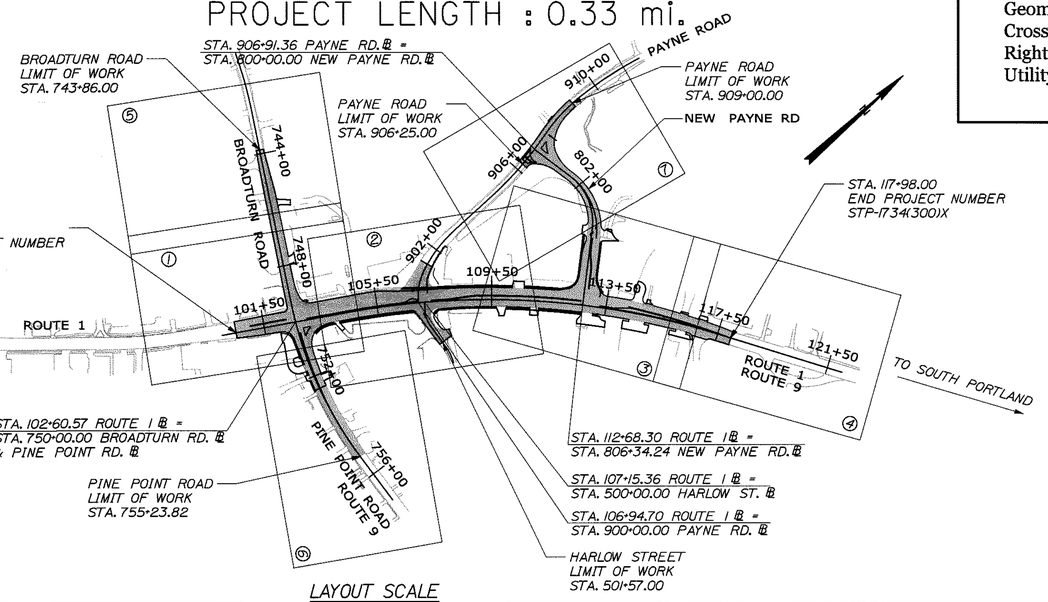
SCARBOROUGH

CUMBERLAND COUNTY

ROUTE 1, PAYNE ROAD, BROADTURN ROAD AND PINE POINT ROAD

STP-1734(300)X

PROJECT LENGTH : 0.33 mi.



Ⓧ REPRESENTS SHEET ORDER WITHIN EACH PLAN SET.

LAYOUT SCALE

250 0 250 500

Scale In Feet

INDEX OF SHEETS

Description	Sheet No.
Title Sheet	1
Typical Sections	2-5
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TRAFFIC DATA

	ROUTE 1	NEW PAYNE ROAD	PINE POINT ROAD
Current (2010) AADT	33,270	6,500	11,810
Future (2030) AADT	41,300	7,960	13,960
DHV - % of AADT	10%	10%	10%
Design Hour Volume	4,130	796	1,396
% Heavy Trucks (AADT)	5%	5%	5%
% Heavy Trucks (DHV)	4%	4%	4%
Directional Distribution (DHV)	61%	52%	51%
18 kip Equivalent P 2.0	1,096	215	391
18 kip Equivalent P 2.5	1,045	205	373
Design Speed (mph)	35	25	35
Functional Class	Minor Arterial	Major Collector	Major Collector

PROJECT LOCATION:	In the town of Scarborough at the intersections of U.S. Route 1 and Payne Road, Broadturn Road and Pine Point Road
PROGRAM AREA:	Highway Program
OUTLINE OF WORK:	Highway operational and safety improvements

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
APPROVED
COMMISSIONER: — DATE 7/17/12
CHIEF ENGINEER: — DATE 7/16/12

STATE OF MAINE ROLAND A. LAVALLEE No. 6462 REGISTERED PROFESSIONAL ENGINEER

SIGNATURE
6462
P.E. NUMBER
6/5/12
DATE

PROJECT INFORMATION

PROGRAM	HIGHWAY
PROJECT MANAGER	ERNIE MARTIN
DESIGNER	DON ETTINGER
DESIGNER	HNTB
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

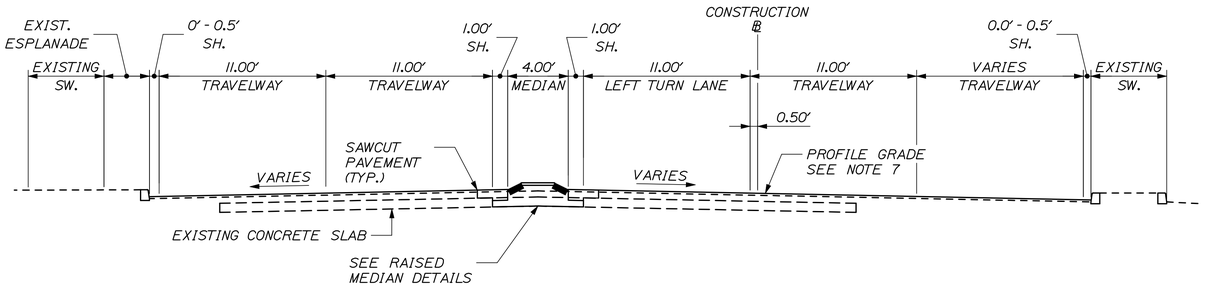
SCARBOROUGH
ROUTE 1

TITLE SHEET

WIN 17343.00 STP-1734(300)X

SHEET NUMBER
1
OF 142

Filename: 001_Title.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

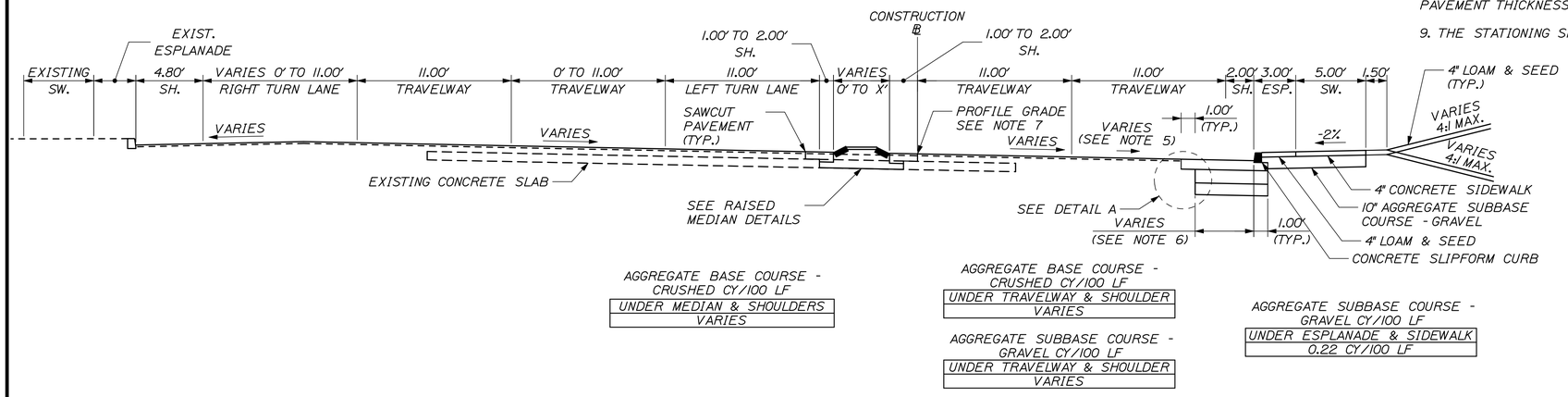


AGGREGATE BASE COURSE - CRUSHED CY/100 LF
UNDER MEDIAN & SHOULDERS
VARIES

ROUTE 1

OVERLAY

STA. 100+50 TO STA. 102+00



AGGREGATE BASE COURSE - CRUSHED CY/100 LF
UNDER MEDIAN & SHOULDERS
VARIES

AGGREGATE BASE COURSE - CRUSHED CY/100 LF
UNDER TRAVELWAY & SHOULDER
VARIES

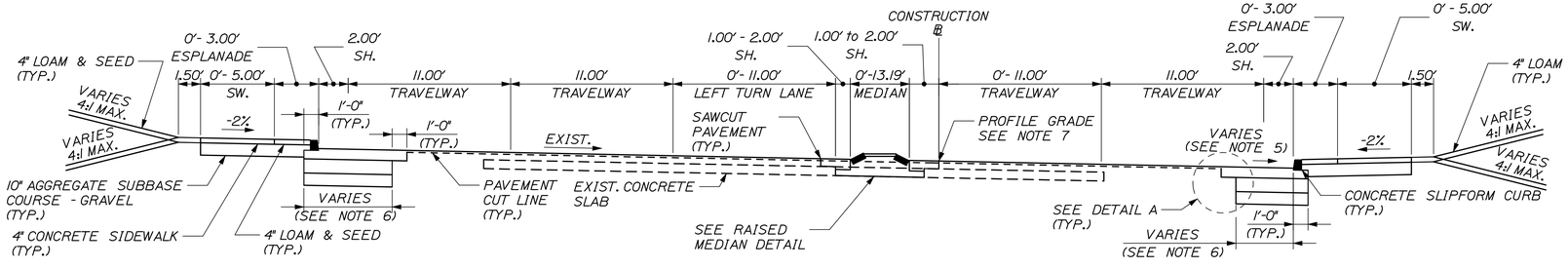
AGGREGATE SUBBASE COURSE - GRAVEL CY/100 LF
UNDER TRAVELWAY & SHOULDER
VARIES

AGGREGATE SUBBASE COURSE - GRAVEL CY/100 LF
UNDER ESPLANADE & SIDEWALK
0.22 CY/100 LF

ROUTE 1

WIDEN & OVERLAY

STA. 102+00 TO STA. 106+30.42



AGGREGATE BASE COURSE - CRUSHED CY/100 LF

UNDER TRAVELWAY & SHOULDER	UNDER MEDIAN & SHOULDERS	UNDER TRAVELWAY & SHOULDER
VARIES	VARIES	VARIES

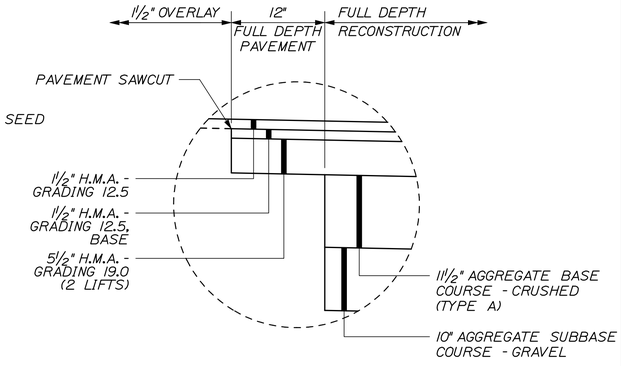
AGGREGATE SUBBASE COURSE - GRAVEL CY/100 LF

UNDER ESPLANADE & SIDEWALK	UNDER TRAVELWAY & SHOULDER	UNDER TRAVELWAY & SHOULDER	UNDER ESPLANADE & SIDEWALK
VARIES	VARIES	VARIES	VARIES

ROUTE 1

WIDEN & OVERLAY

STA. 106+30.42 TO STA. 117+98



DETAIL A

NOTES:

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

2. "ROLLOVER" ALGEBRAIC DIFFERENCE IN RATES OF CROSS SLOPE SHALL NOT EXCEED 8%.

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

4. CROWNS FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF THE SUBBASE AND PAVEMENT SHALL BE STRAIGHT.

5. MATCH EXISTING TRAVELWAY SLOPE.

6. THE PAVEMENT SAW CUT LINE LOCATION IN THE FULL DEPTH RECONSTRUCTION AREAS SHALL BE DEFINED AS THE MOST RESTRICTIVE CRITERIA NOTED BELOW, WHICH WILL RESULT IN THE PAVEMENT SAW CUT LINE TO BE NEAREST TO THE CONSTRUCTION BASELINE:
   A. 12" INSIDE OF THE EXISTING EDGE OF PAVEMENT LINE
   B. 24" INSIDE OF THE PROPOSED EDGE OF PAVEMENT LINE
   C. 12" INSIDE THE VERTICAL EDGE OF THE INSIDE UNDER DRAIN TRENCH LIMITS

   THE BASELINE OFFSET TO THE PAVEMENT SAWCUT LINE IS NOTED ON THE CROSS SECTIONS.

7. CROSS SLOPES IN OVERLAY AREAS ARE BASED ON STARTING THE PAVEMENT OVERLAY AT THE CONSTRUCTION BASELINE AND MATCHING EXISTING CROSS SLOPES. COORDINATE PAVEMENT OVERLAY WITH RESIDENT.

8. THE SHOULDER PAVEMENT THICKNESS SHALL BE THE SAME AS THE TRAVELWAY PAVEMENT THICKNESS FOR ALL ROADWAYS.

9. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.

NOT TO SCALE

ESP. = ESPLANADE
SH. = SHOULDER
SW = SIDEWALK

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN	LEM	06\12
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

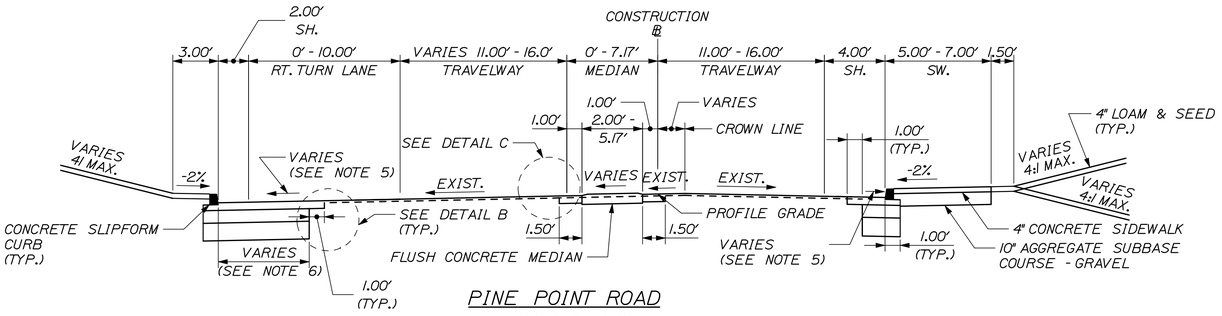
TYPICAL SECTIONS

SHEET NUMBER

2

OF 142

Filename: 002_Typ.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012



PINE POINT ROAD

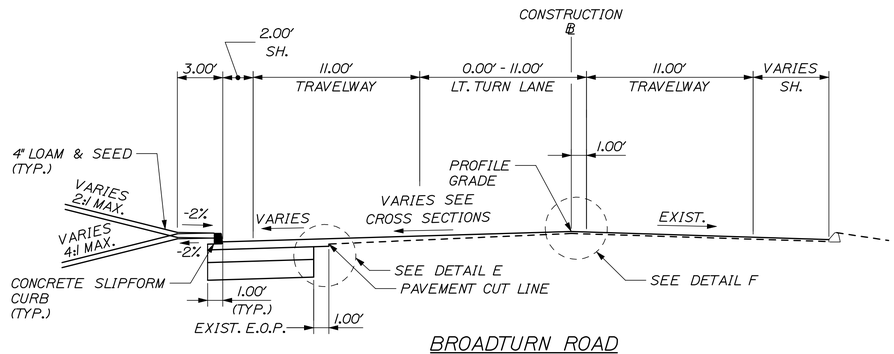
WIDEN & OVERLAY

AGGREGATE BASE COURSE - CRUSHED CY/100 LF

UNDER RT. TURN LANE & SHOULDER	UNDER MEDIAN & SHOULDERS	UNDER SHOULDER	UNDER SIDEWALK
VARIES	VARIES	VARIES	VARIES

AGGREGATE SUBBASE COURSE - GRAVEL CY/100 LF

UNDER RT. TURN LANE & SHOULDER	UNDER SHOULDER
VARIES	VARIES



BROADTURN ROAD

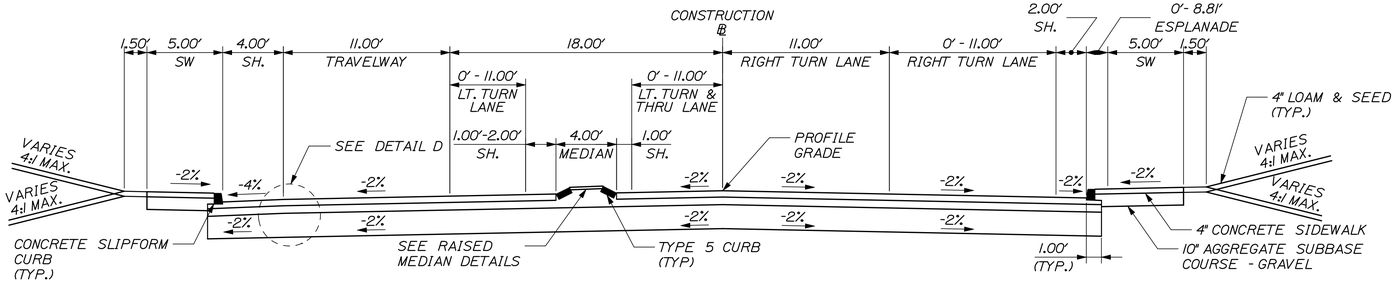
WIDEN, SHIM & OVERLAY

AGGREGATE SUBBASE COURSE - GRAVEL CY/100 LF

UNDER TRAVELWAY & SHOULDER
VARIES

AGGREGATE BASE COURSE - CRUSHED CY/100 LF

UNDER TRAVELWAY & SHOULDER
VARIES



AGGREGATE BASE COURSE - CRUSHED CY/100 LF

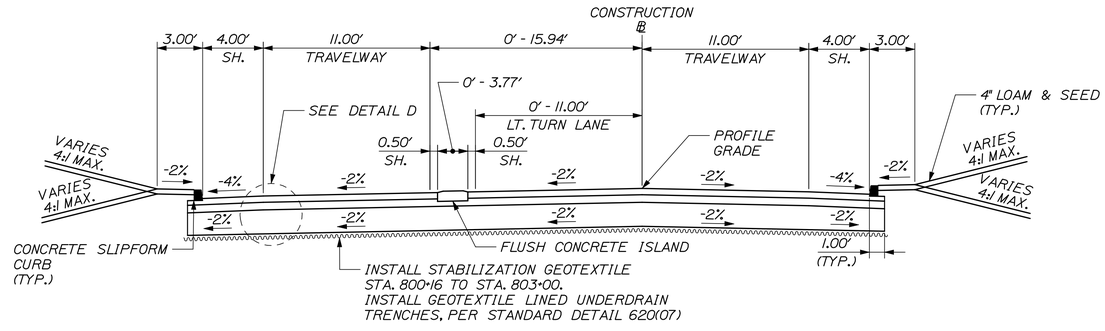
UNDER SH.	UNDER TRAVELWAY	UNDER MEDIAN, SH. & TURN LANE	UNDER TURN LANE	UNDER TURN LANE	UNDER SH.
9.26	20.37	VARIES	20.37	VARIES	3.70

AGGREGATE SUBBASE COURSE - GRAVEL CY/100 LF

UNDER SW.	UNDER SH.	UNDER TRAVELWAY	UNDER TRAVELWAY	UNDER TURN LANE	UNDER TURN LANE	UNDER SH.	UNDER SW. & ESP.
15.70	28.40	64.50	VARIES	64.50	VARIES	11.74	VARIES

NEW PAYNE ROAD

NORMAL SECTION
STA. 804+00 TO STA. 805+50



AGGREGATE BASE COURSE - CRUSHED CY/100 LF

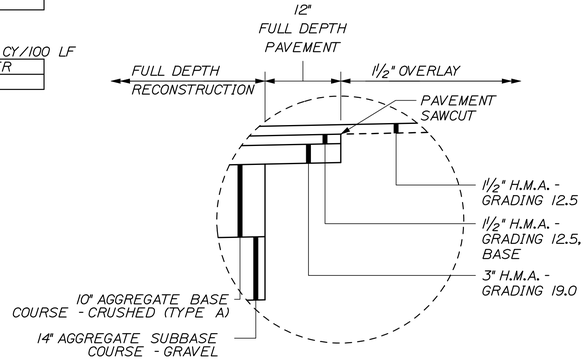
UNDER SH.	UNDER TRAVELWAY	UNDER ISLAND & TURN LANE	UNDER TRAVELWAY	UNDER SH.
9.26	20.37	VARIES	20.37	9.26

AGGREGATE SUBBASE COURSE - GRAVEL CY/100 LF

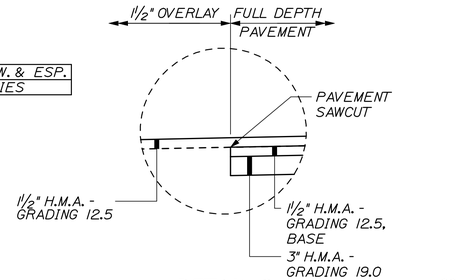
UNDER SH.	UNDER TRAVELWAY	UNDER ISLAND & TURN LANE	UNDER TRAVELWAY	UNDER SH.
28.40	64.50	VARIES	64.50	28.40

NEW PAYNE ROAD

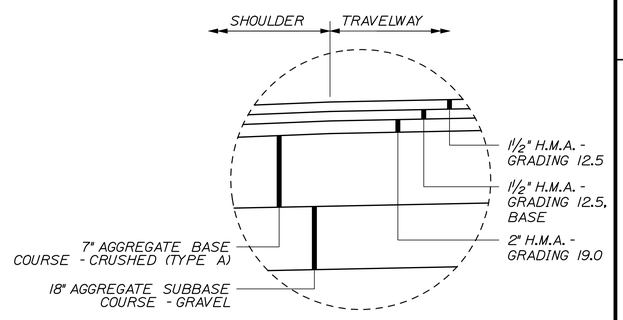
NORMAL SECTION
STA. 801+46 TO STA. 803+64



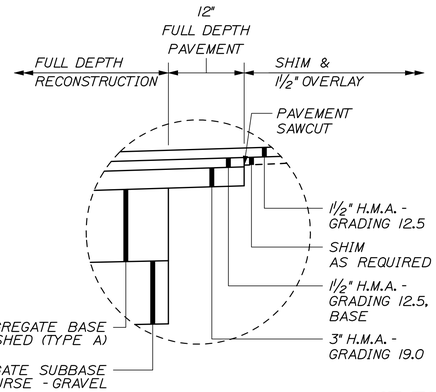
DETAIL B



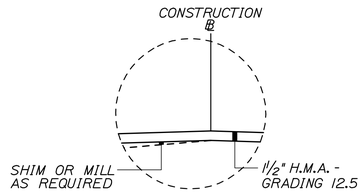
DETAIL C



DETAIL D



DETAIL E



DETAIL F

NOT TO SCALE

ESP. = ESPLANADE
SH. = SHOULDER
SW. = SIDEWALK

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

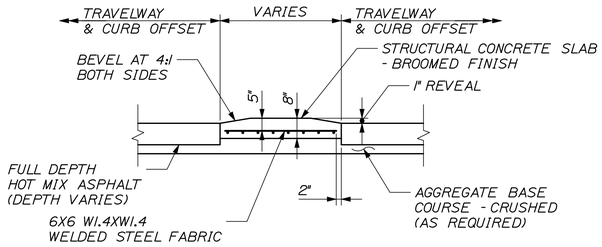
	BY	DATE	SIGNATURE
PROJ. MANAGER ERNEST MARTIN			
DESIGN-DETAILED	LEM	06\12	
CHECKED-REVIEWED	DGE	06\12	
DESIGN2-DETAILED2	-	-	P.E. NUMBER
DESIGN3-DETAILED3	-	-	
REVISIONS 1	-	-	DATE
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	

SCARBOROUGH
ROUTE 1

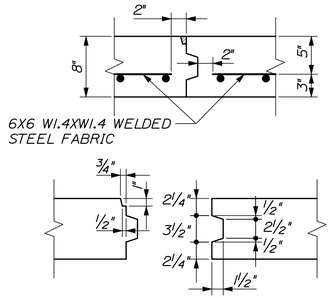
TYPICAL SECTIONS

SHEET NUMBER
3
OF 142

Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 003_Typ.dgn



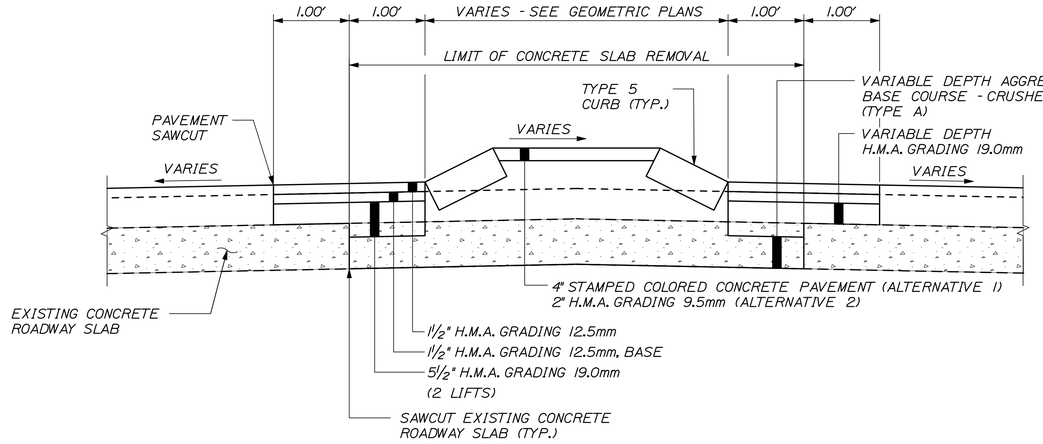
FLUSH CONCRETE MEDIAN DETAIL



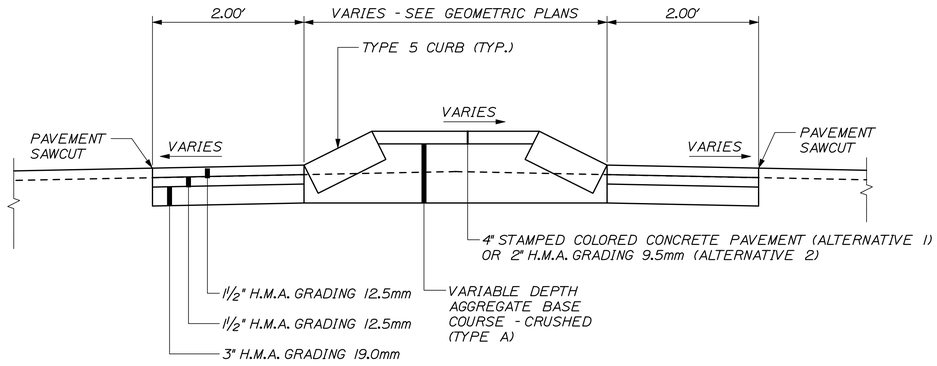
CONSTRUCTION JOINT DETAIL (CONCRETE MEDIAN)

NOTES:

1. SEE SPECIAL PROVISION, SECTION 502, STRUCTURAL CONCRETE ROADWAY MEDIAN, 8" THICK, FOR CONSTRUCTION REQUIREMENTS.
2. SEE GEOMETRIC PLANS FOR EXACT LIMITS OF CONCRETE MEDIAN ISLAND.
3. SAWCUT AND SEAL 2" DEEP TRANSVERSE CONTROL JOINTS AT A 10 FT. MAX. INTERVAL.

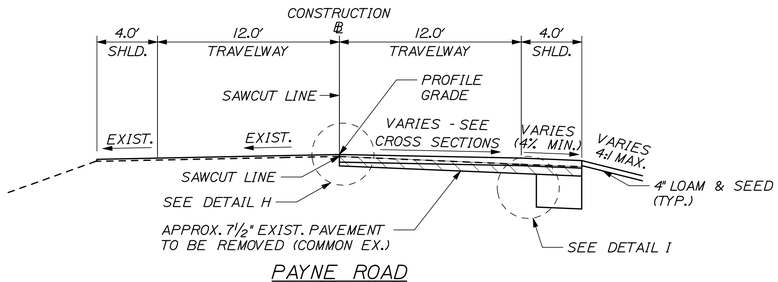


RAISED MEDIAN DETAIL
ALTERNATIVES 1 AND 2
(AT LOCATIONS WITH EXISTING CONCRETE ROADWAY SLAB)

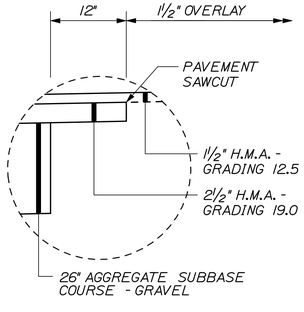


RAISED MEDIAN DETAIL
ALTERNATIVES 1 AND 2

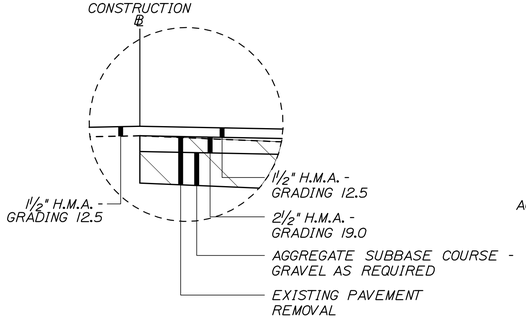
HARLOW STREET
STA. 500+50 TO STA. 501+57



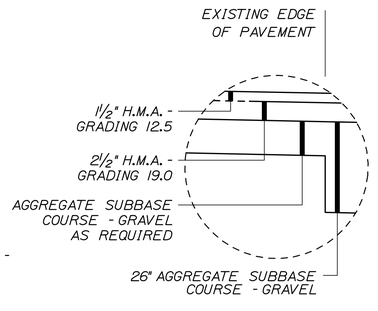
PAYNE ROAD
STA. 906+25 TO STA. 909+00



DETAIL G



DETAIL H



DETAIL I

NOT TO SCALE

ESP. = ESPLANADE
SH. = SHOULDER
SW. = SIDEWALK

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DSE	DSE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

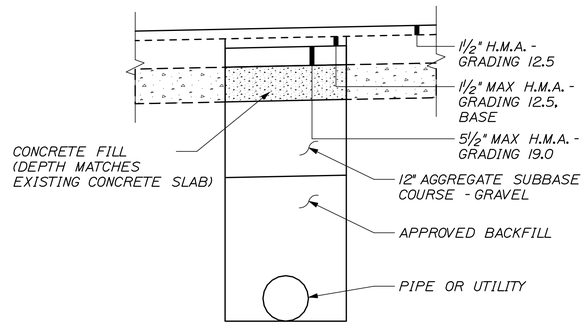
DATE

SCARBOROUGH
ROUTE 1

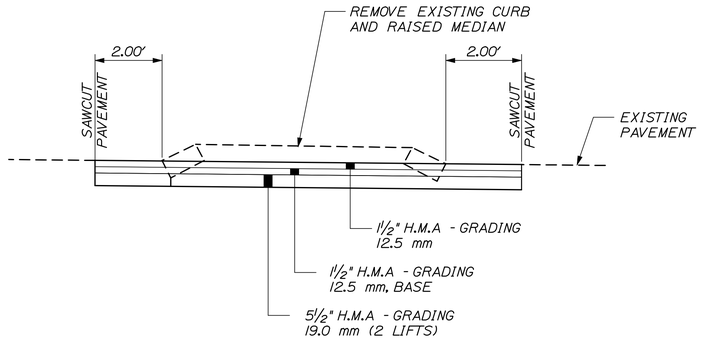
TYPICAL SECTIONS

SHEET NUMBER
4
OF 142

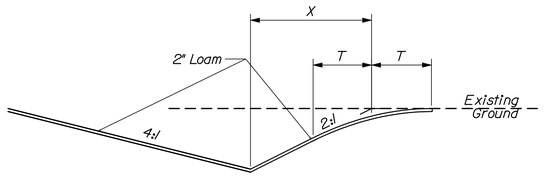
Username: mcundiff
Division: BRIDGE
Filename: 004_Typ.dgn
Date:6/11/2012



UTILITY/DRAINAGE TRENCH
CONCRETE SLAB REPAIR DETAIL



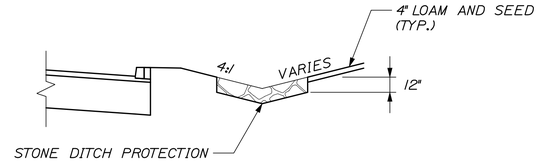
REMOVE MEDIAN DETAIL
PAVEMENT MILL & OVERLAY AREAS



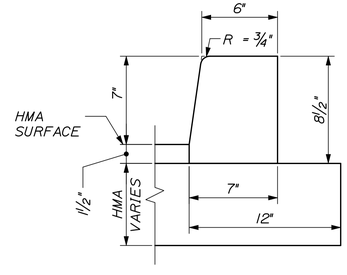
BACKSLOPE ROUNDING DETAIL

NOTES

1. T = 5 FT WHEN X > 5 FT
2. T = X WHEN X < 5 FT
3. FORMULA MAY BE MODIFIED IN THE FIELD BY THE RESIDENT TO AVOID PROPERTY DAMAGE AND TO SAVE SHADE TREES



STONE DITCH PROTECTION DETAIL



CONCRETE SLIPFORM CURB DETAIL

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DSE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

TYPICAL SECTIONS

SHEET NUMBER
5
OF 142

Username: mcundiff Date:6/5/2012
Division: BRIDGE
Filename: 005_Typ.dgn

	ITEM NO.	DESCRIPTION	QUANTITY	UNIT
	SECTION 0001 - COMMON ITEMS			
	201.23	REMOVING SINGLE TREE TOP ONLY	8	EA
	201.24	REMOVING STUMP	10	EA
	202.08	REMOVING BUILDING NO. 1	1	LS
	202.15	REMOVING EXISTING MANHOLE OR CATCH BASIN	15	EA
	202.202	REMOVING PAVEMENT SURFACE	340	SY
	202.203	PAVEMENT BUTT JOINTS	1350	SY
	203.20	COMMON EXCAVATION	9850	CY
x	203.21	ROCK EXCAVATION	10	CY
	203.2312	HEALTH AND SAFETY PLAN	1	LS
	203.2333	DISPOSAL OF SPECIAL EXCAVATION	50	T
x	203.24	COMMON BORROW	50	CY
t x	203.25	GRANULAR BORROW	250	CY
x	206.061	STRUCTURAL EARTH EXCAVATION - DRAINAGE & MINOR STRUCTURES BELOW GRADE	50	CY
x	206.07	STRUCTURAL ROCK EXCAVATION - DRAINAGE & MINOR STRUCTURES BELOW GRADE	10	CY
t	304.09	AGGREGATE BASE COURSE - CRUSHED	2050	CY
t	304.10	AGGREGATE SUBBASE COURSE - GRAVEL	4384	CY
	403.1021	TEXTURED ASPHALT PAVEMENT	56	SY
t	403.207	HOT MIX ASPHALT, 19.0 MM	1927	T
t	403.2081	12.5 MM POLYMER MODIFIED HMA, SURFACE	1839	T
	403.209	HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	410	T
	403.211	HOT MIX ASPHALT (SHIMMING)	80	T
t	403.213	HOT MIX ASPHALT, 12.5 MM, BASE	704	T
	409.15	BITUMINOUS TACK COAT, APPLIED	750	G
	502.341	STRUCTURAL CONCRETE, ROADWAY MEDIAN	43	CY
t	502.56	CONCRETE FILL	205	CY
	525.329	DRY-LAID STONE WALL, REMOVE AND RESET	1	LS
	603.155	12" RCP CLASS III	120	LF
	603.159	12" CULVERT PIPE OPTION III	220	LF
	603.175	18" RCP CLASS III	27	LF
	603.179	18" CULVERT PIPE OPTION III	240	LF
	603.195	24" RCP CLASS III	56	LF
	603.199	24" CULVERT PIPE OPTION III	190	LF
	603.209	30" CULVERT PIPE OPTION III	31	LF
	604.092	CATCH BASIN TYPE BI-C	45.0	EA
	604.096	60" CATCH BASIN TYPE BI-C	7.0	EA
	604.097	72" CATCH BASIN TYPE BI-C	3.3	EA
	604.16	ALTERING CATCH BASIN TO MANHOLE	1	EA
	604.18	ADJUSTING MANHOLE OR CATCH BASIN TO GRADE	1	EA
	604.2406	STORMWATER PLANTER	6	EA
	604.245	CATCH BASIN TYPE F4-C	1	EA
	604.249	CATCH BASIN TYPE F6-C	1	EA
	604.262	CATCH BASIN TYPE B5-C	6.0	EA
	605.09	6" UNDERDRAIN TYPE B	1150	LF
	605.11	12" UNDERDRAIN TYPE C	2200	LF
	605.13	18" UNDERDRAIN TYPE C	980	LF
	608.08	REINFORCED CONCRETE SIDEWALK	1150	SY
	608.26	CURB RAMP DETECTABLE WARNING FIELD	230	SF
	609.11	VERTICAL CURB TYPE 1	115	LF
	609.12	VERTICAL CURB TYPE 1 - CIRCULAR	75	LF
	609.21	CONCRETE SLIPFORM CURB	3670	LF
	609.214	CONCRETE SLIPFORM CURB - 4' TERMINAL END	6	EA
	609.217	CONCRETE SLIPFORM CURB - 7' TERMINAL END	17	EA
	609.237	TERMINAL CURB TYPE 1 - 7 FOOT	3	EA
	609.34	CURB TYPE 5	3090	LF
	609.35	CURB TYPE 5 - CIRCULAR	96	LF
	609.38	RESET CURB TYPE 1	115	LF
	610.08	PLAIN RIPRAP	30	CY
	613.319	EROSION CONTROL BLANKET	300	SY
	613.40	TURF REINFORCED MAT (TRM)	50	SY
	615.07	LOAM	590	CY
	618.1301	SEEDING METHOD NUMBER 1, PLAN QUANTITY	40	UN
	618.1401	SEEDING METHOD NUMBER 2, PLAN QUANTITY	16	UN
	618.15	TEMPORARY SEEDING	14	UN
	619.1201	MULCH, PLAN QUANTITY	56	UN
	620.54	STABILIZATION GEOTEXTILE	2750	SY
	620.58	EROSION CONTROL GEOTEXTILE	60	SY
	621.032	EVERGREEN TREES 4' - 5' GROUP B	3	EA
	621.044	EVERGREEN TREES 6' - 8' GROUP B	3	EA
	621.274	SMALL DECIDUOUS TREES 2" - 2 1/2" CAL.	36	EA
	621.279	MEDIUM DECIDUOUS TREES 2 1/2" - 3" CAL.	12	EA
	621.280	LARGE DECIDUOUS TREES 2 1/2" - 3" CAL.	6	EA
	621.281	LARGE DECIDUOUS TREES 2 1/2" - 3" CAL.	9	EA
	621.387	EVERGREEN SHRUBS 8" - 12"	40	EA
	621.401	EVERGREEN SHRUBS 24" - 30"	12	EA
	621.407	EVERGREEN SHRUBS 30" - 36" GROUP C	15	EA
	621.52	DECIDUOUS SHRUBS 8" - 12"	40	EA
	621.54	DECIDUOUS SHRUBS 18" - 24"	126	EA
	621.71	HERBACEOUS PERENNIALS NO.1 CONT.	730	EA
	621.80	TWO-YEAR ESTABLISHMENT	1	LS
	626.11	PRECAST CONCRETE JUNCTION BOX	20	EA
	626.21	METALLIC CONDUIT	50	LF
	626.22	NON-METALLIC CONDUIT	4200	LF
	626.32	24" FOUNDATION	8	EA
	626.34	SIGNAL POLE FOUNDATION	14	EA
	626.35	CONTROLLER CABINET FOUNDATION	1	EA
	627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	18000	LF
	627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	3800	SF
	627.76	TEMPORARY PAVEMENT MARKING LINE, WHITE OR YELLOW	1	LS
	627.77	REMOVING EXISTING PAVEMENT MARKINGS	6000	SF

	ITEM NO.	DESCRIPTION	QUANTITY	UNIT
	SECTION 0001 - COMMON ITEMS			
x	629.05	HAND LABOR, STRAIGHT TIME	40	HR
x	631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	20	HR
x	631.11	AIR TOOL (INCLUDING OPERATOR)	20	HR
x	631.12	ALL-PURPOSE EXCAVATOR (INCLUDING OPERATOR)	20	HR
x	631.14	GRADER (INCLUDING OPERATOR)	20	HR
x	631.172	TRUCK-LARGE (INCLUDING OPERATOR)	40	HR
x	631.18	CHAIN SAW RENTAL (INCLUDING OPERATOR)	10	HR
x	631.20	STUMP CHIPPER RENTAL (INCLUDING OPERATOR)	10	HR
x	631.22	FRONT END LOADER (INCLUDING OPERATOR)	10	HR
x	631.32	CULVERT CLEANER (INCLUDING OPERATOR)	20	HR
	634.16	HIGHWAY LIGHTING	1	LS
	639.18	FIELD OFFICE, TYPE A	1	EA
	643.71	TRAFFIC SIGNAL MODIFICATION: BROADTURN ROAD AND PINE POINT ROAD	1	LS
	643.71	TRAFFIC SIGNAL MODIFICATION: HARLOW ST	1	LS
	643.712	PREEMPTIVE SYSTEM	1	LS
	643.80	TRAFFIC SIGNALS AT NEW PAYNE ROAD	1	LS
	643.83	VIDEO DETECTION SYSTEM	1	LS
	643.90	INTERCONNECT WIRE BETWEEN BROADTURN AND NEW PAYNE ROAD	1	LS
	643.91	MAST ARM POLE W/15FT MAST ARM	1	EA
	643.91	MAST ARM POLE W/25FT MAST ARM	2	EA
	643.91	MAST ARM POLE W/30FT MAST ARM	1	EA
	643.92	PEDESTAL POLE	8	EA
	643.93	STRAIN POLE	2	EA
	643.94	DUAL PURPOSE POLE W/TWO 15FT MAST ARMS	1	EA
	643.94	DUAL PURPOSE POLE W/30FT & 40FT MAST ARMS	1	EA
	643.94	DUAL PURPOSE POLE W/35FT MAST ARM	4	EA
	643.94	DUAL PURPOSE POLE W/45FT MAST ARM	1	EA
	643.94	DUAL PURPOSE POLE W/50FT MAST ARM	1	EA
	645.271	REGULATORY, WARNING, CONFIRMATION AND ROUTE ASSEMBLY SIGN,TYPE I	10	SF
	645.291	ROADSIDE GUIDE SIGNS TYPE II	290	SF
	645.2912	ROADSIDE GUIDE SIGN, SUPPLIED BY TOWN	4	EA
	645.292	REGULATORY, WARNING, CONFIRMATION AND ROUTE ASSEMBLY SIGN,TYPE II	820	SF
	652.30	FLASHING ARROW	2	EA
	652.312	TYPE III BARRICADE	15	EA
	652.33	DRUM	425	EA
	652.34	CONE	200	EA
	652.35	CONSTRUCTION SIGNS	1500	SF
	652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	300	CD
t	652.38	FLAGGERS	3150	HR
	652.381	TRAFFIC OFFICERS	500	HR
	652.41	PORTABLE-CHANGEABLE MESSAGE SIGN	5	EA
	656.75	TEMPORARY SOIL EROSION & WATER POLLUTION CONTROL	1	LS
	659.10	MOBILIZATION	1	LS
	660.21	ON-THE-JOB TRAINING	1000	HR
x	803.01	TEST PITS	4	EA
tt	625.01	WATER LINE SYSTEM - TEMPORARY	1	LS
tt	822.3225	6" CL 52 DI PIPE PUSH ON JOINT	120	LF
tt	822.3405	8" CL 52 DI PIPE PUSH ON JOINT	475	LF
tt	822.3605	12" CL 52 DI PIPE PUSH ON JOINT	1500	LF
tt	823.31	12" GATE VALVE	4	EA
tt	823.32	10" GATE VALVE - INSERTION	1	EA
tt	823.325	8" GATE VALVE	2	EA
tt	823.325	8" GATE VALVE - INSERTION	2	EA
tt	823.331	6" GATE VALVE	2	EA
tt	823.331	6" GATE VALVE - INSERTION	1	EA
tt	823.34	BLOW OFF VALVE ASSEMBLY	1	EA
tt	823.341	AIR RELEASE VALVE - 1"	3	EA
tt	824.30	FIRE HYDRANT	6	EA
tt	824.3011	12"X8" TAPPING SLEEVE	1	EA
tt	824.32	FIRE HYDRANT RELOCATION	1	EA
tt	825.42	2-IN. COPPER SERVICE	90	LF
tt	825.43	1-IN. COPPER SERVICE	175	LF
tt	825.431	1 1/2-IN. COPPER SERVICE	120	LF
tt	827.301	ROCK EXCAVATION - WATER MAIN	100	CY
tt	827.32	CONCRETE EXCAVATION - WATER MAIN	123	CY
	SECTION 0002 - ALTERNATIVE NO.1 (RAISED CONCRETE MEDIANS)			
	502.35	STRUCTURAL CONCRETE, STAMPED COLORED CONCRETE PAVEMENT	870	SY
	SECTION 0003 - ALTERNATIVE NO. 2 (RAISED BITUMINOUS MEDIANS)			
	304.09	AGGREGATE BASE COURSE - CRUSHED	50	CY
	403.209	HOT MIX ASPHALT 9.5 MM (SIDEWALKS, DRIVES, ISLANDS & INCIDENTALS)	100	T
	658.20	ACRYLIC LATEX COLOR FINISH	870	SY

x UNDETERMINED LOCATION
t INCLUDES WATER MAIN REPLACEMENT QUANTITIES
tt WATER MAIN REPLACEMENT QUANTITY - SEE NOTE 1

NOTES:
1. QUANTITIES LISTED ARE TAKEN FROM THE WATER MAIN REPLACEMENT PLANS, AND ARE FOR FURNISHING MATERIALS AND COMPLETE INSTALLATION. SEE SPECIAL PROVISION SECTION 104 FOR DETAILS OF CONTRACT INCLUSION FOR THIS WORK.

EARTHWORK SUMMARY

COMMON EXCAVATION FOR ESTIMATE		
COMMON EXCAVATION (FROM CROSS SECTIONS)	8367	
EARTH FROM DRIVES, OLD ROAD ETC.	1128	
GRUBBING IN FILL	332	
TOTAL COMMON EXCAVATION		9827
FILL FOR BORROW CALCULATIONS		
COMMON FILL (FROM CROSS SECTIONS)	349	
GRUBBING IN FILL	332	
TOTAL FILL		681
ROCK EXCAVATION		
ROCK EXCAVATION (FROM CROSS SECTIONS)	0	
TOTAL ROCK EXCAVATION		0
AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS		
(1) TOTAL COMMON EXCAVATION		9827
DEDUCTIONS:		
GRUBBING IN FILL	332	
GRUBBING IN CUT	1189	
PAVEMENT REMOVAL (CUT AND FILL)	734	
(2) TOTAL DEDUCTIONS		2255
TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)		7572
TOTAL AVAILABLE STRUCTURAL EXCAVATION (UNDERDRAIN)		2552
TOTAL AVAILABLE NON-ROCK EXCAVATION		10124
COMPUTATION OF WASTE MATERIAL		
GRUBBING IN CUT	1189	
GRUBBING IN FILL	332	
TOTAL WASTE MATERIAL		1521
COMPUTATION OF COMMON BORROW FOR ESTIMATE		
(3) TOTAL FILL		681
TOTAL AVAILABLE NON-ROCK EXCAVATION	10124 x 0.85	8605
TOTAL AVAILABLE ROCK EXCAVATION	0 x 1.33	0
TOTAL AVAILABLE STRUCTURAL ROCK EXCAVATION	0 x 1.33	0
(4) TOTAL AVAILABLE EXCAVATION		8605
TOTAL SURPLUS MATERIAL = TOTAL AVAILABLE EXCAVATION MINUS TOTAL FILL PLUS TOTAL WASTE MATERIAL		9445

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	NAME	SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER	ERNEST MARTIN			
DESIGN-DETAILED	LEM	06\12	-	-
CHECKED-REVIEWED	DGE	06\12	-	-
DESIGN2-DETAILED2	-	-	-	-
DESIGN3-DETAILED3	-	-	-	-
REVISIONS 1			-	-
REVISIONS 2			-	-
REVISIONS 3			-	-
REVISIONS 4			-	-
FIELD CHANGES			-	-

SCARBOROUGH
ROUTE 1

QUANTITIES & EARTHWORK SUMMARY

SHEET NUMBER
6
OF 142

Filename: 006_Quantities&EWSummary.dgn Username: lmeek Division: BRIDGE Date:8/7/2012

	STATION	CULVERT PIPE											CATCH BASIN							MANHOLE	UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
		RCP			CMP		OPTION I		OPTION III												TYPE B		TYPE C					
									SMOOTHLINED		CORRUGATED									D1	TYPE B	OUTLET	SMOOTHLINED		CORRUGATED		DESCRIPTIONS	
		SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A5-C	B1-C	B5-C	F4-C	F5-C	F6-C		LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH		
DRAINAGE SYSTEM #1 PINE POINT ROAD	STA. 102+08.76, 24.24 RT.														1													
	STA. 102+08.76, RT. TO STA. 751+22.61, RT.																						12"	118.6'				
	STA. 103+42.53, 30.58' RT. TO STA. 751+22.15, LT.																				102.0'							
	STA. 751+22.15, -26.90 LT.														1													
	STA. 751+22.15, LT. TO STA. 751+22.61, RT.								12"	37.7'																		
	STA. 751+22.61, 14.76 RT.														1													
	STA. 751+22.61, RT. TO STA. 752+46.00, RT.																						12"	122.7'				
	STA. 751+22.69, 22.38 RT.															1												
	STA. 751+22.61, RT. TO STA. 751+22.69, RT.								12"	3.6'																		
	STA. 745+38.69, 45.52' LT. TO STA. 745+96.00, LT.								18"	60.0'																		
	STA. 745+96.00, -21.88 LT.														1													
DRAINAGE SYSTEM #2 BROADTURN ROAD	STA. 745+96.00, LT. TO STA. 748+04.00, LT.																						12"	203.9'				
	STA. 748+04.00, -21.88 LT.														1													
	STA. 748+04.00, LT. TO STA. 749+30.43, LT.																						12"	125.0'				
	STA. 749+30.43, -37.80 LT.														1													
	STA. 749+30.43, LT. TO STA. 103+25.00, LT.																						12"	30.8'				
	STA. 103+25.00, -54.87 LT.														1													
	STA. 103+44.40, RT. TO STA. 103+84.70, RT.																				39.1'							
DRAINAGE SYSTEM #3 ROUTE 1	STA. 103+84.70, 22.88 RT.														1													
	STA. 103+84.70, RT. TO STA. 104+75.00, RT.																						12"	91.0'				
	STA. 104+75.00, 22.88 RT.														1													
	STA. 104+75.00, RT. TO STA. 105+75.00, RT.																						12"	90.2'				
	STA. 104+80.00, -7.25 LT.														1													
	STA. 104+80.00, LT. TO STA. 105+75.00, LT.																						12"	91.2'				
	STA. 105+56.04 -55.41 LT.																										ADJUST CB TO GRADE	
	STA. 105+75.00, -7.25 LT.														1 1/8													
	STA. 105+75.00, 22.92 RT.														1													
	STA. 105+75.00, LT. TO STA. 105+75.00, RT.	18"	26.1'	III																								
	STA. 105+75.00, LT. TO STA. 106+35.00, LT.																						12"	56.2'				
	STA. 105+75.00, RT. TO STA. 106+50.00, RT.																						18"	70.4'				
	STA. 106+30.30, LT. TO STA. 106+70.00, LT.																				38.5'							
	STA. 106+35.00, -7.25 LT.														1													
	STA. 106+50.00, 22.88 RT.															1 1/8												
	STA. 106+53.95, -61.09 LT.																										ALTER CB TO MANHOLE	
	STA. 106+53.95, LT. TO STA. 106+70.00, LT.								12"	21.4'																		
	STA. 106+70.00, -41.62 LT.														1													
	STA. 106+50.00, RT. STA. 107+58.35, RT.								18"	103.4'																		
	STA. 106+70.00, LT. TO STA. 107+75.00, LT.																						12"	102.6'				
	STA. 107+58.35 27.20' RT.															1 3/8												
	STA. 107+58.35, RT. TO STA. 108+00.00, RT.																						18"	37.2'				
	STA. 107+75.00, -40.78 LT.														1													
	STA. 107+75.00, LT. TO STA. 107+75.00, LT.								12"	9.2'																		
	STA. 107+75.00, -53.00 LT.																1											
	STA. 107+75.00, LT. TO STA. 109+25.00, LT.																						18"	148.3'				
	STA. 108+00.00, -7.29 LT.														1													
	STA. 108+00.00, LT. TO STA. 108+00.00, RT.	12"	30.8'	III																								
	STA. 108+00.00, 27.49 RT.															1 3/8											INSTALL NEENAH R-3333-A FRAME	
	STA. 108+00.00, RT. TO STA. 109+55.00, RT.																						18"	149.9'				
	STA. 109+25.00, -40.88 LT.														1													
	STA. 109+25.00, LT. TO STA. 110+00.00, LT.																						18"	72.1'				
	STA. 109+55.00, -17.13 LT.														1													
	STA. 109+55.00, LT. TO STA. 109+55.00, RT.	12"	36.0'	III																								
	STA. 109+55.00, 22.88 RT.														1 3/8													
	STA. 109+55.00, RT. TO STA. 111+62.81, RT.																						18"	202.1'				
	STA. 110+00.00, -40.88 LT.														1 1/8													
	STA. 110+00.00, LT. TO STA. 110+00.00, LT.								12"	10.1'																		
	STA. 110+00.00, -59.00 LT.																	1										
	STA. 110+00.00, LT. TO STA. 111+59.54, LT.																						18"	157.9'				
	STA. 111+58.69, -57.94 LT.														1 1/8													
	STA. 111+58.69, LT. TO STA. 111+59.54, LT.								12"	13.1'																		
	STA. 111+59.54, -40.91 LT.														1 1/4												5' DIAMETER	
	STA. 111+59.54, LT. TO STA. 111+60.74, LT.	24"	19.8'	III																								
	STA. 111+59.54, LT. TO STA. 112+05.00, LT.																						18"	42.9'				
	STA. 111+60.74, -17.13 LT.														1 1/4													
	STA. 111+60.74, LT. TO STA. 111+62.81, RT.	24"	36.1'	III																								
	STA. 111+60.74, LT. TO STA. 112+58.00, LT.																						12"	93.9'				
	STA. 111+62.81, 22.88 RT.														2												5' DIAMETER	
	STA. 111+62.81, RT. TO STA. 111+64.78, RT.								30"	30.6'																		
	STA. 111+62.81, RT. TO STA. 112+25.00, RT.																						18"	57.7'				
	STA. 112+05.00, 48.29' LT.														1 1/8													
	STA. 112+05.00, LT. TO STA. 805+70.00, RT.																						18"	29.5'				
	STA. 112+25.00, 22.88 RT.														1 5/8													
	STA. 112+25.00, RT. TO STA. 112+56.00, RT.																						12"	26.7'				

SEE GENERAL NOTES FOR CATCH BASIN FRAME AND GRATE REQUIREMENTS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SCARBOROUGH
ROUTE 1

DRAINAGE SUMMARY

SHEET NUMBER

7

OF 142

Filename: 007_DrainageSummary.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

STATION	CULVERT PIPE											CATCH BASIN							MANHOLE	UNDERDRAIN						ELBOWS, TEES, WYES AND INLET GRATE UNITS	REMARKS
	RCP			CMP		OPTION I		OPTION III												TYPE B		TYPE C					
								SMOOTHLINED		CORRUGATED										TYPE B	OUTLET	SMOOTHLINED		CORRUGATED			
	SIZE	LENGTH	CLASS	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	SIZE	LENGTH	A1-C	A5-C	B1-C	B5-C	F4-C	F5-C	F6-C	D1	LENGTH	LENGTH	SIZE	LENGTH	SIZE	LENGTH	DESCRIPTIONS	
STA. 805+70.00, 36.21 RT.														1 1/8													6' DIAMETER
STA. 805+70.00, LT. TO STA. 805+70.00, RT.								18"	43.1'																		
STA. 804+52.00, RT. TO STA. 805+70.00, RT.																				119.2'							
STA. 112+56.00, 22.88 RT.														1 5/8													
STA. 112+58.00,-17.13 LT.														1													
STA. 112+56.00, RT. TO STA. 115+50.00, RT.																						12"	287.5'				
STA. 112+58.00, LT. TO STA. 113+32.00, LT.								12"	71.0'																		
STA. 805+70.00, -10.88 LT.														1 1/8													
STA. 805+70.00, LT. TO STA. 805+70.00, LT.								18"	32.2'																		
STA. 804+52.00, LT. TO STA. 805+70.00, LT.																				119.2'							
STA. 805+70.00, -47.09 LT.														1													6' DIAMETER
STA. 805+39.31, LT. TO STA. 805+70.00, LT.								12"	17.3'																		
STA. 805+48.83, -49.53 LT.														1													
STA. 805+70.00, LT. TO STA. 113+50.00, LT.																						12"	40.8'				
STA. 113+32.00, -7.12 LT.														1													
STA. 113+32.00, LT. TO STA. 114+00.00, LT.																						12"	64.3'				
STA. 113+50.00, -40.88 LT.														1													
STA. 113+50.00, LT. TO STA. 114+50.00, LT.																				98.8'							
STA. 114+00.00, -11.03 LT.														1													
STA. 114+50.00, LT. TO STA. 115+46.00, LT.																				97.5'							
STA. 115+50.00, -34.99 LT.														1 5/8													
STA. 115+50.00, LT. TO STA. 115+50.00, LT.	12"	19.8'	III																								
STA. 115+50.00, LT. TO STA. 116+61.00, LT.																						12"	108.4'				
STA. 115+50.00, -11.21 LT.														1 5/8													
STA. 115+50.00, LT. TO STA. 115+50.00, RT.	12"	30.1'	III																								
STA. 115+50.00, 22.88 RT.														1 5/8													
STA. 115+50.00, RT. TO STA. 116+49.00, RT.																						12"	94.2'				
STA. 116+49.00, 22.88 RT.															1												
STA. 116+61.00, -29.56 LT.														1 1/4													
STA. 116+61.00, LT. TO STA. 117+90.84, LT.																						12"	127.0'				
STA. 117+90.84, -22.05 LT.														1													
STA. 800+14.15, -41.14 LT.														1													5' DIAMETER
STA. 800+14.15, LT. TO STA. 800+39.19, LT.								24"	26.7'																		
STA. 800+14.15, LT. TO STA. 800+23.75, LT.								24"	26.2																		
STA. 800+23.75, -13.88 LT.														1 1/8													
STA. 800+33.00, 19.00' LT.																											STORMWATER PLANTER
STA. 800+23.75, LT. TO STA. 800+56.00, RT.								24"	44.4'																		
STA. 800+27.00, 55.00 RT.														1 1/8													
STA. 800+27.00, RT. TO STA. 800+56.00, RT.								24"	38.3'																		
STA. 800+39.19, -58.95 LT.														1													6' DIAMETER
STA. 800+49.16, 54.69' LT.																											STORMWATER PLANTER
STA. 800+39.19, LT. TO STA. 800+72.99, 91.60' LT.								24"	45.0'																		
STA. 800+39.19, LT. TO STA. 907+75.00, RT.																				14.8'							
STA. 800+39.19, LT. TO STA. 802+00.00, LT.																						12"	173.1'				
STA. 800+56.00, 23.54 RT.														1													5' DIAMETER
STA. 800+56.00, RT. TO STA. 800+72.51, RT.																						12"	13.5'				
STA. 800+72.51, 17.88 RT.														1													5' DIAMETER
STA. 800+81.76, 21.50' RT.																											STORMWATER PLANTER
STA. 800+72.51, RT. TO STA. 802+00.00, RT.																						12"	120.7'				
STA. 802+00.00, -14.58 LT.														1													
STA. 802+09.25, 20.20' LT.																											STORMWATER PLANTER
STA. 802+00.00, 13.88 RT.														1													
STA. 802+09.25, 19.00' RT.																											STORMWATER PLANTER
STA. 802+00.00, LT. TO STA. 804+48.00, LT.																				263.9'							
STA. 802+00.00, RT. TO STA. 804+48.00, RT.																				237.4'							
STA. 908+50.00, 20.05' RT.																											STORMWATER PLANTER
STA. 908+50, RT. TO STA. 908+83.4, 25.35' RT.								12"	29.1'																		

DRAINAGE SYSTEM #3 ROUTE 1 CONT'D

DRAINAGE SYSTEM #4 NEW PAYNE ROAD

SEE GENERAL NOTES FOR CATCH BASIN FRAME AND GRATE REQUIREMENTS.

Filename: 008_DrainageSummary.dgn Username: mcundiff Date:6/11/2012

Division: BRIDGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

DRAINAGE SUMMARY

SHEET NUMBER

8

OF 142

Filename: 009_GeneralNotes.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE AS FOLLOWS :
   CENTRAL MAINE POWER COMPANY
   FAIRPOINT COMMUNICATIONS
   TIME WARNER CABLE
   TOWN OF SCARBOROUGH
   PORTLAND WATER DISTRICT
   SCARBOROUGH SEWER DISTRICT
   OXFORD NETWORKS

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

3. CLEARING LIMITS SHALL BE 5 FT. BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES, OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.

4. 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.

5. STUMPS HAVE BEEN ESTIMATED TO BE REMOVED UNDER ITEM 201.24 REMOVE STUMP. HOWEVER, WHERE DIRECTED BY THE RESIDENT, ITEM 631.20 STUMP CHIPPER RENTAL, MAY BE USED TO REMOVE STUMPS.

6. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.

7. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS IS FOR ESTIMATING PURPOSES ONLY. ACTUAL TYPE AND LOCATION FOR EROSION CONTROL BLANKET, STONE DITCH PROTECTION, AND RIPRAP SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT.

8. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACK FILL AND SHALL BE PAID FOR AS GRANULAR BORROW.

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

10. EXISTING INSLOPES STEEPER THAN 2:1 IN PROPOSED FILL AREAS SHALL BE BENCHED AS DIRECTED BY THE RESIDENT.

11. ENTRANCES SHALL BE CONSTRUCTED WITH:
    RESIDENTIAL PAVED: 2" HOT MIX ASPHALT - GRADING 9.5mm
    12" AGGREGATE SUBBASE COURSE - GRAVEL

    COMMERCIAL PAVED: 3" HOT MIX ASPHALT - GRADING 9.5mm
    11" AGGREGATE SUBBASE COURSE - GRAVEL

    UNPAVED: 14" AGGREGATE SUBBASE COURSE - GRAVEL

    GRASS: 2" LOAM, SEED & MULCH
    12" AGGREGATE SUBBASE COURSE - GRAVEL

    CRUSHED STONE: 2" CRUSHED STONE SURFACE
    12" AGGREGATE SUBBASE COURSE - GRAVEL

12. A 3 FT. PAVED LIP SHALL BE PLACED AT ALL GRAVEL ENTRANCES UNLESS OTHERWISE DIRECTED BY THE RESIDENT, OR NOTED ON THE PLANS.

13. ALL PAVED WALKS TO BE CONSTRUCTED WITH 2" HOT MIX ASPHALT AND 12" AGGREGATE SUBBASE COURSE - GRAVEL.

14. PLACE 12 INCHES GRAVEL AND 2 INCHES HOT MIX ASPHALT GRADING 9.5mm, AROUND CATCH BASINS IN GRASSED AREAS (3' OUTSIDE OF FRAME) AND PAINT WITH ACRYLIC LATEX COLOR FINISH - GREEN. PAYMENT SHALL BE UNDER THE APPLICABLE CONTRACT ITEMS.

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

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

17. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT. ABANDONED STRUCTURES TO REMAIN SHALL BE PLUGGED WITH BRICK AND MORTAR, INCIDENTAL TO "DRAINAGE ITEMS".

18. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.

19. THE CULVERT SIZES SHOWN ON THE PLANS AND CROSS-SECTIONS ARE FOR SMOOTH-LINED PIPES. FOR THE PIPE SIZES LISTED ONLY IN SMOOTH-LINED PIPE COLUMN IN THE DRAINAGE SUMMARY SHEET, ONLY SMOOTH-LINED PIPES OF THE SIZE SHOWN SHALL BE USED.

20. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS AND MODIFYING EXISTING CATCH BASINS TO FIT NEW PIPES SHALL NOT BE PAID FOR SEPARATELY AND SHALL BE CONSIDERED INCIDENTAL TO 604 PAY ITEMS.

21. ALL CONNECTIONS FOR UNDERDRAIN TO ROADWAY CULVERTS SHALL BE INCIDENTAL TO UNDERDRAIN PIPE ITEMS.

22. CATCH BASIN AND RIM ELEVATIONS NOTED ON THE CROSS SECTIONS ARE THE TOP OF GRATE ELEVATIONS AT THE CENTER OF GRATE. CATCH BASIN OFFSET LOCATIONS ARE MEASURED TO THE CENTER OF THE GRATE.

23. REMOVAL OF EXISTING DRAINAGE PIPES, AS NOTED ON THE PLANS, SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION. REMOVAL OF EXISTING DRAINAGE PIPES UNDER CONCRETE ROADWAY SLAB IS NOT NECESSARY, UNLESS DIRECTED BY THE RESIDENT.

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

25. 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 FORESLOPES FROM THE EDGE OF SHOULDER TO THE DITCH LINE OR TOE OF FILL; SEEDING METHOD NO.3 SHALL BE UTILIZED ON ALL BACKSLOPES AND GUARDRAIL FILL SLOPES.

26. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING METHOD NO. 1, SEEDING METHOD NO. 2 AND SEEDING METHOD NO. 3.

27. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4" IN LAWN AREAS AND 2" IN ALL OTHER AREAS OR AS DIRECTED BY THE RESIDENT.

28. ACRYLIC LATEX COLOR FINISH - GREEN SHALL BE PLACED ON PAVED APRONS OF FIELD INLETS AND ON ALL PAVED ISLANDS.

29. ALL PEDESTRIAN RAMPS SHALL BE 6 FT. WIDE.

30. ESTIMATED QUANTITIES FOR REQUIRED STRUCTURAL EARTH EXCAVATION DRAINAGE AND MINOR STRUCTURES ARE INFORMATIONAL ONLY AND REPRESENT THE APPROXIMATE MINIMUM QUANTITY REQUIRED TO INSTALL DRAINAGE STRUCTURES. ADDITIONAL EXCAVATION FOR THE CONTRACTOR'S CONVENIENCE OR TO COMPLY WITH BACKSLOPING REQUIREMENTS WILL NOT BE PAID FOR DIRECTLY, BUT WILL BE CONSIDERED INCIDENTAL TO THE RELATED DRAINAGE ITEMS.

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

32. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS AND CROSS SECTIONS WERE COMPILED FROM FIELD SURVEY AND VARIOUS 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.

33. 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.

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

35. ALL CONNECTIONS OF PROPOSED PIPES TO EXISTING STRUCTURES AND EXISTING PIPES TO PROPOSED STRUCTURES SHALL BE INCIDENTAL TO ITEM 603 AND NO SEPARATE PAYMENT SHALL BE MADE.

36. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSTRUCTION INCIDENTAL TO ITEM 304.10.

37. ALL UNDERDRAIN FLOW LINE ELEVATIONS ARE NOTED ON THE CROSS SECTIONS.

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

39. FOR EASEMENTS, CONSTRUCTIONS LIMITS, AND RIGHT-OF-WAY LINES, REFER TO RIGHT OF WAY PLANS.

40. PAYMENT FOR PAVEMENT REMOVAL WHERE SHOWN ON PLANS SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

41. 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. PAVEMENT MARKING PAY ITEMS ARE LISTED ON THE QUANTITY SHEET.

42. SEE SPECIAL PROVISION SECTION 104 FOR INFORMATION ON PROPOSED UTILITY RELOCATION WORK AND SCHEDULE.

43. ANY DAMAGE TO THE EXISTING ROADS, SLOPES, PIPES OR DRAINAGE STRUCTURES 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.

44. EARTHWORK SUMMARY CALCULATIONS ASSUME NO LOAM SALVAGE. HOWEVER, IN ACCORDANCE WITH THE GENERAL CONDITIONS, SECTION 104.3.13, THE DEPARTMENT WILL APPROVE THE CONTRACTOR TO PROCESS SUITABLE EXCAVATED MATERIAL AS SHOWN ON THE PLANS FOR REUSE AS LOAM ON THE PROJECT. PAYMENT SHALL BE MADE UNDER COMMON EXCAVATION AND LOAM. NO ADDITIONAL PAYMENT WILL BE MADE FOR PROCESSING OR HANDLING OF THE MATERIAL. AS THIS WOULD BE A REDUCTION IN THE WASTE, THE CONTRACTOR WILL NOT BE REQUIRED TO REPLACE THE EXCAVATED MATERIAL SALVAGED FOR LOAM. THE CONTRACTOR MAY ELECT TO SALVAGE LOAM IN FILL BEYOND THE GRUBBING LIMITS SHOWN ON THE PLANS. EXCAVATION FOR SUCH SALVAGING LOAM IN FILL SHALL NOT BE PAID FOR. THE CONTRACTOR SHALL REPLACE SUCH EXCAVATED MATERIAL WITH OTHER APPROVED MATERIAL AND PROPERLY COMPACT IT AT NO COST TO THE DEPARTMENT.

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

46. THE CONTRACTOR SHALL INSTALL DETECTABLE WARNING PAVERS ON PEDESTRIAN RAMPS AT STREET CROSSINGS AND INTERSECTIONS, IN ACCORDANCE WITH THE SPECIAL DETAILS AND SPECIAL PROVISION 608, "DETECTABLE WARNING PAVERS." COORDINATE WORK WITH RESIDENT.

47. EXISTING ABANDONED WATER MAINS BROKEN BY THE CONTRACTOR DURING CONSTRUCTION SHALL HAVE THE ENDS PLUGGED WITH BRICK AND MORTAR. COST FOR ALL LABOR AND MATERIAL WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO DIRECT PAYMENT WILL BE MADE.

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

49. 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 CONTRACT ITEMS.

50. EXTENDED-USE EROSION CONTROL BLANKET, SEEDED GUTTERS, RIPRAP DOWNSPOUTS, AND OTHER GUTTERS LINED WITH STONE DITCH PROTECTION SHALL BE CONSTRUCTED AFTER PAVING AND SHOULDER WORK IS COMPLETED, WHERE IT IS APPARENT THAT RUNOFF WILL CAUSE CONTINUAL EROSION. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.

51. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THIS PLAN SET IS FOR THE BIDDER'S AND CONTRACTOR'S USE. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF ACTUAL SUBSURFACE CONDITIONS AT THE TIME OF CONSTRUCTION. THE DEPARTMENT SHALL NOT BE RESPONSIBLE FOR THE BIDDER'S AND CONTRACTOR'S INTERPRETATIONS OF, OR CONCLUSIONS DRAWN FROM, THE GEOTECHNICAL INFORMATION. THE BORING LOGS CONTAINED IN THE PLAN SET PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.

52. REMOVAL OF EXISTING ROADSIDE SIGNS & RELOCATION OF ROADSIDE SIGNS/POSTS AS NOTED ON THE SIGNING PLANS, SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEMS.

53. CONTRACTOR SHALL NOTE LANDSCAPE PLANTINGS AS OUTLINED IN SPECIAL PROVISION, SECTION 621.

54. THE LOCATION OF PROPOSED PLANTINGS ARE NOT SHOWN ON THE PLANS. THE MAINE DOT ARCHITECT OR DESIGNEE WILL STAKE THE LOCATIONS OF THE PROPOSED PLANTINGS IN THE FIELD AT THE TIME OF THE PLANTING. CONTRACTOR SHALL COORDINATE WORK WITH THE RESIDENT AND KENT COOPER, MAINE DOT LANDSCAPE ARCHITECT.

55. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.

56. THE CONTRACTOR SHALL NOTE THAT ROUTE 1 WITHIN THE PROJECT LIMITS RECEIVED A 3/4" PAVEMENT OVERLAY IN 2010. THE WORK LIKELY INCLUDED PAVEMENT MILLING AND SHIMMING NECESSARY FOR TRADITIONAL PAVEMENT PRESERVATION WORK. PLEASE NOTE THAT THE TOPOGRAPHIC FIELD SURVEY WAS COLLECTED PRIOR TO THE PAVEMENT OVERLAY AND THEREFORE THE OVERLAY IS NOT REFLECTIVE IN THE EXISTING PAVEMENT CONDITIONS SURVEY. THE INTERSECTION GRADING PLANS AND PROPOSED CATCH BASIN RIM ELEVATIONS HAVE BEEN ADJUSTED TO ACCOUNT FOR THE 2010 3/4" PAVEMENT OVERLAY. CONTRACTOR SHALL PLAN HIS WORK ACCORDINGLY.

57. THE PAVEMENT SAW CUT LINES ARE DEFINED ON THE TYPICAL SECTIONS. CONTRACTOR SHALL NOTE THE PAVEMENT SAW CUT LIMITS ARE PROVIDED FOR RECONSTRUCTION AREAS ONLY AND ARE NOT SHOWN FOR PROPOSED DRAINAGE WORK OR EXISTING DRAINAGE REMOVAL WORK, IN THE PAVEMENT OVERLAY AREAS.

58. PRIVATE BUSINESS SIGNS AND PRECAST PLANTERS THAT ARE LOCATED OUTSIDE OF THE EXISTING RIGHT OF WAY BUT INSIDE THE PROPOSED RIGHT OF WAY AND ARE CALLED OUT TO BE REMOVED AS PART OF THE PROJECT, SHALL BE REMOVED AND REMAIN THE PROPERTY OF THE BUSINESS OWNER. CONTRACTOR SHALL CAREFULLY REMOVE THE SIGN AND PLANTERS IN A MANNER THAT DOES NOT DAMAGE THEM AND PLACE THEM ON THE BUSINESSES PROPERTY OUTSIDE OF THE PROPOSED RIGHT OF WAY. PAYMENT FOR WORK SHALL BE INCIDENTAL TO PAY ITEM 203.20. COORDINATE WORK WITH RESIDENT AND BUSINESS OWNERS.

59. GRIND TRANSITION TAPERS AT CATCH BASINS UNDER ITEM 202.203 PAVEMENT BUTT JOINTS, AS DIRECTED BY THE RESIDENT.

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

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

62. THE EXISTING CONCRETE ROADWAY SLAB SHALL BE REMOVED AT LOCATIONS OF PROPOSED RAISED MEDIANS AND PROPOSED CROSS CULVERT LOCATIONS.

63. THE EXISTING CONCRETE ROADWAY SLAB SHALL BE REPLACED AT LOCATIONS OF PROPOSED CROSS CULVERTS, IN ACCORDANCE WITH THE TRENCH DETAILS ON THE TYPICAL SECTIONS.

64. STABLIZATION GEOTEXTILE SHALL BE INSTALLED UNDER THE GRAVEL SECTION FOR NEW PAYNE ROAD, FROM STA. 800+16 TO STA. 803+00. GEOTEXTILE LINED UNDERDRAIN TRENCHES SHALL BE USED WITHIN THESE LIMITS, IN ACCORDACE WITH STANDARD DETAIL 620(07).

65. PEDESTRIAN RAMP DETECTABLE WARNING DEVICES SHALL BE USED AT ALL CROSSWALK LOCATIONS.

66. THE INSTALLATION OF PROPOSED UTILITY POLES AND UTILITY MANHOLE ADJUSTMENTS AS REQUIRED FOR THE PROJECT SHALL BE COMPLETED BY OTHERS. SEE SPECIAL PROVISION 104.

67. CONTRACTOR SHALL INSTALL A NEENAH CATCH BASIN FRAME R-3333-A AT STA. 108+00.00, 27.49' RT. TO AVOID UTILITY CONFLICTS. PAYMENT FOR FRAME SHALL BE CONSIDERED INCIDENTAL TO PAY ITEM 604.262.

68. ALL CATCH BASIN FRAME AND GRATES SHALL BE REXUS DUCTILE IRON TYPE OR APPROVED EQUAL. PAYMENT FOR FRAME AND GRATE SHALL BE CONSIDERED INCIDENTAL TO 604 PAY ITEMS.

69. CONTRACTOR SHALL INSTALL STORMWATER PLANTERS, IN ACCORDANCE WITH THE PLANS, CROSS SECTIONS, SPECIAL DETAILS AND SPECIAL PROVISIONS.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12	
CHECKED-REVIEWED	DGE	06\12	
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

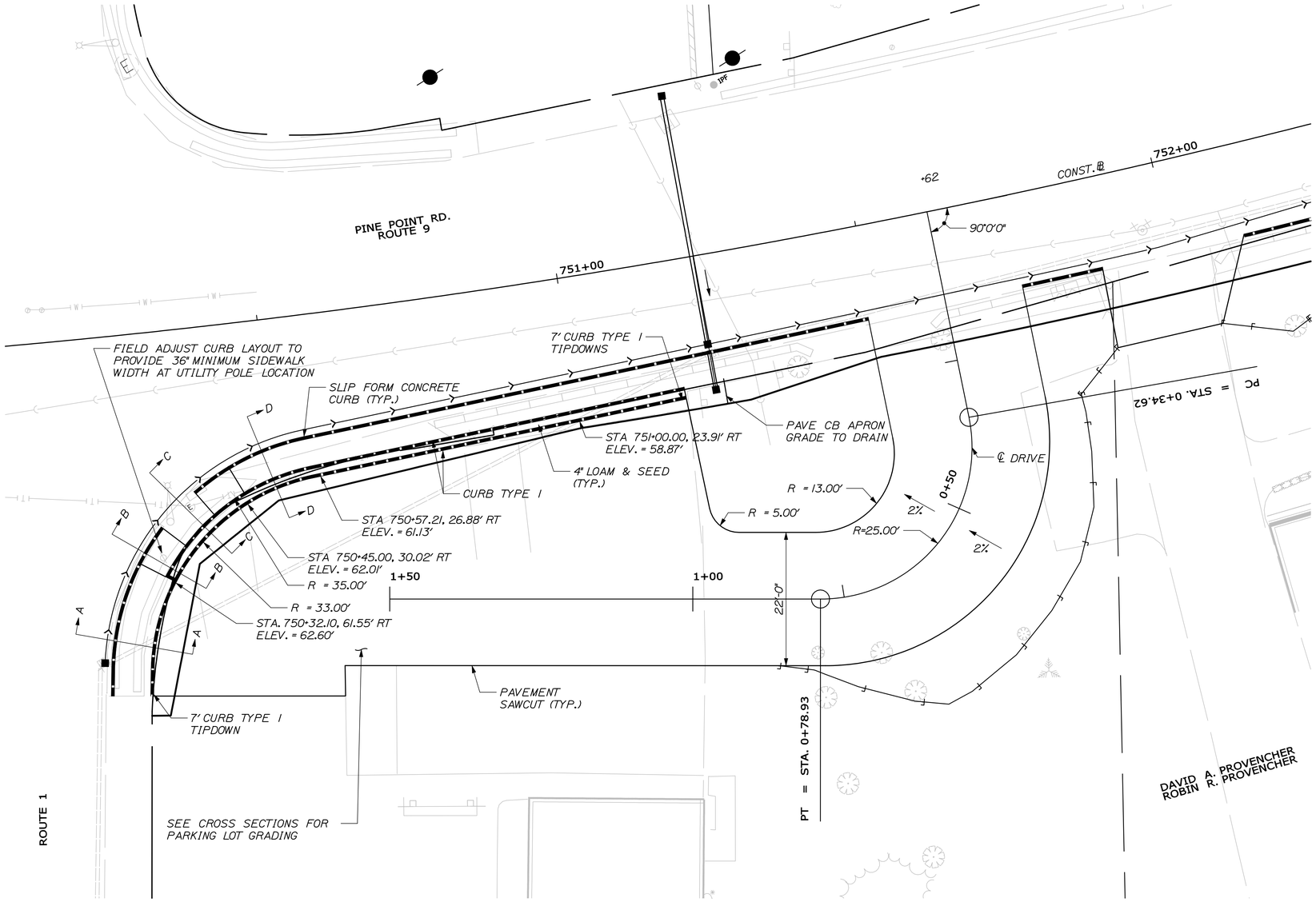
SCARBOROUGH
ROUTE 1

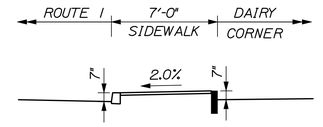
GENERAL NOTES

SHEET NUMBER

9

OF 142





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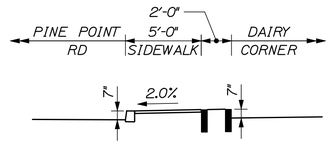

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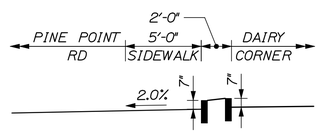

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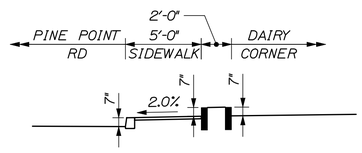

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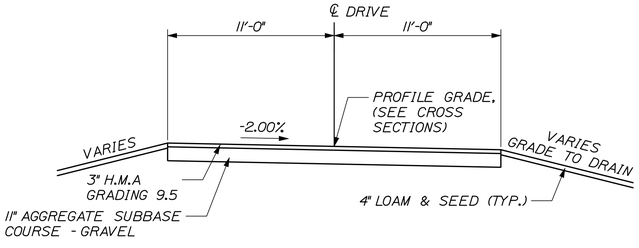


DAIRY CORNER DRIVEWAY SECTION

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	BMH	BMH	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SPECIAL DETAILS
DAIRY CORNER

SHEET NUMBER

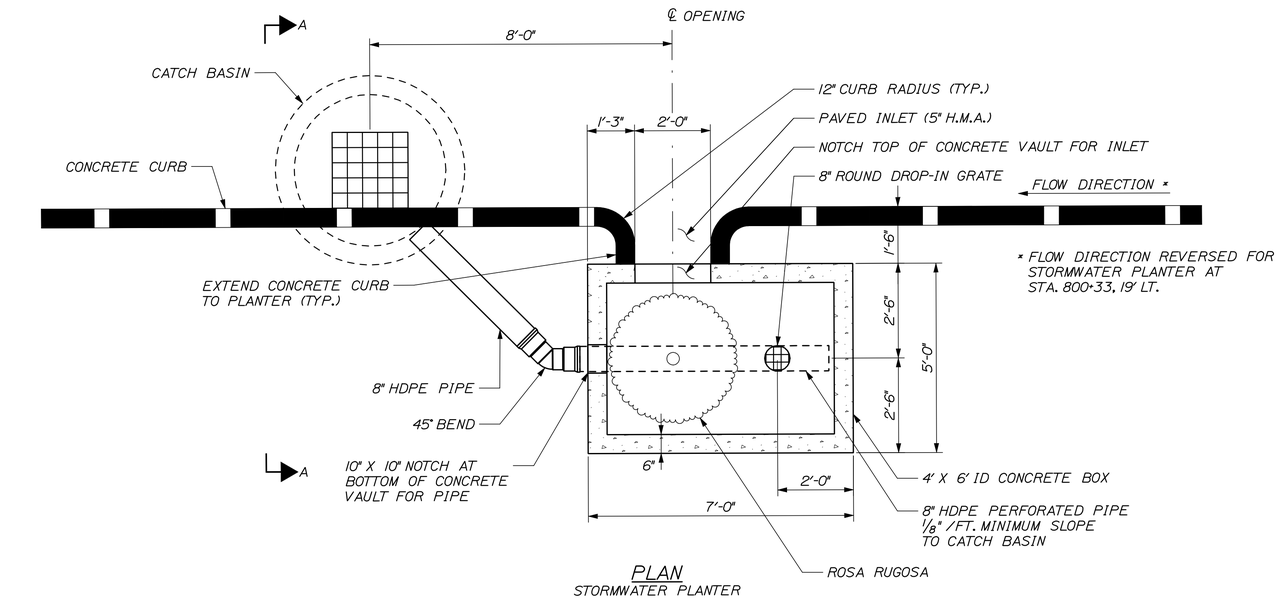
10

OF 142

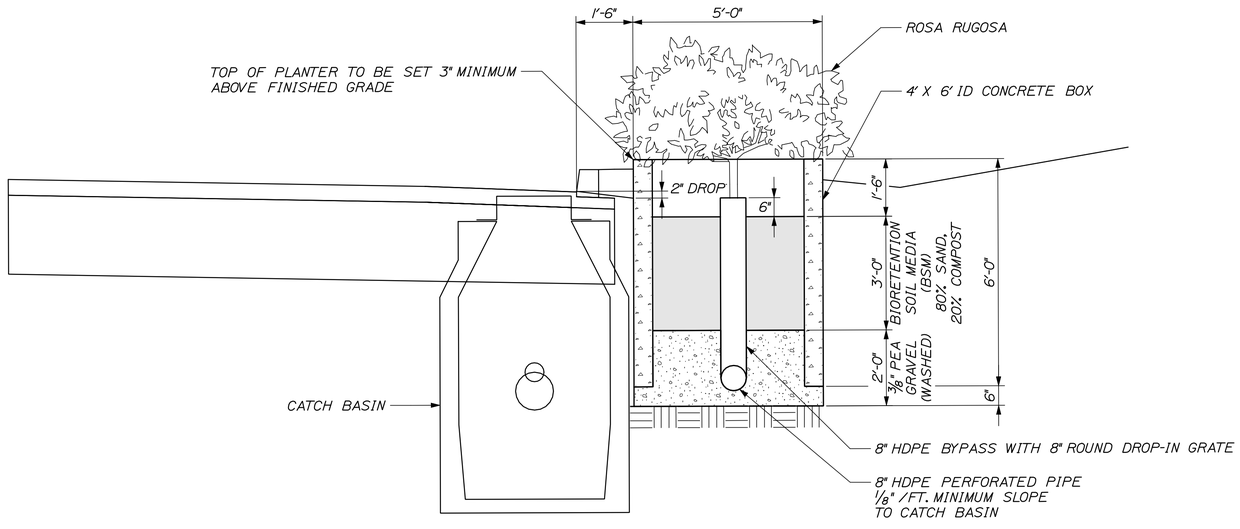
Username: mcundiff Date:6/11/2012

Division: BRIDGE

Filename: 010_SpecialDetails.dgn



PLAN
STORMWATER PLANTER



SECTION A-A
STORMWATER PLANTER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	BMH	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

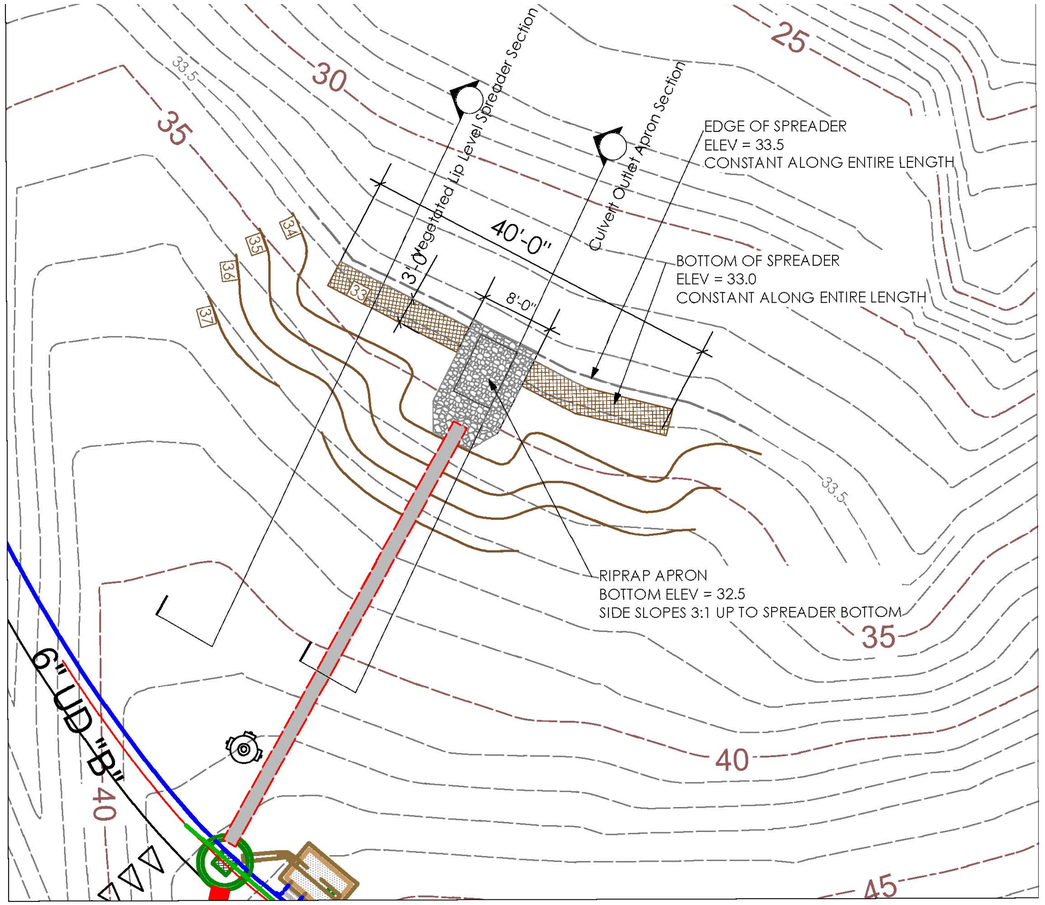
SPECIAL DETAILS
NEW PAYNE ROAD BMPS

SHEET NUMBER

11

OF 142

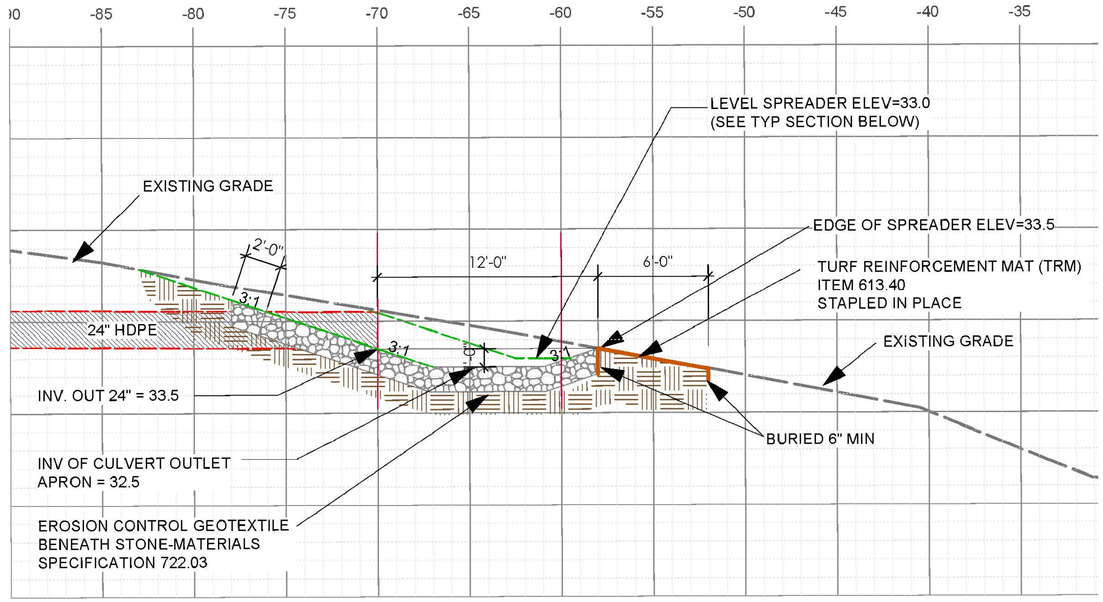
Filename: 011_SpecialDetails.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



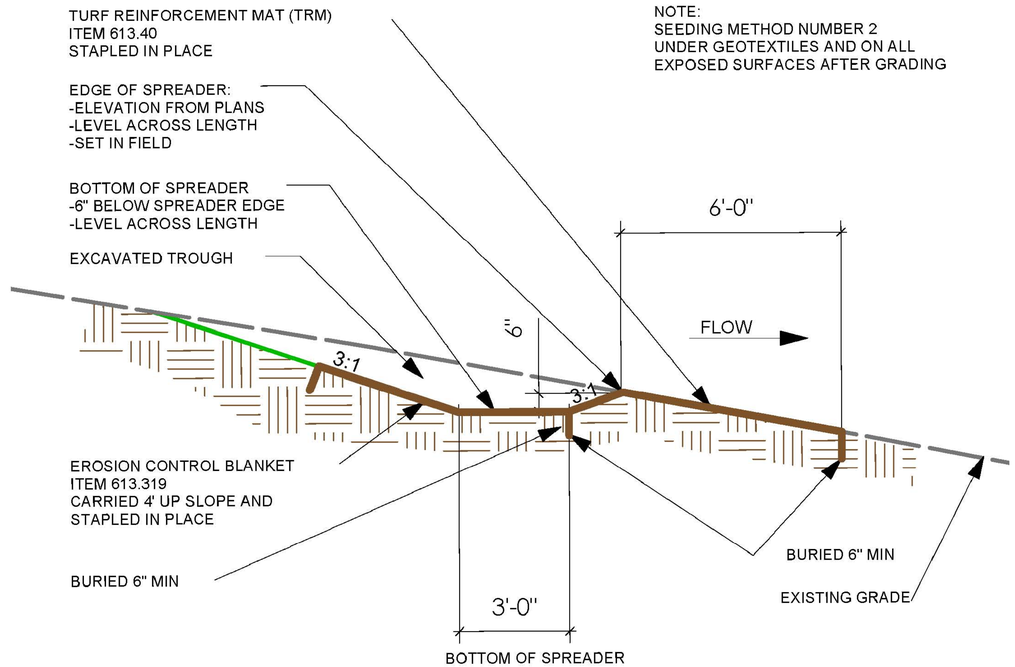
CULVERT OUTLET APRON/VEGETATED LIP LEVEL SPREADER PLAN VIEW

NOTES:

-BOTTOM OF SPREADER ELEVATION TO BE CONSTANT ALONG THE ENTIRE LENGTH.
-SPREADER TO BE PARALLEL TO EXISTING CONTOURS.
-



CULVERT OUTLET APRON SECTION STA. 875+00 100' LT



VEGETATED LIP LEVEL SPREADER - TYPICAL SECTION

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	BMH	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SPECIAL DETAILS
NEW PAYNE ROAD BMPS

SHEET NUMBER
12
OF 142

Filename: 012_SpecialDetails.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner — Location: Scarborough, Maine — Boring No.: HB-SCAR-101 — WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	54.5	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	111+50, 34.4 Ft Lt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for Each 6 in. Increment Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	PC-5		0.00 - 1.00			SSA	54.10		PAVEMENT, core taken. — 0.40	
							53.50		CONCRETE, core taken. — 1.00	
	S1		1.00 - 3.00						Brown, damp, fine to coarse SAND, some gravel, trace silt.	
							51.50		— 3.00	
	S2		3.00 - 5.00						Olive, wet, Clayey-SILT.	
5							49.50		— 5.00	
									Bottom of Exploration at 5.00 feet below ground surface. NO REFUSAL	
10										
15										
20										

Remarks: B-14

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-SCAR-101

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner — Location: Scarborough, Maine — Boring No.: HB-SCAR-102 — WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	57.3	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	108+00, 13.3 Ft Rt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for Each 6 in. Increment Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA	56.90		PAVEMENT. — 0.40	
							56.30		CONCRETE. — 1.00	
	S3		1.00 - 3.60						Brown, damp, fine to coarse SAND, some gravel, trace silt.	
	S4		3.60 - 5.00				53.70		— 3.60	
5							52.30		Brown, wet, silty, fine to medium SAND.	
									— 5.00	
									Bottom of Exploration at 5.00 feet below ground surface. NO REFUSAL	
10										
15										
20										

Remarks: B-12

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-SCAR-102

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner — Location: Scarborough, Maine — Boring No.: HB-SCAR-103 — WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	59.5	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	105+74, 31.1 Ft Lt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for Each 6 in. Increment Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA	59.10		PAVEMENT. — 0.40	
							58.50		CONCRETE. — 1.00	
	S5		1.00 - 2.90						Brown, damp, fine to coarse SAND, little gravel, trace silt.	GM209227 A-2-4, SM WC=12.0%
	S6		2.90 - 5.00				56.60		Olive, wet, silty, fine to medium SAND. — 2.90	GM209223 A-2-4, SM WC=11.1%
5							54.50		— 5.00	
									Bottom of Exploration at 5.00 feet below ground surface. NO REFUSAL	
10										
15										
20										

Remarks: B-7

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-SCAR-103

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner — Location: Scarborough, Maine — Boring No.: HB-SCAR-104 — WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	62.2	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	103+50, 22.3 Ft Lt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for Each 6 in. Increment Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA	61.80		PAVEMENT. — 0.40	
							61.20		CONCRETE. — 1.00	
	S7		1.00 - 2.90						Brown, damp, fine to coarse SAND, some gravel, trace silt.	
	S8		2.90 - 5.00				59.30		Olive-brown, wet, Clayey-SILT, trace fine sand. — 2.90	
5							57.20		— 5.00	
									Bottom of Exploration at 5.00 feet below ground surface. NO REFUSAL	
10										
15										
20										

Remarks: B-4

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-SCAR-104

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner — Location: Scarborough, Maine — Boring No.: HB-SCAR-105 — WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	64.0	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	101+50, 32.2 Ft Lt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for Each 6 in. Increment Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA	63.60		PAVEMENT. — 0.40	
							63.00		CONCRETE. — 1.00	
	S9		1.00 - 2.50						Brown, damp, fine to coarse SAND, some gravel, trace silt.	GM209224 A-2-4, SM WC=6.9%
	S10		2.50 - 5.00				61.50		Olive, wet, Clayey-SILT. — 2.50	GM209225 A-4, CL-ML WC=19.9%
5							59.00		— 5.00	
									Bottom of Exploration at 5.00 feet below ground surface. NO REFUSAL	
10										
15										
20										

Remarks: B-1

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-SCAR-105

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner — Location: Scarborough, Maine — Boring No.: HB-SCAR-106 — WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	64.0	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	101+49, 14.0 Ft Rt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for Each 6 in. Increment Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	S11		0.60 - 3.50			SSA	63.40		Light brown, dry, fine to coarse SAND, little gravel. — 0.60	
	S12		3.50 - 5.00				60.50		Brown, moist, silty, fine to medium SAND. — 3.50	
5							59.00		— 5.00	
									Bottom of Exploration at 5.00 feet below ground surface. NO REFUSAL	
10										
15										
20										

Remarks: B-3

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-SCAR-106

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner — Location: Scarborough, Maine — Boring No.: HB-SCAR-107 — WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	61.9	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	105+49, 18.7 Ft Rt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for Each 6 in. Increment Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	PC-2		0.00 - 0.10			SSA	61.20		PAVEMENT, core taken. — 0.70	
	S13	9/10	0.10 - 2.50						Brown, damp, fine to coarse SAND, some gravel, trace silt.	
	S14		2.50 - 5.00				59.40		Olive, wet, Clayey-SILT. — 2.50	
5							56.90		— 5.00	
									Bottom of Exploration at 5.00 feet below ground surface. NO REFUSAL	
10										
15										
20										

Remarks: B-6

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-SCAR-107

Maine Department of Transportation — Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner — Location: Scarborough, Maine — Boring No.: HB-SCAR-108 — WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	59.2	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	105+75, 16.8 Ft Rt.	Casing ID/OD:	N/A	Water Level(ft):	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for Each 6 in. Increment Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	S15		0.70 - 2.50			SSA	58.50		PAVEMENT. — 0.70	
									Light brown, damp, fine to coarse SAND, little gravel, trace silt.	GM245487 A-1-b, SM WC=1.9%
	S16		2.50 - 5.00				56.70		Brown, wet, silty, fine to medium SAND. — 2.50	
5							54.20		— 5.00	
									Bottom of Exploration at 5.00 feet below ground surface. NO REFUSAL	
10										
15										
20										

Remarks: B-9

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-SCAR-108

Username: terry.white Date:5/23/2012

Filename: ...\MSTA\013_BORING LOGS1.dgn Division: GEOTECH

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

PIN 17343.00 — HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER			
DESIGN-DETAILED	K.GROSS	T.WHITE	JAN 2012
CHECKED-REVIEWED			
DESIGN2-DETAILED2			
DESIGN3-DETAILED3			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
DUNSTAN CORNER

BORING LOGS

SHEET NUMBER
13
OF 142

Username: terry.white Date:5/23/2012

Division: GEOTECH

Filename: ...\msto\014_BORING LOGS2.dgn

Maine Department of Transportation — HB-SCAR-109

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-109
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.): 57.1	Auger ID/OD: 5" Dia.
Operator:	Giguere/Giles	Datum: NAVD88	Sampler: Off Flights
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	108+00, 23.1 ft Lt.	Casing ID/OD: N/A	Water Level(ft): None Observed

Definitions: D = Split Spoon Sample; WO = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for each 6 in. Segment or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	PC-4		0.00 - 1.50			SSA	56.50		PAVEMENT, core taken. — 0.60	
									CONCRETE, core taken. — 1.50	
	S17		1.50 - 2.90				55.60		Light brown, damp, fine to coarse SAND, little gravel, trace silt.	
	S18		2.90 - 5.00				54.20		Olive-brown, moist, Clayey-SILT, trace fine sand. — 2.90	
5							52.10		Bottom of Exploration at 5.00 feet below ground surface. — 5.00 NO REFUSAL	
10										
15										
20										
25										

Remarks:

B-11

Stratification lines represent approximate boundaries between soil types; 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-SCAR-109

Maine Department of Transportation — HB-SCAR-110

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-110
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.): 54.0	Auger ID/OD: 5" Dia.
Operator:	Giguere/Giles	Datum: NAVD88	Sampler: Off Flights
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	111+50, 2.6 ft Rt.	Casing ID/OD: N/A	Water Level(ft): None Observed

Definitions: D = Split Spoon Sample; WO = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for each 6 in. Segment or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA	53.40		PAVEMENT. — 0.60	
									CONCRETE. — 1.40	
	S19		1.40 - 2.50				52.60		Brown, damp, fine to coarse SAND, little gravel, trace silt. — 2.50	G#245488 A-2-4, SM WC=10.2%
	S20		2.50 - 5.00				51.50		Brown, moist, fine to coarse SAND, some silt.	G#245489 A-2-4, SM WC=10.4%
5							49.00		Bottom of Exploration at 5.00 feet below ground surface. — 5.00 NO REFUSAL	
10										
15										
20										
25										

Remarks:

B-13

Stratification lines represent approximate boundaries between soil types; 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-SCAR-110

Maine Department of Transportation — HB-SCAR-111

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-111
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.): 54.0	Auger ID/OD: 5" Dia.
Operator:	Giguere/Giles	Datum: NAVD88	Sampler: Off Flights
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	113+49, 1.2 ft Rt.	Casing ID/OD: N/A	Water Level(ft): None Observed

Definitions: D = Split Spoon Sample; WO = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for each 6 in. Segment or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA	53.60		PAVEMENT. — 0.40	
									CONCRETE. — 4.00	
	S21		1.00 - 2.00				53.00		Brown, damp, fine to coarse SAND, little gravel, trace silt. — 2.00	
	S22		2.00 - 5.00				52.00		Olive-grey, wet, Clayey-SILT, trace fine sand.	
5							49.00		Bottom of Exploration at 5.00 feet below ground surface. — 6.00 NO REFUSAL	
10										
15										
20										
25										

Remarks:

B-15

Stratification lines represent approximate boundaries between soil types; 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-SCAR-111

Maine Department of Transportation — HB-SCAR-112

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-112
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.): 54.4	Auger ID/OD: 5" Dia.
Operator:	Giguere/Giles	Datum: NAVD88	Sampler: Off Flights
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	113+49, 33.8 ft Lt.	Casing ID/OD: N/A	Water Level(ft): None Observed

Definitions: D = Split Spoon Sample; WO = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for each 6 in. Segment or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA	54.00		PAVEMENT. — 0.40	
									CONCRETE. — 1.10	
							53.30		Brown, damp, fine to coarse SAND, some gravel, trace silt, BS1	
							51.90		Olive, wet, Clayey-SILT, BS2 — 2.50	
5							49.40		Bottom of Exploration at 5.00 feet below ground surface. — 6.00 NO REFUSAL	
10										
15										
20										
25										

Remarks:

B-16

Stratification lines represent approximate boundaries between soil types; 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-SCAR-112

Maine Department of Transportation — HB-SCAR-113

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-113
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.): 57.3	Auger ID/OD: 5" Dia.
Operator:	Giguere/Giles	Datum: NAVD88	Sampler: Off Flights
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	108+00, 4.7 ft Lt.	Casing ID/OD: N/A	Water Level(ft): None Observed

Definitions: D = Split Spoon Sample; WO = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for each 6 in. Segment or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA	56.90		PAVEMENT. — 0.40	
									CONCRETE. — 4.00	
	S23		1.00 - 5.00				56.30		Brown, damp, gravelly, fine to coarse SAND, trace silt.	
							52.30		Bottom of Exploration at 5.00 feet below ground surface. — 5.00 NO REFUSAL	
5										
10										
15										
20										
25										

Remarks:

B-10

Stratification lines represent approximate boundaries between soil types; 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-SCAR-113

Maine Department of Transportation — HB-SCAR-114

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-114
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.): 59.4	Auger ID/OD: 5" Dia.
Operator:	Giguere/Giles	Datum: NAVD88	Sampler: Off Flights
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	105+74, 14.9 ft Lt.	Casing ID/OD: N/A	Water Level(ft): None Observed

Definitions: D = Split Spoon Sample; WO = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for each 6 in. Segment or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	PC-3		0.00 - 0.80			SSA	59.15		PAVEMENT, core taken. — 0.25	
							58.60		CONCRETE, core taken. — 0.80	
									Brown, damp, fine to coarse SAND, little gravel, trace silt, BS5	
							56.50		Olive, wet, silty, fine to medium SAND, BS6 — 2.90	
5							54.40		Bottom of Exploration at 5.00 feet below ground surface. — 5.00 NO REFUSAL	
10										
15										
20										
25										

Remarks:

B-8

Stratification lines represent approximate boundaries between soil types; 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-SCAR-114

Maine Department of Transportation — HB-SCAR-115

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-115
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.): 62.1	Auger ID/OD: 5" Dia.
Operator:	Giguere/Giles	Datum: NAVD88	Sampler: Off Flights
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	103+50, 1.3 ft Lt.	Casing ID/OD: N/A	Water Level(ft): None Observed

Definitions: D = Split Spoon Sample; WO = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for each 6 in. Segment or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0						SSA	61.50		PAVEMENT. — 0.60	
									Brown, damp, fine to coarse SAND, some gravel, trace silt, BS13	
							59.60		Olive, wet, Clayey-SILT, BS14 — 2.50	
5							57.10		Bottom of Exploration at 5.00 feet below ground surface. — 5.00 NO REFUSAL	
10										
15										
20										
25										

Remarks:

B-5

Stratification lines represent approximate boundaries between soil types; 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-SCAR-115

Maine Department of Transportation — HB-SCAR-116

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-116
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.): 64.0	Auger ID/OD: 5" Dia.
Operator:	Giguere/Giles	Datum: NAVD88	Sampler: Off Flights
Logged By:	B. Wilder	Rig Type: CME 45C	Hammer Wt./Fall: N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Method: Solid Stem Auger	Core Barrel: N/A
Boring Location:	101+50, 14.0 ft Lt.	Casing ID/OD: N/A	Water Level(ft): None Observed

Definitions: D = Split Spoon Sample; WO = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (tsf); $S_{u(LAB)}$ = Lab Vane Shear Strength (psf); WOH = weight of 140lb. hammer; WOR = weight of rods; WOC = weight of casing; 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 (#) for each 6 in. Segment or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
0	PC-1		0.00 - 1.00			SSA	63.80		PAVEMENT, core taken. — 0.20	
							63.00		CONCRETE, core taken. — 2.00	
									Brown, damp, fine to coarse SAND, some gravel, trace silt, BS9	
							61.50		Olive, wet, Clayey-SILT, BS10 — 2.50	
5							59.00		Bottom of Exploration at 5.00 feet below ground surface. — 5.00 NO REFUSAL	
10										
15										
20										
25										

Remarks:

B-2

Stratification lines represent approximate boundaries between soil types; 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-SCAR-116

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

PIN 17343.00 — HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	----------	----------
DESIGN-DETAILED	K.GROSS	JAN 2012
CHECKED-REVIEWED	----------	----------
DESIGN2-DETAILED2	----------	----------
DESIGN3-DETAILED3	----------	----------
REVISIONS 1	----------	----------
REVISIONS 2	----------	----------
REVISIONS 3	----------	----------
REVISIONS 4	----------	----------
FIELD CHANGES	----------	----------

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
DUNSTAN CORNER

BORING LOGS

SHEET NUMBER
14
OF 142

Username: terry.white Date:5/23/2012
Filename: ...\mst\o\015_BORING LOGS3.dgn Division: GEOTECH

Maine Department of Transportation — HB-SCAR-117

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-117
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	58.2	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/28/10-11/28/10	Drilling Methods:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	900+93. 6.1 ft Lt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; T = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); q_{LAB} = Lab Vane Shear Strength (psf); WOH = Weight of 140lb. Hammer; WOR = Weight of rods; WOC = Weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample Information: Depth (ft.) | Sample No. | Pen./Rec. (in.) | Sample Depth (ft.) | Blows (#) or Strength (tsf) or RQD (%) | N-value | Casing Blows | Elevation (ft.) | Graphic Log

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) or Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
					SSA	57.60	PAVEMENT. 0.60	
S24		0.60 - 2.50					Brown, damp, fine to coarse SAND, little gravel, trace silt.	
S25		2.50 - 5.00				55.70	2.50	
							Olive-brown, moist, Clayey-SILT, trace fine sand.	
						53.20	5.00	
							Bottom of Exploration at 5.00 feet below ground surface. NO REFUSAL	

Remarks: B-17, Payne Road. B-18, Sta. 601+00, 6.0 ft Rt, not drilled, wires overhead.

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-SCAR-117

Maine Department of Transportation — HB-SCAR-118

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-118
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	50.0	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/30/10-11/30/10	Drilling Methods:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	805+52. 9.5 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; T = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); q_{LAB} = Lab Vane Shear Strength (psf); WOH = Weight of 140lb. Hammer; WOR = Weight of rods; WOC = Weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) or Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
					SSA	49.90	PAVEMENT. 0.10	
S26		0.10 - 2.20					Brown, moist, gravelly, fine to coarse SAND, trace silt.	
S27		2.20 - 10.00				47.80	2.20	GM245490 A-6, CL WC=21.1% LL=38 PL=22 PI=16
							Olive-grey, moist, Clayey-SILT.	
						40.00	10.00	
							Bottom of Exploration at 10.00 feet below ground surface. NO REFUSAL	

Remarks: B-19, New Alignment

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-SCAR-118

Maine Department of Transportation — HB-SCAR-119

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-119
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	53.5	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/30/10-11/30/10	Drilling Methods:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	803+27. 6.9 ft Lt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; T = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); q_{LAB} = Lab Vane Shear Strength (psf); WOH = Weight of 140lb. Hammer; WOR = Weight of rods; WOC = Weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) or Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
					SSA	53.40	PAVEMENT. 0.10	
S26							Brown, moist, gravelly, fine to coarse SAND, trace silt.	
						51.70	1.80	
S27							Olive-grey, moist, Clayey-SILT.	
						43.50	10.00	
							Bottom of Exploration at 10.00 feet below ground surface. NO REFUSAL	

Remarks: B-20, New Alignment

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-SCAR-119

Maine Department of Transportation — HB-SCAR-122

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-122
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	28.9	Auger ID/OD:	5" Solid Stem
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Standard Split Spoon
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	140#/30"
Date Start/Finish:	11/30/101 12:30-15:30	Drilling Methods:	Cased Wash Boring	Core Barrel:	N/A
Boring Location:	609+50. 6.0 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed
Hammer Efficiency Factor:	0.84	Hammer Type:	Automatic ☒ Hydraulic ☐		Rope & Cathead ☐

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; T = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Rotary Casing; WH = Weight of 140lb. hammer; WR = Weight of rods or casing; WA = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); q_{LAB} = Lab Vane Shear Strength (psf); WOH = Weight of 140lb. hammer; WOR = Weight of rods; WOC = Weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; N_{UNCORR} = Uncorrected Raw Field SPT N-value; N_{60} = SPT N-value corrected for hammer efficiency; E = Grain Size Analysis; C = Consolidation Test; Hammer Efficiency Factor = Annual Calibration Value; $N_{60} = N_{UNCORR} \times$ Hammer Efficiency Factor/60% = uncorrected

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) or Strength (tsf) or RQD (%)	N_{UNCORR}	N_{60}	Casing Blows	Elevation (ft.)	Graphic Log	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
						SSA	28.55		PAVEMENT. 0.35	
10	24/17	1.00 - 3.00	17/17/9/9	26	36				Brown, moist, medium dense, gravelly, fine to coarse SAND, trace silt.	
20	24/13	3.00 - 5.00	8/13/21/18	34	48		24.90		4.00	
30	24/24	5.00 - 7.00	3/4/5/7	9	13				Olive, wet, hard, Clayey-SILT, trace fine sand. Similar to above, except stiff.	
40	24/24	7.00 - 9.00	5/6/9/10	15	21				Similar to above.	
50	24/24	9.00 - 11.00	2/4/3/3	7	10		19.90		9.00 Grey, wet, medium stiff, Clayey-SILT, plastic.	
60	24/24	11.00 - 13.00	4/5/5/7	10	14				Similar to above.	
70	24/24	13.00 - 15.00	WOH/WOH/WOH/WOH	---			15.90		13.00 Grey, wet, very soft, Silty-CLAY, plastic, marine.	
80	24/24	15.00 - 17.00	WOH/WOH/WOH/WOH	---		10			Similar to above.	
90	24/24	17.00 - 19.00	WOH/WOH/WOH/WOH	---		11			Similar to above.	
100	24/24	19.00 - 21.00	WOR/WOH/WOH/WOH	---		14			Similar to above.	
110	24/18	21.00 - 23.00	WOR/WOH/2/2	2	3	12				
120	24/20	23.00 - 25.00	3/1/3/3	4	6	OPEN HOLE	6.90		Grey, wet, very loose, silty, fine SAND. 22.00	
							5.90		Grey, wet, loose, fine to medium SAND, little silt. 23.00	
							3.90		Bottom of Exploration at 25.00 feet below ground surface. 25.00	

Remarks: Payne Road

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-SCAR-122

Maine Department of Transportation — HB-SCAR-120

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-120
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	56.9	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/30/10-11/30/10	Drilling Methods:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	802+00. 12.9 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; T = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); q_{LAB} = Lab Vane Shear Strength (psf); WOH = Weight of 140lb. Hammer; WOR = Weight of rods; WOC = Weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) or Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
					SSA	56.70	TOPSOIL, sod. 0.20	
							Olive-grey, moist, Clayey-SILT, B527	
S28		4.00 - 7.50				52.90	4.00	GM245491 A-1-b, SM-SM WC=10.9%
							Black, moist, gravelly, fine to coarse SAND, trace silt, (fill).	
S29		7.50 - 10.00				49.40	7.50	GM245492 A-1-b, SM WC=20.1%
							Olive-grey, wet, Clayey-SILT, little fine sand.	
						46.90	10.00	
							Bottom of Exploration at 10.00 feet below ground surface. NO REFUSAL	

Remarks: B-21, New Alignment

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-SCAR-120

Maine Department of Transportation — HB-SCAR-121

Soil/Rock Exploration Log — US CUSTOMARY UNITS

Project: Dunston Corner
Location: Scarborough, Maine
Boring No.: HB-SCAR-121
WIN: 17343.00

Driller:	MaineDOT	Elevation (ft.):	55.2	Auger ID/OD:	5" Dia.
Operator:	Giguere/Giles	Datum:	NAVD88	Sampler:	Off Flights
Logged By:	B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:	N/A
Date Start/Finish:	11/30/10-11/30/10	Drilling Methods:	Solid Stem Auger	Core Barrel:	N/A
Boring Location:	800+50. 5.0 ft Rt.	Casing ID/OD:	N/A	Water Level*:	None Observed

Definitions: D = Split Spoon Sample; MS = Unsuccessful Split Spoon Sample attempt; T = Thin Wall Tube Sample; R = Rock Core Sample; V = Insitu Vane Shear Test; SSA = Solid Stem Auger; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_u = Unconfined Compressive Strength (ksf); q_{LAB} = Lab Vane Shear Strength (psf); WOH = Weight of 140lb. Hammer; WOR = Weight of rods; WOC = Weight of casing; WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (#) or Strength (tsf) or RQD (%)	N-value	Casing Blows	Elevation (ft.)	Visual Description and Remarks	Laboratory Testing Results/ AASHTO and Unified Class
					SSA	54.90	TOPSOIL, sod. 0.30	
S30		0.30 - 10.00					Olive-grey, moist, Clayey-SILT.	GM245493 A-6, CL WC=23.4% LL=32 PL=19 PI=13
						45.20	10.00	
							Bottom of Exploration at 10.00 feet below ground surface. NO REFUSAL	

Remarks: B-22, New Alignment

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-SCAR-121

State of Maine - Department of Transportation

Pavement Core Summary Sheet

Town(s): Scarborough — **Project Number: 17343.00**

Station (Feet)	Offset (Feet)	Pavement Depth (Feet)	Concrete (Feet)	PC-Number	Saved Core	Comments / Date 11/28,30/2010
101+50	14.0 Lt.	0.0-0.2	0.2-1.0	1	yes	HB-SCAR-116, B-2
103+49	18.7 Rt.	0.0-0.7	---	2	yes	HB-SCAR-107, B-6
105+74	14.9 Lt.	0.0-0.25	0.25-0.8	3	yes	HB-SCAR-114, B-8
108+00	23.1 Lt.	0.0-0.6	0.6-1.5	4	yes	HB-SCAR-109, B-11
111+50	34.4 Lt.	0.0-0.4	0.4-1.0	5	yes	HB-SCAR-101, B-14
			Pine Point Road			
750+76.9	15.3 Lt.	0.0-0.4	---	C-1	yes	
			Broadturn Road			
748+39	5.3 Rt.	0.0-0.9	---	C-2	yes	Mobile Entrance, see Geoplans

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

PIN 17343.00 — HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	----------	----------
DESIGN-DETAILED	T. WHITE	JAN 2012
CHECKED-REVIEWED	K.GROSS	----------
DESIGN2-DETAILED2	----------	----------
DESIGN3-DETAILED3	----------	----------
REVISIONS 1	----------	----------
REVISIONS 2	----------	----------
REVISIONS 3	----------	----------
REVISIONS 4	----------	----------
FIELD CHANGES	----------	----------

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
DUNSTAN CORNER

BORING LOGS

SHEET NUMBER
15
OF 142

Filename: 016_HDPlan1.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

LAYOUT LINE CURVE DATA

D = 4°34'15.4"
Δ = 25°01'31.9" Lt.
R = 1253.48'
L = 547.49'
T = 278.18'
E = 30.50'

ITEM 202.15 REMOVE MANHOLE OR CATCH BASIN
STA. 102+09, RT.
STA. 104+20, RT.
STA. 751+23, RT.
STA. 751+22, LT.

DRIVES AND ENTRANCES

STA.	TYPE	OPENING
STA. 747+85, LT.	PAVED	26.0'
STA. 104+00, RT.	PAVED	15.1'

STA. 100+50.00
BEGIN PROJECT NO. STP-1734(300)X
BEGIN WIDEN AND OVERLAY
MATCH EXISTING PAVEMENT
WITH BUTT JOINT

REMOVE AND RESET STONE WALL
STA. 748+60, 29' LT. TO STA. 749+05, 34' LT.

J & M PROPERTY MANAGEMENT LLC
ANDREW J. CANDELORE
SANDRA K. CANDELORE
ANDREW J. CANDELORE
ALLIANCE ENERGY CORP.
ROBERT J. HARRISBURG
TOWN OF SCARBOROUGH
DUNSTAN PLAZA, INC.
GRIFFIN STREET
BROADTURN ROAD
PINE POINT RD. ROUTE 9
ROUTE 1
CONSTRUCTION ℄
S59°49'42.8"E
N31°26'42.1"E
CMP 3
CMP 230S
CMP 231
CMP IS
CMP ID
REMOVE SHRUBS
RELOCATE STONE WALL
MONUMENT PARK
PROPOSED WATER MAIN
EXIST. CONC. SLAB
REMOVE
CONNECT EXISTING 15" PIPE TO PROPOSED CB
FIELD ADJUST CURB LAYOUT AS REQUIRED TO PROVIDE 36" MINIMUM SIDEWALK WIDTH AT UTILITY POLE LOCATION
SEE SPECIAL DETAILS
PINE PT. RD. LAYOUT LINE
REMOVE WALL TO 40' LT. PAYMENT INCIDENTAL TO ITEM 203.20
STA. 102+60.57 ROUTE 1 ℄ = STA. 750+00.00 BROADTURN RD. ℄ AND PINE POINT RD. ℄
PC = STA. 749+29.80
PC = STA. 104+44.11
B-1 HB-SCAR-105
B-2 HB-SCAR-116
B-3 HB-SCAR-106
B-4 HB-SCAR-104
B-5 HB-SCAR-115
PC-1, B-6 HB-SCAR-107
PC-2, B-6
747+00
748+00
749+00
750+00
751+00
100+00
101+00
102+00
103+00
104+00
+85
23.0'
22.0'
20.0'
23.0'
39.1'
18.9'
24.0'
12" UD "C"
6" UD "B"
12" OPT III
15" OPT. III
25 0 25 50

CURVE DATA

PI = 752+31.62
D = 4° - 12' - 46.5"
Δ = 25° - 01' - 31.9" Lt.
R = 1360.00'
L = 594.02'
T = 301.82'
E = 33.09'

NOTES:
1. FOR CURB LINE GEOMETRY AND CURBING DETAILS, SEE THE GEOMETRIC LAYOUT PLANS.
2. FOR DRAINAGE NOTES SEE CROSS SECTIONS.
3. SEE TYPICAL SECTIONS AND CROSS SECTIONS FOR LIMITS OF FULL DEPTH RECONSTRUCTION AND PAVEMENT CUT LINES.
4. FOR STRIPING AND SIGNING DETAILS, SEE THE SIGNING AND STRIPING PLANS.
5. FOR SIGNAL DETAILS, SEE SIGNAL PLANS.
6. FOR ROADWAY AND SHOULDER WIDTHS, SEE GEOMETRIC PLANS.
7. SHADING DENOTES LIMITS OF PAVEMENT OVERLAY.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1734(300)X
WIN 17343.00
HIGHWAY PLANS

BY	DATE
LEM	06\12
-	-
-	-
-	-

SIGNATURE
P.E. NUMBER
DATE

PROJ. MANAGER	ERNEST MARTIN
DESIGN-DETAILED	LEM
CHECKED-REVIEWED	DGE
DESIGN2-DETAILED2	-
DESIGN3-DETAILED3	-
REVISIONS 1	-
REVISIONS 2	-
REVISIONS 3	-
REVISIONS 4	-
FIELD CHANGES	-

SCARBOROUGH
ROUTE 1
PLANS

SHEET NUMBER
16
OF 142

Filename: 017_HDPlan2.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

DRIVES AND ENTRANCES

STA.	TYPE	OPENING
STA. 109+85, RT.	PAVED	37.7'
STA. 110+41, LT.	PAVED	42.6'

ITEM 202.15 REMOVE MANHOLE OR CATCH BASIN
STA. 106+40, RT.
STA. 107+43, RT.
STA. 107+77, LT.
STA. 110+25, LT.
STA. 110+28, LT.
STA. 900+62, LT.
STA. 900+58, LT.

STA. 901+41.55
MATCH EXISTING PAVEMENT

ROBERT J. HARRISBURG

CECILIA DON, LLC

PAYNE ROAD

N05° 20.5'W

HATCHING DENOTES CURB AND PAVEMENT REMOVAL. LOAM AND SEED AREA.

749+29.80

CMP 230S

ADJUST CB TO GRADE

ALTER CB TO MANHOLE

CONNECT TO EXIST. CB

GRADE TO DRAIN

REMOVE & PLUG

REMOVE

HB-SCAR-III B-17

901+00

902+00

CONSTRUCTION ℄

PROPOSED WATER MAIN

RIPRAP DOWNSPOUT

PCC = STA. 901+11.71

PT = STA. 902+84.60

CURVE DATA

PI = 901+99.23
D = 12° - 43' - 56.6"
Δ = 22° - 00' - 43.6" Rt.
R = 450.00'
L = 172.88'
T = 87.52'
E = 8.43'

CURVE DATA

PI = 900+57.36
D = 28° - 38' - 52.4"
Δ = 32° - 00' - 13.7" Rt.
R = 200.00'
L = 111.71'
T = 57.36'
E = 8.06'

12" OPT. III

6" UD "B"

12" UD "C"

18" UD "C"

REMOVE

REMOVE & PLUG

UTILITY TEST PIT

B-7 HB-SCAR-103

PC-3, B-8 HB-SCAR-114

PC-4, B-11 HB-SCAR-113 B-10

HB-SCAR-107 PC-2, B-6

HB-SCAR-108 B-9

HB-SCAR-102 B-12

N31°26'42.1"E

104+00

105+00

106+00

107+00

108+00

109+00

110+00

42.0'

24.0'

26.0'

S25°15.8'E

CONSTRUCTION ℄ ROUTE 1/9

18" RCP CLASS III

12" RCP CLASS III

CMP 231

CMP 230 /VZ 123

CMP 228 /VZ 122

CMP 227 /VZ 121

CMP 226

CMP 225 /VZ 114

STA. 104+44.1 = PC

STA. 106+94.70 ROUTE 1 ℄ = STA. 900+00.00 PAYNE RD. ℄
MATCH EXISTING SIDEWALK

STA. 107+15.36 ROUTE 1 ℄ = STA. 500+00.00 HARLOW ST. ℄

PC=STA. 500+31.98

PT=STA. 500+87.32

HARLOW STREET

501+00 CONSTRUCTION S84°33'18.4"E

18" OPTION III

EXIST. CONC. SLAB

REMOVE SHRUB

REMOVE PLANTER. PAYMENT INCIDENTAL TO ITEM 203.20.

TOWN OF SCARBOROUGH

WALL TO 40' LT. INCIDENTAL TO ITEM 203.20

BERESSI HOLDINGS LLC

F.R.O., L.L.C. III

D. DARLING

D. A. DARLING

HAWG WILD REALTY LLC

RECONSTRUCT CONCRETE WALKWAY. MATCH EXISTING WIDTH. PAYMENT UNDER ITEM 608.08.

STA. 501+57.00
LIMIT OF WORK
MATCH EXISTING PAVEMENT WITH BUTT JOINT

PC = STA. 501+77.75

502+00

CURVE DATA

PI = 500+60.38
D = 57° - 17' - 44.8"
Δ = 31° - 42' - 12.6" Lt.
R = 100.00'
L = 55.33'
T = 28.39'
E = 3.95'

CURVE DATA

PI = 502+08.45
D = 35° - 48' - 35.5"
Δ = 21° - 43' - 23.3" Rt.
R = 160.00'
L = 60.66'
T = 30.70'
E = 2.92'

CURVE DATA

PI = 111+09.38
D = 2° - 06' - 09.4"
Δ = 27° - 26' - 21.7" Rt.
R = 2725.00'
L = 1305.02'
T = 665.28'
E = 80.03'

25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN
DESIGN-DETAILED	LEM
CHECKED-REVIEWED	DGE
DESIGN2-DETAILED2	-
DESIGN3-DETAILED3	-

	BY	DATE
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

PLANS

SHEET NUMBER

17

OF 142

Filename: 018_HDPlan3.dgn Username: mcundiff Date:6/11/2012
Division: BRIDGE

CURVE DATA
PI = 802+70.40
D = = 28° - 38' - 52.4"
Δ = = 60° - 02' - 57.6" Rt.
R = = 200.00'
L = = 209.61'
T = = 115.58'
E = = 31.00'

CECILIA DON, LLC

ROBERT J. HARRISBURG

JEROME A. LEPELLITIER
STELLA G. LEPELLETIER

REMOVE BUILDING NO. 1

PT = STA. 803+64.43

NEW PAYNE ROAD LAYOUT LINE

HATCHING DENOTES PAVEMENT REMOVAL. LOAM AND SEED AREA.

PAVEMENT CUT LINE

6" UD "B"

6" UD HB-SCAR-19

803+00

15.0'

+75

+83

804+00

S41°27.2'E

NEW PAYNE RD

805+00

33.0'

24.0'

REMOVE

REMOVE & PLUG

CONNECT EXIST. 12" PIPE TO PROPOSED CB

12" OPT. III

GRADE TO DRAIN

GRADE AROUND SIGN

REMOVE FENCE. PAYMENT INCIDENTAL TO ITEM 203.20.

HB-SCAR-118

UTILITY TEST PIT

12" OPT. III

REMOVE

CMP 224S /VZ 117

18" UD "C"

12" UD "C"

CMP 221.01 /VZ 111.1

6" UD "C"

B-16
HB-SCAR-112

REMOVE & PLUG

18" OPT. III

12" OPTION III

806+00

42.0'

APPROX. LIMITATION

UTILITY TEST PIT

115+00

116+00

+24

+20

+54 +57

+92

12" RCP CLASS III

24.0'

REMOVE & PLUG

PC-5, B-14
HB-SCAR-101

24" RCP CLASS III

ROUTE 1/9

112+00

CONSTRUCTION ℄

+86

113+00

B-15
HB-SCAR-111

CMP 219

CMP 220

CMP 221/VZ 111

111+00

HB-SCAR-110 PB-13

CMP 223 /VZ 118

CMP 224 /VZ 116

110+00

+85

+41

12" RCP CLASS III

EXIST. CONC. SLAB

REMOVE PLANTER AND SIGN. PAYMENT INCIDENTAL TO ITEM 203.20 (TYP.)

REMOVE PLANTER

REMOVE SIGN

COORDINATE FINAL CURB LOCATION WITH EXISTING SMH TO AVOID CONFLICT

STA. 112+68.30 ROUTE 1 ℄ =
STA. 806+34.24 NEW PAYNE RD. ℄

30" OPT. III

CONNECT TO EXISTING CB

REMOVE TREES

REMOVE TREE

D. A. DARLING

DAVID A. DARLING

REMOVE SHRUB

REMOVE PLANTER. PAYMENT INCIDENTAL TO ITEM 203.20.

D. DARLING

25 0 25 50

NEW PAYNE RD LAYOUT LINE CURVE DATA
D = 24°17'00.2"
Δ = 60°02'57.6" Rt.
R = 235.95'
L = 247.29'
T = 136.36'
E = 36.57'

ROUTE 1 LAYOUT LINE CURVE DATA
D = 2°05'22.6"
Δ = 6°42'48.6" Rt.
R = 2741.95'
L = 321.28'
T = 160.82'
E = 4.70'

REMOVE

REMOVE FENCE TO 56' LT. PAYMENT INCIDENTAL TO ITEM 203.20.

ROUTE 1 LAYOUT LINE

CMP 221.1

REMOVE TREES

DRIVES AND ENTRANCES

STA.	TYPE	OPENING
STA. 109+85, RT.	PAVED	37.7'
STA. 110+41, LT.	PAVED	42.6'
STA. 111+00, RT.	GRAVEL	29.7'
STA. 112+86, RT.	PAVED	41.6'
STA. 114+54, LT.	PAVED	30.1'
STA. 114+57, RT.	PAVED	55.9'
STA. 114+92, LT.	GRAVEL	26.0'
STA. 116+20, LT.	GRAVEL	30.4'
STA. 116+24, RT.	PAVED	37.7'
STA. 803+75, RT.	PAVED	30.0'
STA. 803+83, LT.	PAVED	33.1'

ITEM 202.15 REMOVE MANHOLE OR CATCH BASIN
STA. 111+60, LT.
STA. 111+59, LT.
STA. 804+75, LT.
STA. 805+44, LT.
STA. 805+90, LT.

ITEM 201.23 REMOVING SINGLE TREE TOP ONLY

STA.	OFFSET	DESCRIPTION
STA. 114+58.34	114.63' LT.	TWIN 30 IN WILLOW
STA. 115+05.85	42.87' LT.	TRIPLE 15 IN OAKS
STA. 115+51.47	38.18' LT.	36 IN OAK
STA. 115+90.62	38.65' LT.	12 IN OAK

ITEM 201.24 REMOVING STUMP

STA.	OFFSET	DESCRIPTION
STA. 114+48.74	74.71' LT.	18 IN DIA.
STA. 114+55.11	92.75' LT.	18 IN DIA.
STA. 114+58.34	114.63' LT.	TWIN 30 IN WILLOW
STA. 115+05.85	42.87' LT.	TRIPLE 15 IN OAKS
STA. 115+51.47	38.18' LT.	36 IN OAK
STA. 115+90.62	38.65' LT.	12 IN OAK

CURVE DATA
PI = 111+09.38
D = 2° - 06' - 09.4"
Δ = 27° - 26' - 21.7" Rt.
R = 2725.00'
L = 1305.02'
T = 665.28'
E = 80.03'

AGNELLIOS INC.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

PLANS

SHEET NUMBER
18
OF 142

JEROME A. LEPELLITIER
STELLA G. LEPELLETIER

BRUCE A. MCLEWIN

STA. 117+98.00
END PROJECT NO. STP-1734(300)X
END WIDEN AND OVERLAY
MATCH EXISTING PAVEMENT
WITH BUTT JOINT

ROUTE 1
LAYOUT LINE

12" UD "C"

12" UD "C"

APPROX. LOCATION

22.6'

24.1'

24.0'

12" UD "C"

CMP 2I9

DOLLOFF WAY

PT = STA. 117+49.13

116+00 *24 *20

117+00 *88

118+00

119+00

CONSTRUCTION @
N58°53'3.8"E

120+00

ROUTE 1/9

121+00

122+00

CURVE DATA

PI = 111+09.38
D = 2° - 06' - 09.4"
Δ = 27° - 26' - 21.7" Rt.
R = 2725.00'
L = 1305.02'
T = 665.28'
E = 80.03'

DRIVES AND ENTRANCES

STA.	TYPE	OPENING
STA. 116+88, LT.	GRAVEL	36.4'

25 0 25 50

AGNELLIOS INC.

STATE OF MAINE
DEPARTMENT OF
TRANSPORTATION

DAVID A. PARKER

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER: ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

PLANS

SHEET NUMBER

19

OF 142

Filename: 019_HDPlan4.dgn Division: BRIDGE Username: mcundiff Date:6/6/2012

Filename: 020_HDPlan5.dgn Division: BRIDGE Username: lmeek Date:8/7/2012

CURVE DATA

PI = 741+43.19
D = 4°04'36.6"
Δ = 8°22'54.3" Rt.
R = 1405.40'
L = 205.59'
T = 102.98'
E = 3.77'

PT = STA. 742+45.80

742+00
743+00
744+00
745+00
746+00

STA. 743+86.00
LIMIT OF WORK
BEGIN WIDEN, SHIM AND OVERLAY
MATCH EXISTING PAVEMENT WITH BUTT JOINT

12.0'
13.1'

BROADTURN ROAD
S59°41'44"E
S59°49'42.8"E
CONSTRUCTION @ 78

APPROX. LOCATION

PROPOSED WATER MAIN

RIPRAP APRON

ROBERT J. HARRISBURG

CMP
18" OPT. III
REMOVE

PI = STA. 746+00.00

CMP 3

23.0'

REMOVE SHRUBS

LAWN

CLEARING
STA. 744+60 TO STA. 745+60, LT.

DRIVES AND ENTRANCES

STA.	TYPE	OPENING
STA. 745+78, LT.	PAVED	26.0'

PLAIN RIPRAP
STA. 745+31.01 TO STA. 745+39.20, LT.

25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN	LEM	06\12
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

PLANS

SHEET NUMBER

20

OF 142

Username: mcundiff Date:6/26/2012
Division: BRIDGE
Filename: 021_HDPlan6.dgn

CURVE DATA

PI = 752+31.62
D = 4° - 12' - 46.5"
Δ = 25° - 01' - 31.9" Lt.
R = 1360.00'
L = 594.02'
T = 301.82'
E = 33.09'

LAYOUT LINE CURVE DATA

D = 4°34'15.4"
Δ = 25°01'31.9" Lt.
R = 1253.48'
L = 547.49'
T = 278.18'
E = 30.50'

TWELVE PINE POINT ROAD, LLC
F.R.O., L.L.C. III
TOWN OF SCARBOROUGH
BERESSI HOLDINGS LLC
SWEETSER CHILDREN SERVICES
ALMA JUNE ESCOTT
CHRISTER J. MATTSSON
ANNE M. MATTSSON
PROPERTY OWNER
MARC T. TOMUSCHAT
MARGO E. GEYER-TOMUSCHAT
RANDALL P. FREDRICK
KEVIN MURPHY
EDITH M. ROACH
NANCY J. BOISVERT
RICHARD O. BOISVERT
DALE MACKEY
DAVID A. PROVENCHER
ROBIN R. PROVENCHER

STA. 755+23.82
LIMIT OF WORK
END STRIPING

STA. 755+23.82 = PT

CONSTRUCTION ℄
757+00
756+00
S84°51'14.7"E
755+00
754+00
753+00
752+00
751+00
+97
+16
+62

PINE POINT ROAD
ROUTE 9

PROPOSED WATER MAIN

RECONSTRUCT CONCRETE WALKWAY. MATCH EXISTING WIDTH. PAYMENT UNDER ITEM 608.08.

PINE POINT RD. LAYOUT LINE

15' OPT. III
REMOVE
REMOVE WALL TO 40' LT.
PAYMENT INCIDENTAL TO ITEM 203.20
CMP ID
12" OPT III
REMOVE
REMOVE
REMOVE TREES
REMOVE TREES
SEE SPECIAL DETAILS
REMOVE
12" UD "C"
12" UD "C"
23.0'
25.6'
15.0'
15.0'

CONNECT TO EXISTING DRAINAGE SYSTEM

STA. 752+46.00
END WIDEN AND OVERLAY
MATCH EXISTING PAVEMENT
WITH BUTT JOINT

DRIVES AND ENTRANCES

STA.	TYPE	OPENING
STA. 751+62, RT.	PAVED	26.0'
STA. 751+97, RT.	PAVED	24.0'
STA. 752+16, LT.	PAVED	23.5'

ITEM 201.23 REMOVING SINGLE TREE TOP ONLY

STA.	OFFSET	DESCRIPTION
STA. 751+36.53	21.07' RT.	40 IN MAPLE
STA. 751+41.20	69.96' RT.	18 IN LOCUST
STA. 751+45.31	77.28' RT.	15 IN LOCUST
STA. 751+60.25	21.15' RT.	40 IN MAPLE

ITEM 201.24 REMOVING STUMP

STA.	OFFSET	DESCRIPTION
STA. 751+36.53	21.07' RT.	40 IN MAPLE
STA. 751+41.20	69.96' RT.	18 IN LOCUST
STA. 751+45.31	77.28' RT.	15 IN LOCUST
STA. 751+60.25	21.15' RT.	40 IN MAPLE

WALKWAYS

STA.	WIDTH	TYPE
STA. 751+89 TO STA. 752+04, LT.	VARIES	CONCRETE

25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

PROJ. MANAGER ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DOE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

P.E. NUMBER

SIGNATURE

DATE

SCARBOROUGH
ROUTE 1

PLANS

SHEET NUMBER

21

OF 142

Filename: 022_HDPlan7.dgn Division: BRIDGE Username: lmeek Date:8/7/2012

CURVE DATA

PI = 906+15.69
D = 4° - 46' - 28.7"
Δ = 13° - 13' - 04.9" Lt.
R = 1200.00'
L = 276.84'
T = 139.04'
E = 8.03'

PLAIN RIPRAP
STA. 800+79.01 TO STA. 800+90.64, LT
STA. 908+53.49 TO STA. 908+60.92, RT

STABILIZATION GEOTEXTILE
STA. 800+16 TO STA. 803+00 LT./RT.
(INSTALL UNDER GRAVEL ROADWAY SECTION)

STORMWATER FILTERS
STA. 800+33.00, 19.00' LT.
STA. 800+49.16, 54.69' LT.
STA. 800+81.76, 21.50' RT.
STA. 802+09.25, 20.20' LT.
STA. 802+09.25, 19.00' RT.
STA. 908+50.00, 20.05' RT.

ROBERT J. HARRISBURG

QUIRK PROPERTIES AND MANAGEMENT, LLC

ROBERT J. HARRISBURG

TOWN OF SCARBOROUGH

CECILIA DON, LLC

STA. 906+91.36 PAYNE RD. ℄ =
STA. 800+00.00 NEW PAYNE RD. ℄

PRC = STA. 907+53.50

PC = STA. 904+76.66

STA. 906+25.00
LIMIT OF WORK
BEGIN PARTIAL DEPTH
RECONSTRUCTION RIGHT
AND OVERLAY LEFT
MATCH EXISTING PAVEMENT
WITH BUTT JOINT LEFT

STA. 909+00.00
LIMIT OF WORK
END PARTIAL DEPTH
RECONSTRUCTION RIGHT
AND OVERLAY LEFT
MATCH EXISTING PAVEMENT
WITH BUTT JOINT LEFT

PAYNE ROAD

CONSTRUCTION ℄

NEW PAYNE RD

STAMPED PAVEMENT

CMP 17.3

CMP 17 3/2

CMP 17 3/2 S

REMOVE

24" OPT. III

12" OPTION III

6" UD "B"

12" UD "C"

HB-SCAR-12I

HB-SCAR-12O

B22

N7°55'35.2"E

PC=STA. 801+54.81

PT = STA. 803+64.43

PCC = STA. 909+40.83

RIPRAP DOWNSPOUT

RIPRAP APRON
SEE SPECIAL DETAILS

VEGETATED LEVEL LIP SPREADER
SEE SPECIAL DETAILS

STORMWATER PLANTER (TYP.)
SEE SPECIAL DETAILS

REMOVE BUILDING NO. 1

NEW PAYNE ROAD LAYOUT LINE

HATCHING DENOTES PAVEMENT REMOVAL. LOAM AND SEED AREA.

CURVE DATA

PI = 802+70.40
D = 28° - 38' - 52.4"
Δ = 60° - 02' - 57.6" Rt.
R = 200.00'
L = 209.61'
T = 115.58'
E = 31.00'

CURVE DATA

PI = 908+47.93
D = 9° - 32' - 57.5"
Δ = 17° - 53' - 21.1" Rt.
R = 600.00'
L = 187.34'
T = 94.44'
E = 7.39'

CURVE DATA

PI = 910+61.11
D = 4° - 14' - 38.9"
Δ = 10° - 10' - 57.1" Rt.
R = 1350.00'
L = 239.92'
T = 120.28'
E = 5.35'

LAYOUT LINE CURVE DATA

D = 24°17'00.2"
Δ = 60°02'57.6" Rt.
R = 235.95'
L = 247.29'
T = 136.36'
E = 36.57'

25 0 25 50

CLEARING
STA. 800+50 TO STA. 801+50, LT.
STA. 802+25 TO STA. 803+00, LT.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

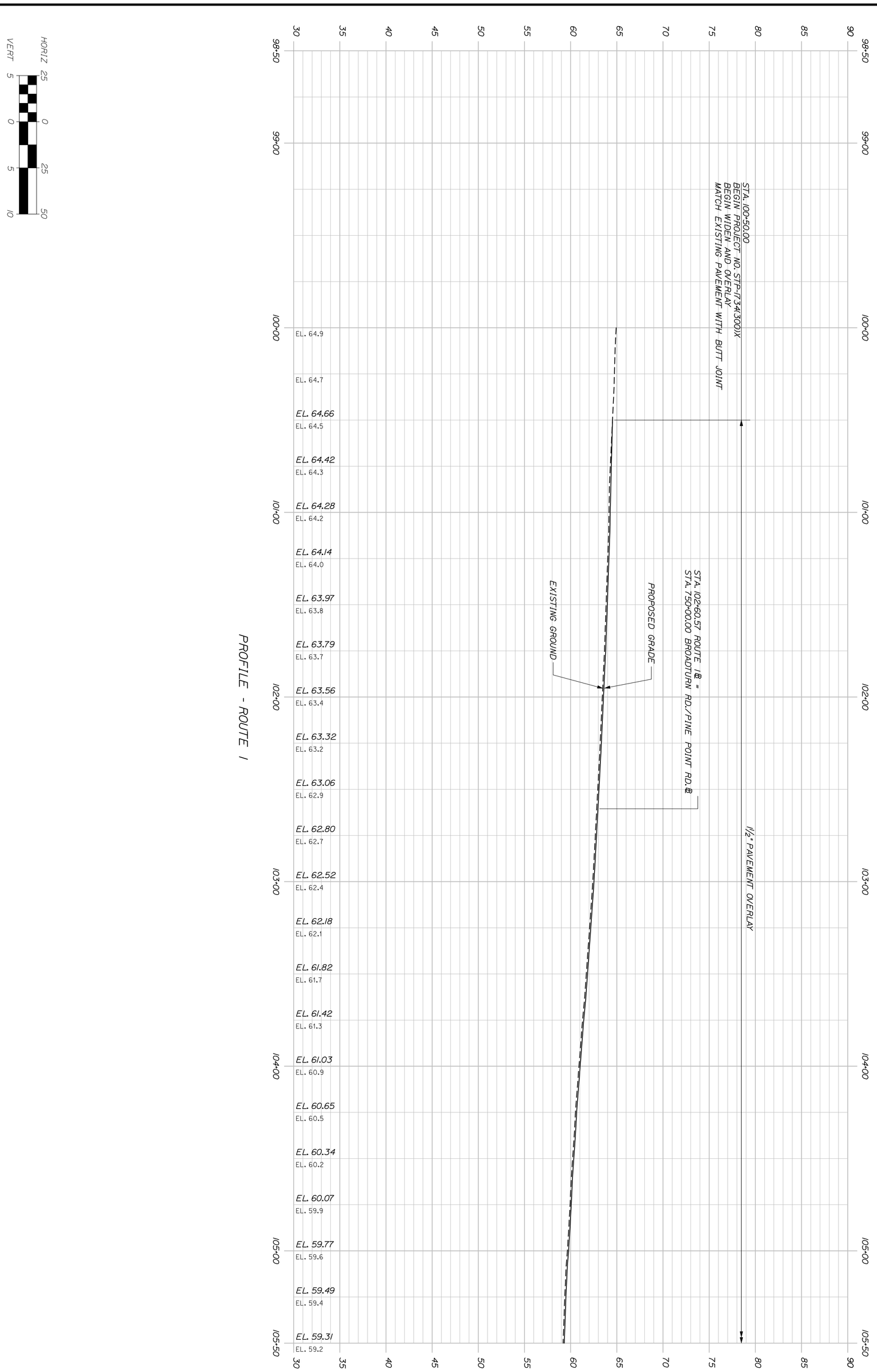
DATE

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SCARBOROUGH
ROUTE 1

PLANS

SHEET NUMBER
22
OF 142



SHEET NUMBER 23 OF 142

SCARBOROUGH
ROUTE 1

PROFILES

PROJ. MANAGER ERNEST MARTIN		BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

P.E. NUMBER

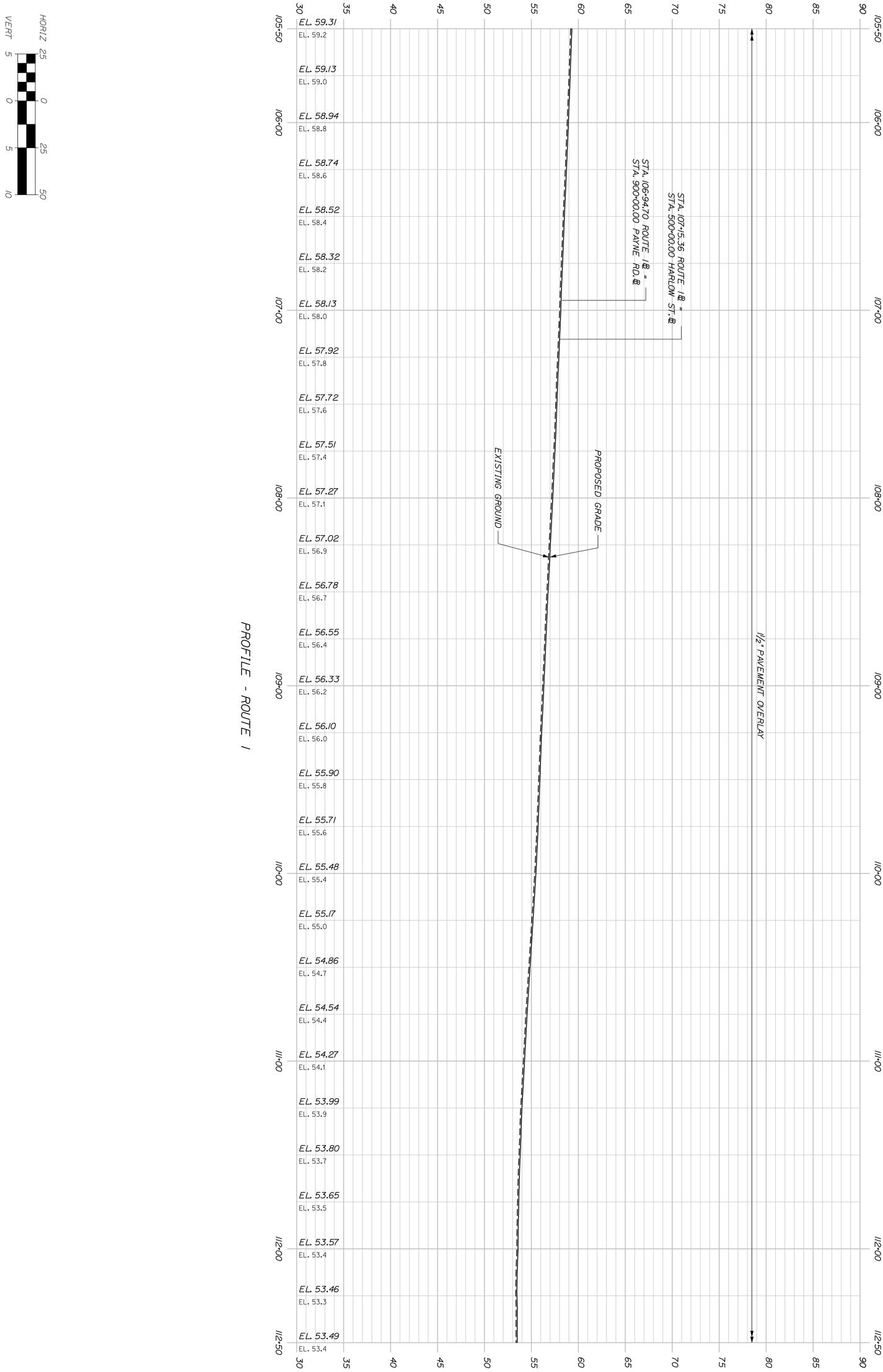
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS



SHEET NUMBER 24 OF 142

SCARBOROUGH
ROUTE 1

PROFILES

PROJ. MANAGER ERNEST MARTIN		BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

P.E. NUMBER

DATE

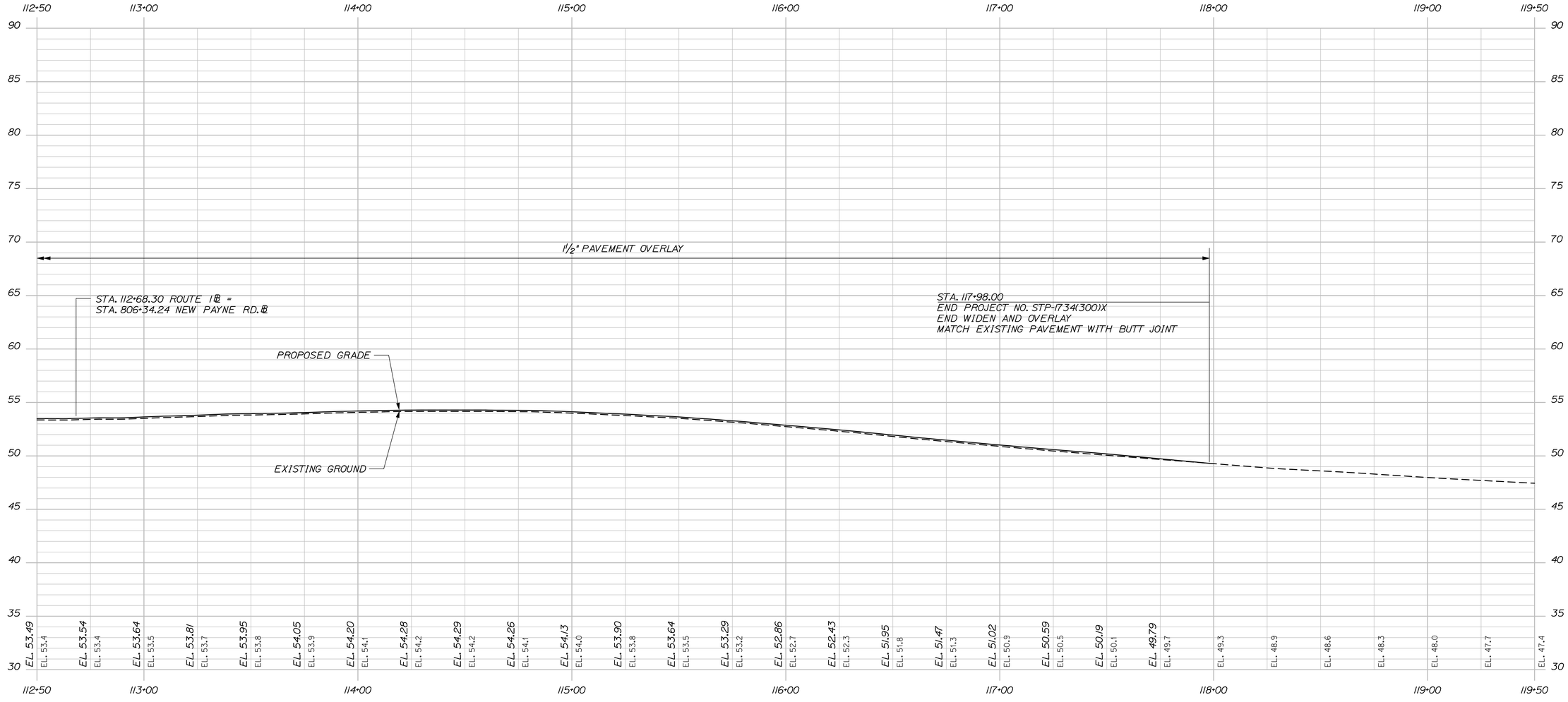
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

Username: mcundiff
Division: BRIDGE
Filename: 025_Profile3.dgn
Date:6/5/2012



PROFILE - ROUTE 1

HORIZ 25 0 25 50
VERT 5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	BY	DATE
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	06\12
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

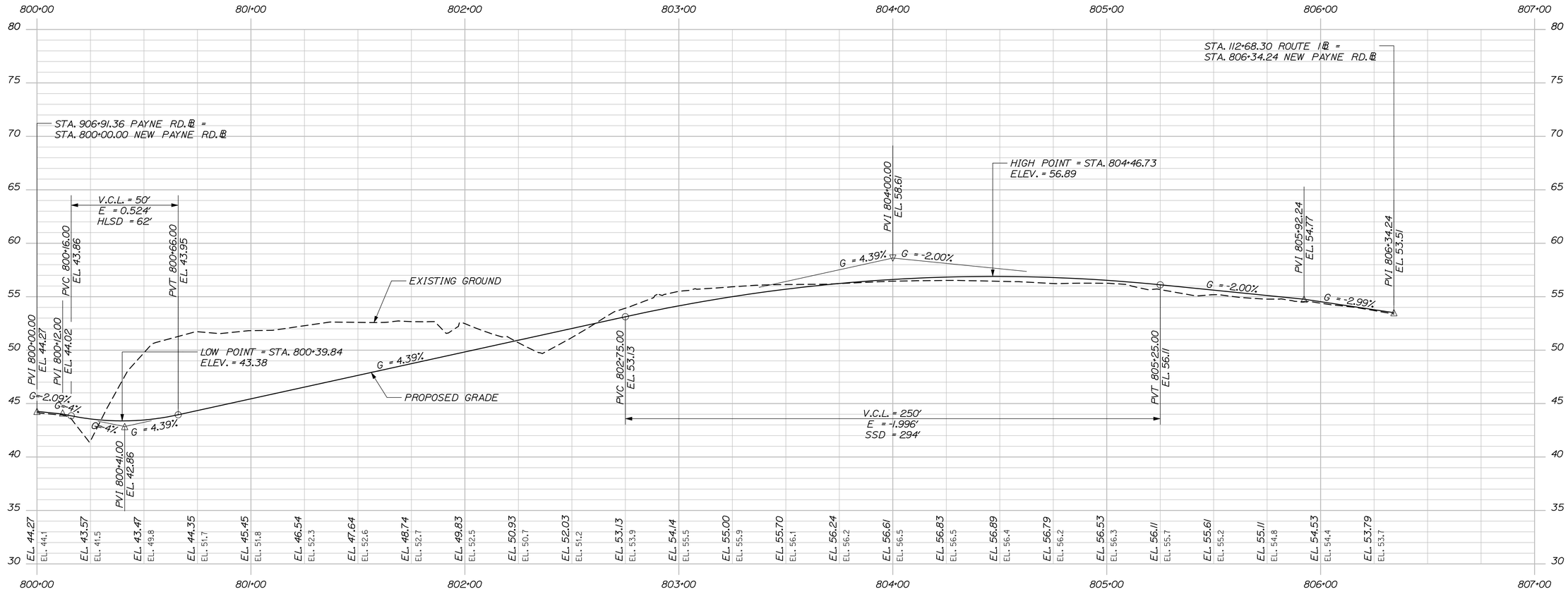
SCARBOROUGH
ROUTE 1

PROFILES

SHEET NUMBER

25

OF 142



PROFILE - NEW PAYNE ROAD

HORIZ 25 0 25 50

VERT 5 0 5 10

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

PROFILES

SHEET NUMBER

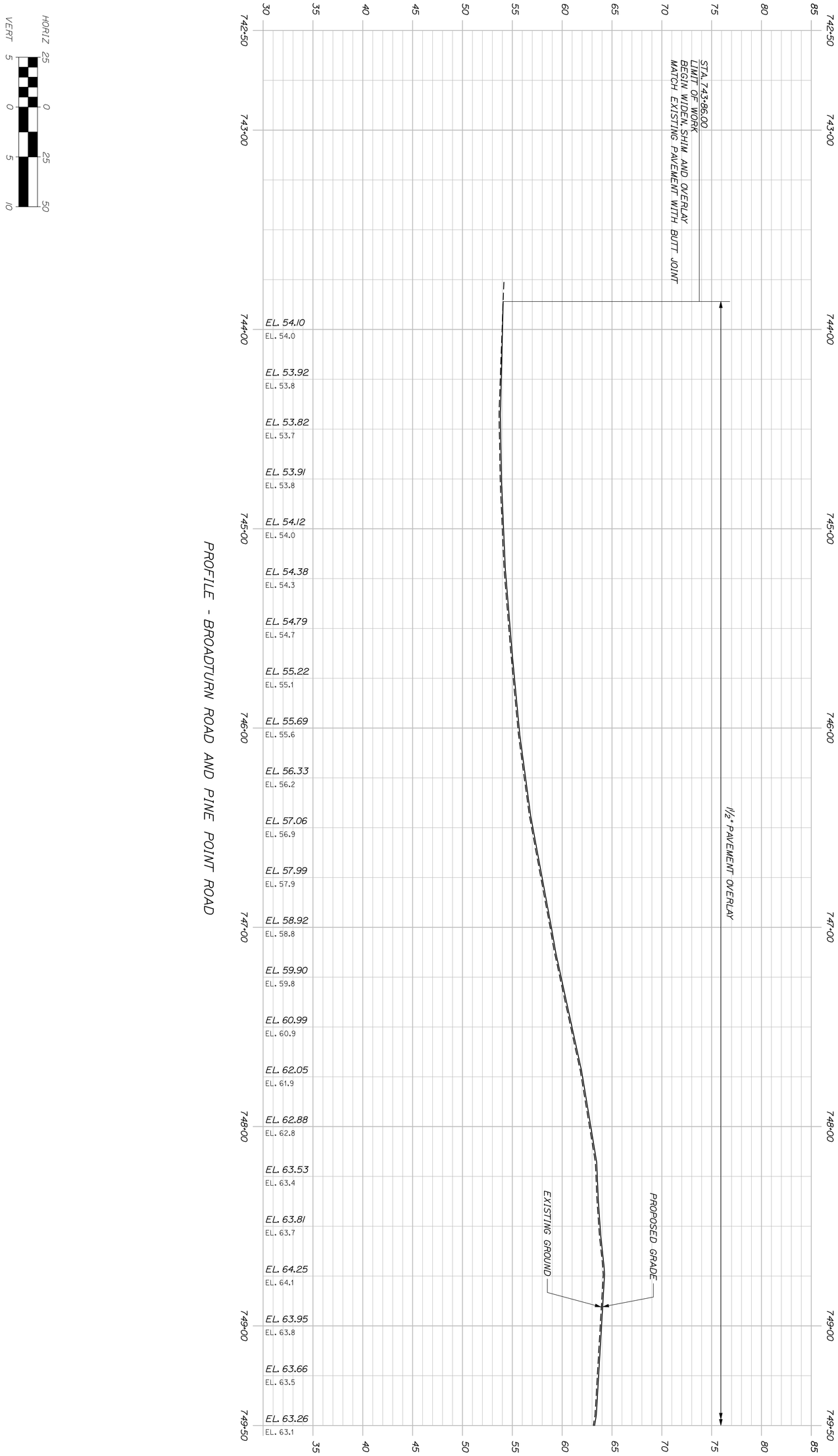
26

OF 142

Username: mcundiff Date:6/5/2012

Division: BRIDGE

Filename: 026_Profile4.dgn



PROFILE - BROADTURN ROAD AND PINE POINT ROAD

SHEET NUMBER 27 OF 142

SCARBOROUGH
ROUTE 1

PROFILES

PROJ. MANAGER ERNEST MARTIN		BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

P.E. NUMBER

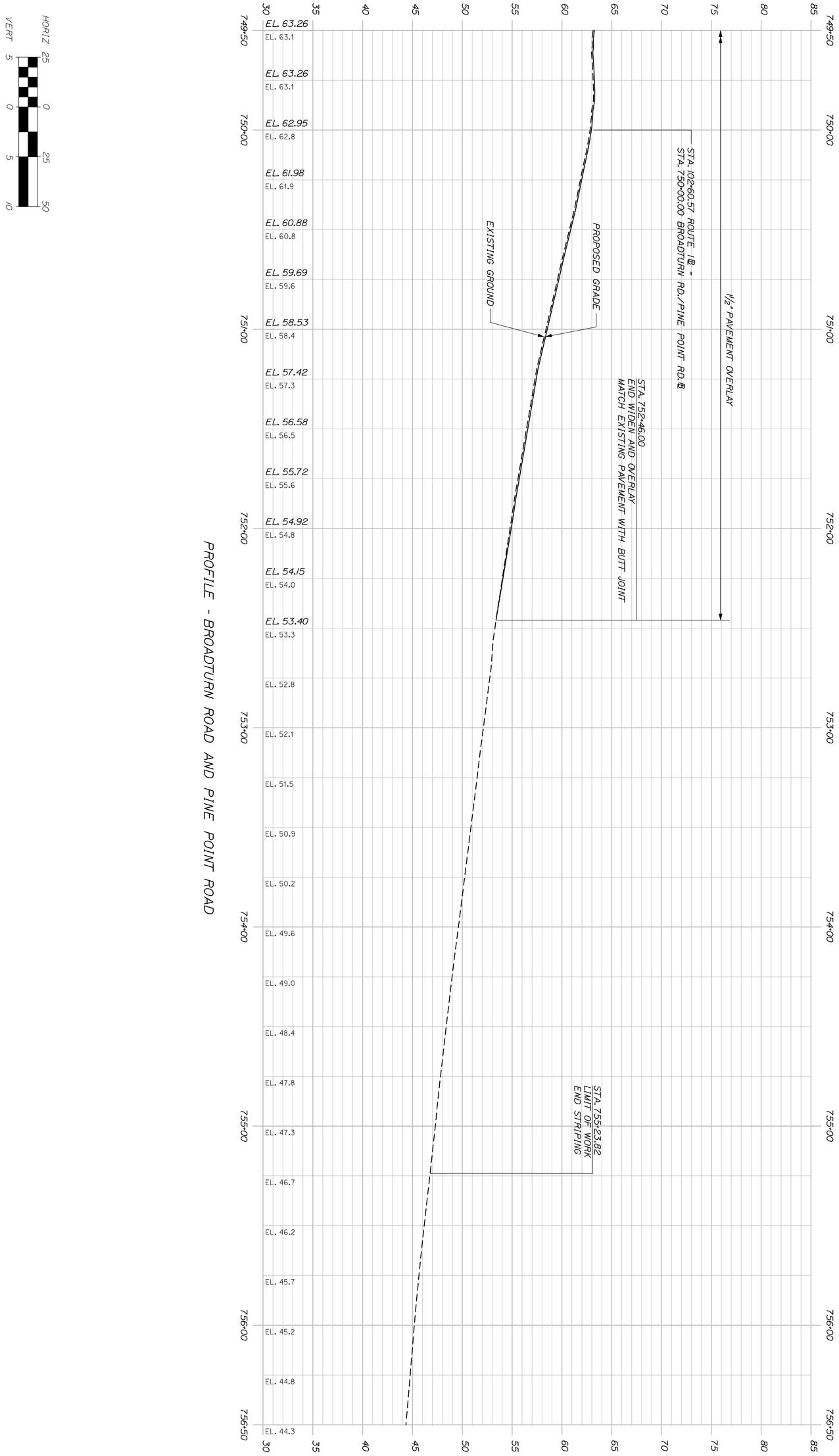
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS



PROFILE - BROADTURN ROAD AND PINE POINT ROAD

SHEET NUMBER 28 OF 142

SCARBOROUGH
ROUTE 1

PROFILES

PROJ. MANAGER ERNEST MARTIN		BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

P.E. NUMBER

DATE

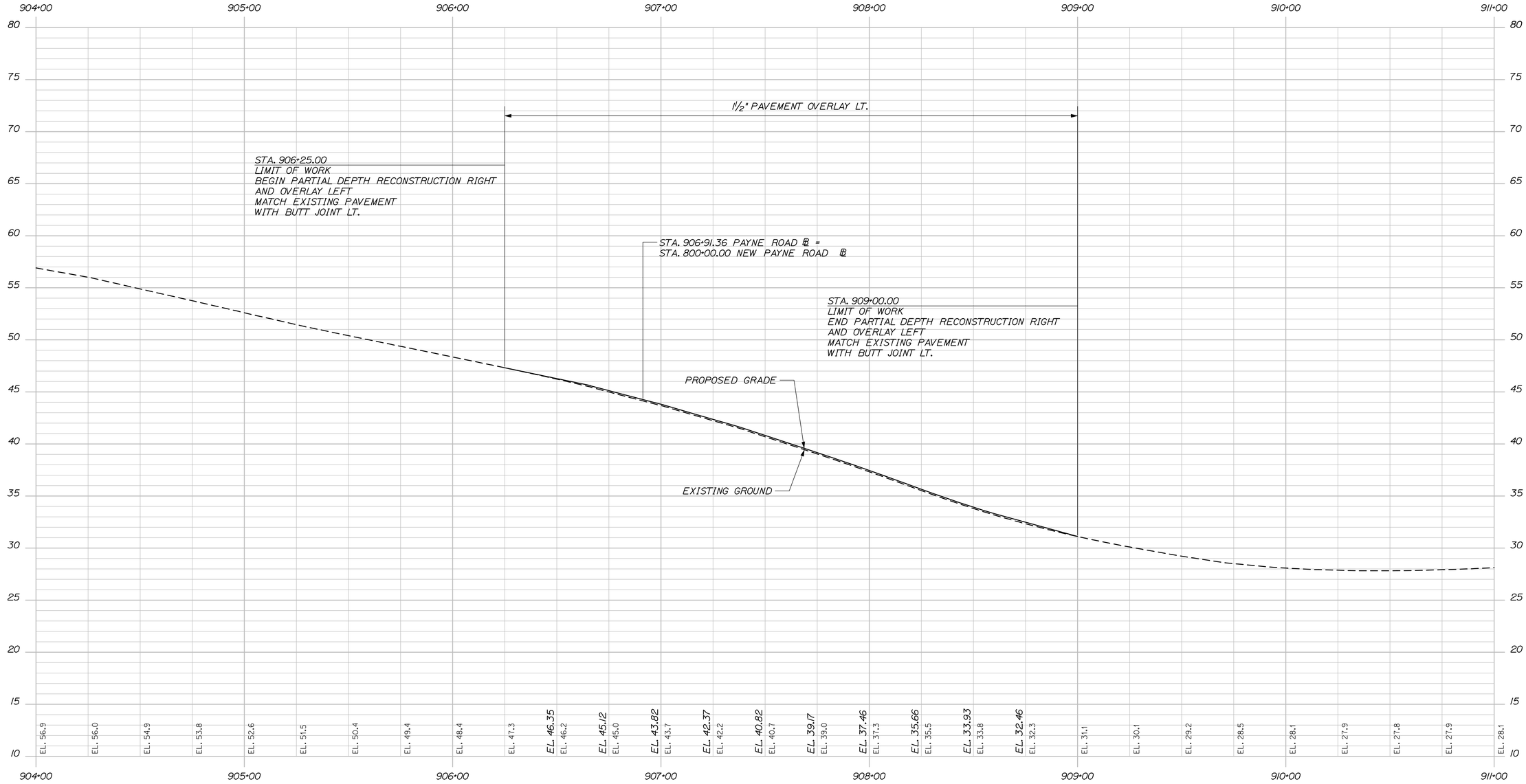
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

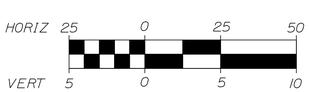
WIN
17343.00

HIGHWAY PLANS

Username: mcundiff
Division: BRIDGE
Filename: 029_Profile7.dgn
Date:6/5/2012



PROFILE - PAYNE ROAD



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

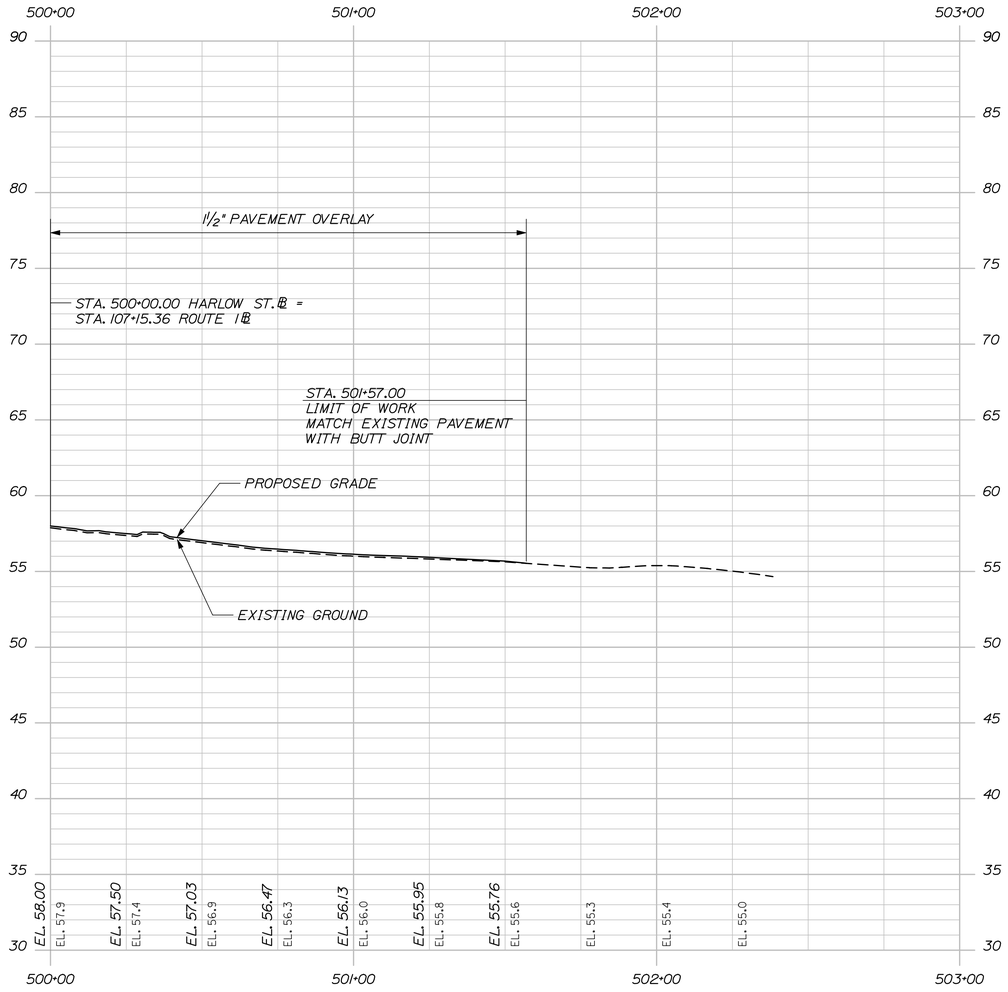
SCARBOROUGH
ROUTE 1

PROFILES

SHEET NUMBER

29

OF 142



PROFILE - HARLOW STREET

HORIZ 25 0 25 50

VERT 5 0 5 10

Filename: 030_Profile8.dgn Username: mcundiff Date:6/5/2012

Division: BRIDGE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12	
CHECKED-REVIEWED	DGE	06\12	
DESIGN2-DETAILED2	-	-	
DESIGN3-DETAILED3	-	-	
REVISIONS 1	-	-	
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	

SIGNATURE

P.E. NUMBER

DATE

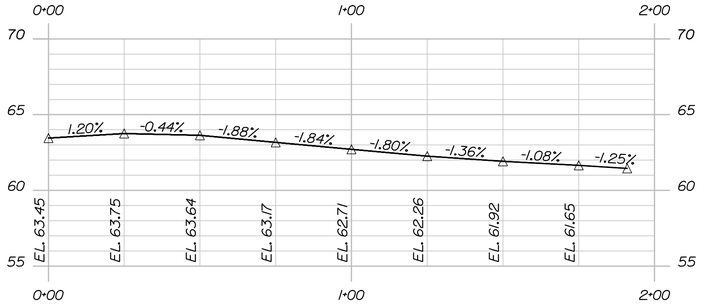
SCARBOROUGH
ROUTE 1

PROFILES

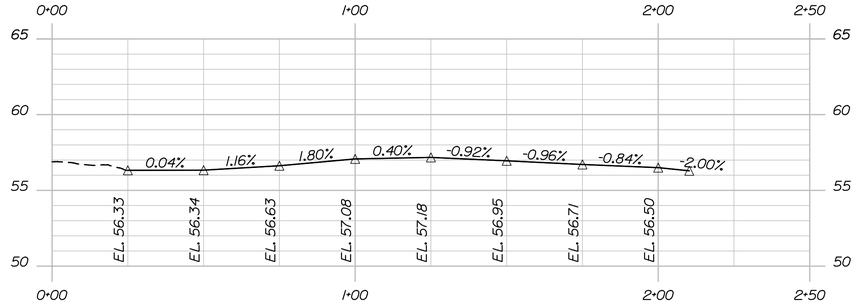
SHEET NUMBER

30

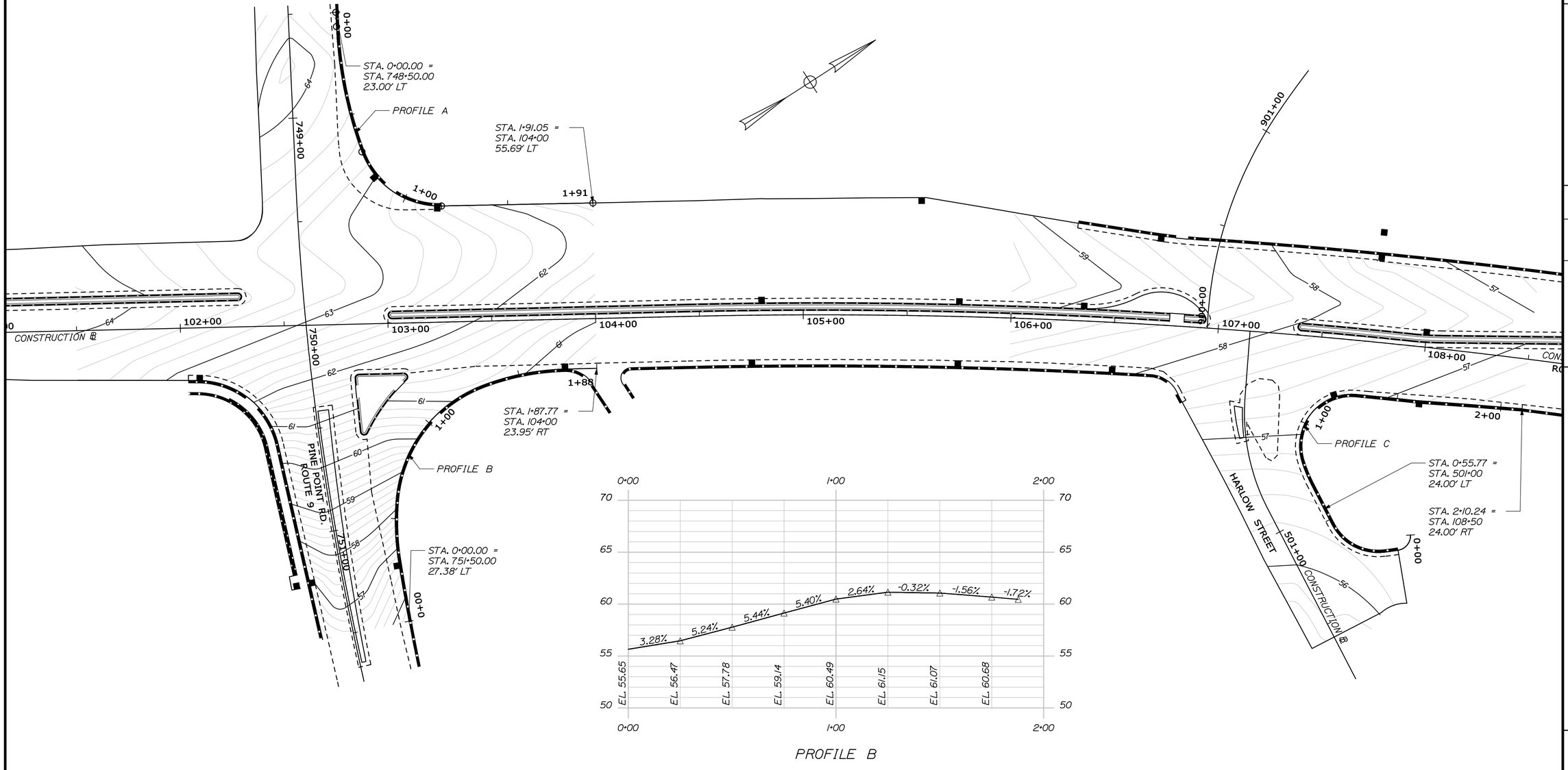
OF 142



PROFILE A



PROFILE C



PROFILE B

NOTES:

1. SEE GENERAL NOTES FOR INFORMATION ON THE 2010 PAVEMENT OVERLAY.

25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

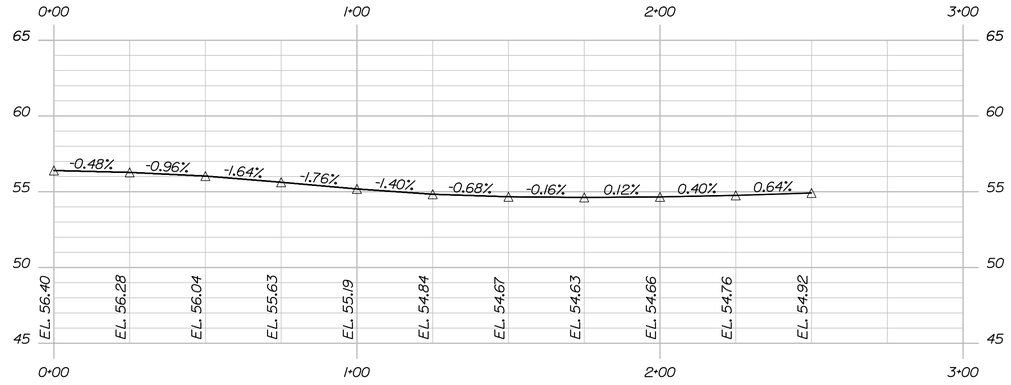
INTERSECTION
GRADING PLANS

SHEET NUMBER

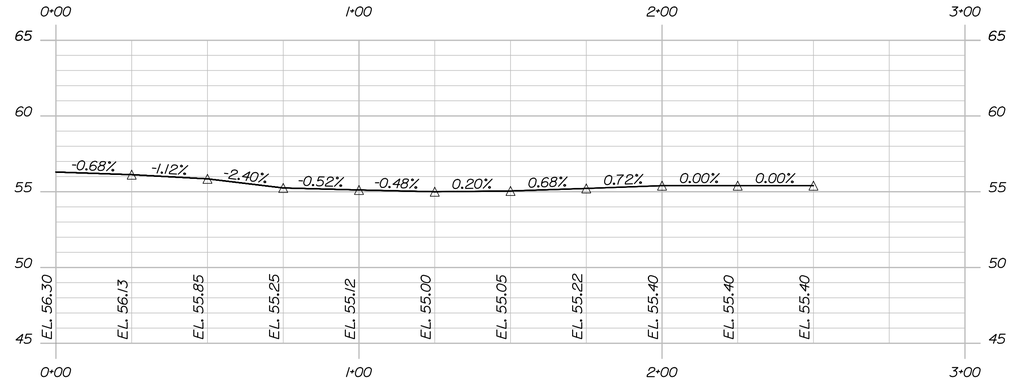
31

OF 142

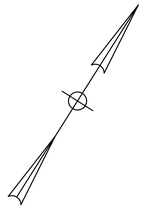
Filename: 031_IntersectionGrading1.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

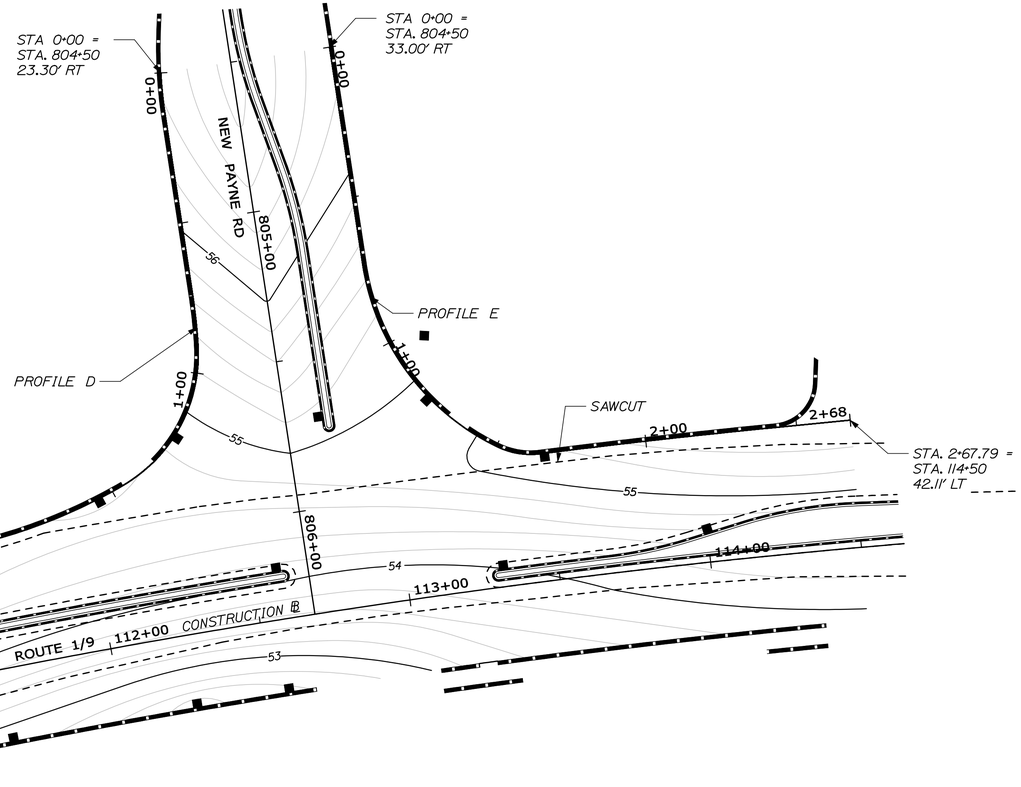


PROFILE D



PROFILE E





STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

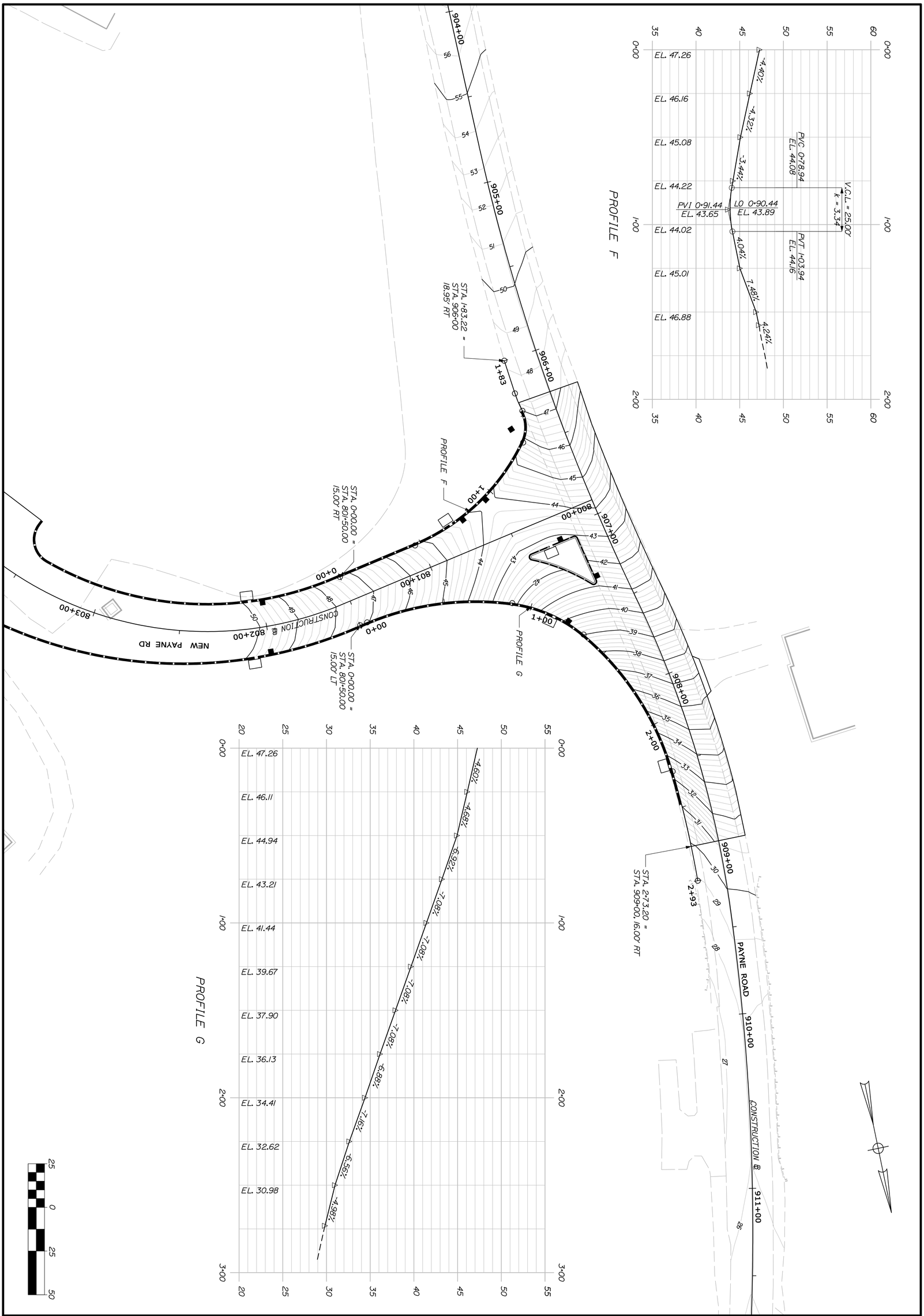
INTERSECTION
GRADING PLANS

SHEET NUMBER

32

OF 142

Username: mcundiff Date:6/5/2012
Division: BRIDGE
Filename: 032_IntersectionGrading2.dgn



SHEET NUMBER 33 OF 142	SCARBOROUGH ROUTE 1	PROJ. MANAGER ERNEST MARTIN	BY / DATE
		DESIGN-DETAILED LEM	LEM 06\12
		CHECKED-REVIEWED DGE	- 06\12
		DESIGN2-DETAILED2 -	- -
		DESIGN3-DETAILED3 -	- -
		REVISIONS 1 -	- -
		REVISIONS 2 -	- -
		REVISIONS 3 -	- -
		REVISIONS 4 -	- -
		FIELD CHANGES -	- -
	INTERSECTION GRADING PLANS	SIGNATURE / P.E. NUMBER / DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
			STP-1734(300)X
			WIN 17343.00 HIGHWAY PLANS

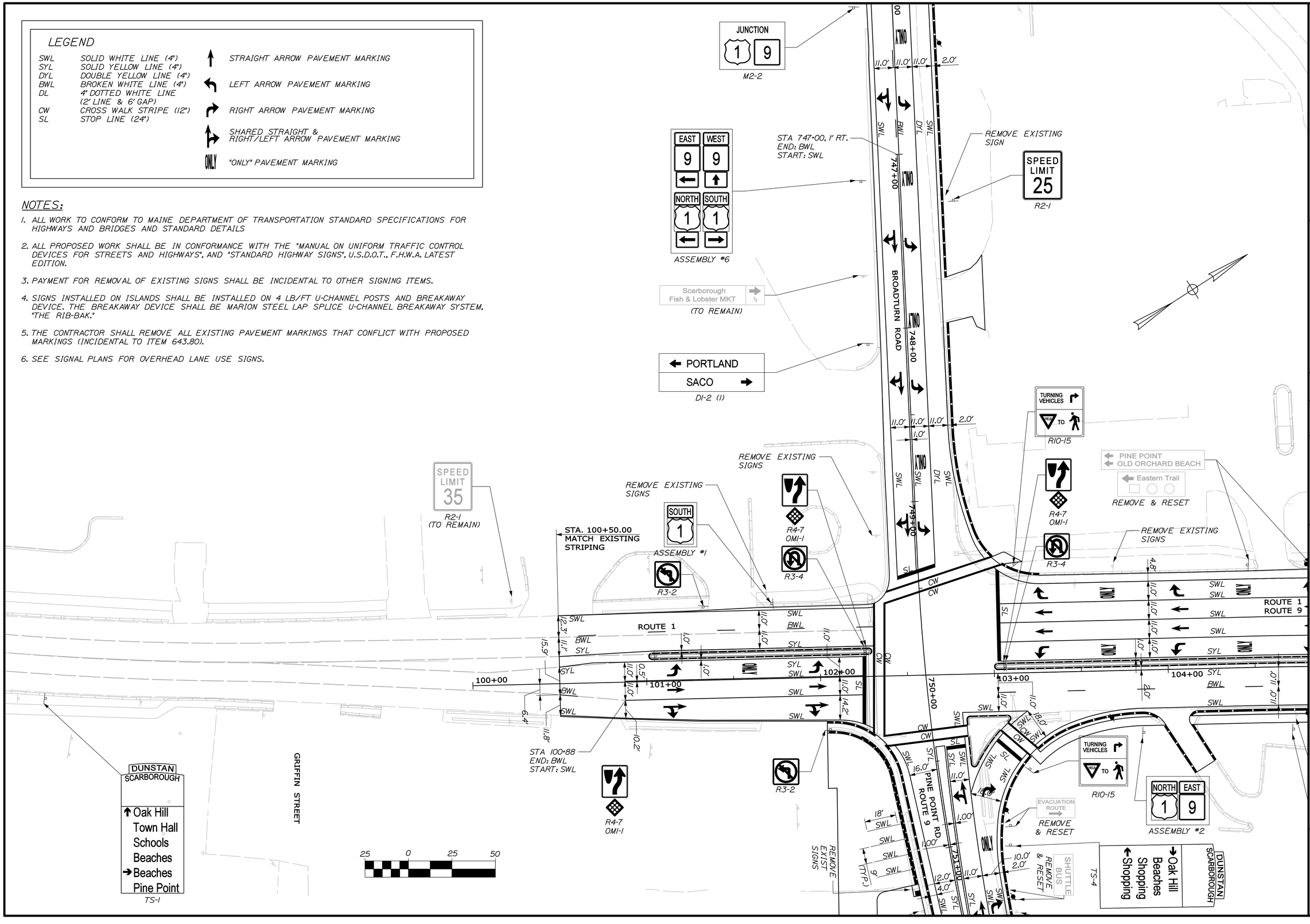
Filename: 034_SSPlan1.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

LEGEND

SWL	SOLID WHITE LINE (4")	STRAIGHT ARROW PAVEMENT MARKING
SYL	SOLID YELLOW LINE (4")	
DYL	DOUBLE YELLOW LINE (4")	
BWL	BROKEN WHITE LINE (4")	LEFT ARROW PAVEMENT MARKING
DL	4" DOTTED WHITE LINE (2' LINE & 6' GAP)	
CW	CROSS WALK STRIPE (12")	RIGHT ARROW PAVEMENT MARKING
SL	STOP LINE (24")	
		SHARED STRAIGHT & RIGHT/LEFT ARROW PAVEMENT MARKING
ONLY		"ONLY" PAVEMENT MARKING

NOTES:

1. ALL WORK TO CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR HIGHWAYS AND BRIDGES AND STANDARD DETAILS
2. ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", AND "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A. LATEST EDITION.
3. PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO OTHER SIGNING ITEMS.
4. SIGNS INSTALLED ON ISLANDS SHALL BE INSTALLED ON 4 LB/FT U-CHANNEL POSTS AND BREAKAWAY DEVICE. THE BREAKAWAY DEVICE SHALL BE MARION STEEL LAP SPLICE U-CHANNEL BREAKAWAY SYSTEM, "THE RIB-BAK."
5. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS (INCIDENTAL TO ITEM 643.80).
6. SEE SIGNAL PLANS FOR OVERHEAD LANE USE SIGNS.



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGNING & STRIPING PLANS

SHEET NUMBER

34

OF 142

Filename: 035_SSPlan2.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

DUNSTAN
SCARBOROUGH
Beach
Pine Point
TS-3

WEST 9 SOUTH 1
ASSEMBLY #3

PINE POINT
OLD ORCHARD BEACH
Eastern Trail
REMOVE & RESET

Wild Duck Campground
Ken's Place Seafoods
(TO REMAIN)

Shore Access
(TO REMAIN)

REMOVE EXISTING SIGNS

R4-7 OMI-I
R3-4

PAYNE ROAD
902+00
903+00
901+00

REMOVE EXISTING SIGNS

Take Route 9
Scarboro Marsh Nature Center Rt. 9
The CLAMBAKE SEAFOOD RESTAURANT
Natural Motion Martial Arts
REMOVE & RESET

AT 2ND TRAFFIC SIGNAL
SALTY BAY Seafood Rte. 9
Sea-Ward OCEAN FRONT Rte 9
BROADTURN FARM LOCAL & ORGANIC
REMOVE & RESET

STA 109+00
END: SWL
START: BWL

EXIST SIGNS (TO REMAIN)

R3-2

ROUTE 1
ROUTE 9

104+00 105+00 106+00 107+00 108+00 109+00 110+00

STA 105+00
END: BWL
START: SWL

REMOVE EXIST. SIGN

SHAWS SUPERMARKET
REMOVE & RESET TO STA. 108+10

SPEED LIMIT 35
R2-1

DEAD END
W14-1

REMOVE EXISTING SIGNS

HARLOW STREET
501+00

REMOVE EXISTING SIGNS

STOP
(TO REMAIN)

SHAWS SUPERMARKET
RELOCATED FROM STA. 104+70

STA 109+00
START: BWL

TURNING VEHICLES MUST STOP
R10-15

NORTH 1 EAST 9
ASSEMBLY #2

TS-4
Oak Hill
Beaches
Shopping
Shopping
Shopping
DUNSTAN SCARBOROUGH

PAYNE RD
AT SECOND SIGNAL
NEW TRAFFIC PATTERN AHEAD
D1-2(2)
W23-2

R3-2

STOP
(TO REMAIN)

STA. 501+57.00
MATCH EXISTING STRIPING

DUNSTAN
SCARBOROUGH
Oak Hill
Shopping
Beaches
Town Hall
Schools
TS-2

PRIVATE DRIVE NO TURNING
(TO REMAIN)

R3-2

STA 110+50
END: BWL
START: SWL

NO TRACTOR TRAILER TURN AROUND AHEAD
(TO REMAIN)

502+00

25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12	-
CHECKED-REVIEWED	DJE	06\12	-
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

BY | DATE | SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGNING & STRIPING PLANS

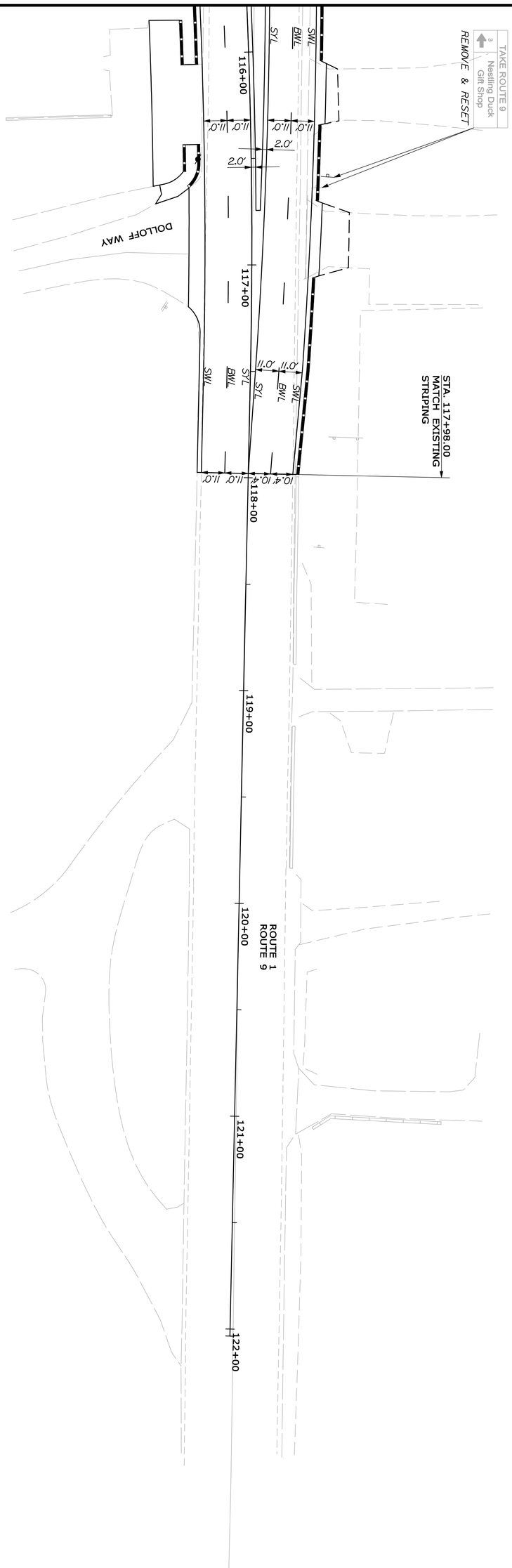
SHEET NUMBER
35
OF 142

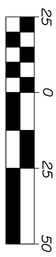
Filename: 036_SSPlan3.dgn Username: mcundiff Division: BRIDGE Date:6/5/2012

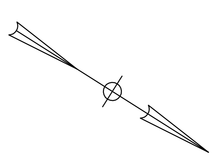
JUNCTION 1 9
M2-2
STA 803+27.8 BEGIN: SWL
STA 803+64 END: SYL
STA 803+64 END: SYL
STA 803+64 END: SWL
STA 804+00 START:SYL
PORTLAND
SACO
D1-2 (1)
EAST 9 WEST 9 NORTH 1 SOUTH 1
ASSEMBLY #5
STA 804+65 START: SWL
STA 805+15.3 START: SWL
SOUTH 1 WEST 9
ASSEMBLY #4
NO TURN ON RED
R10-11a
SPEED LIMIT 25
R2-1
R3-4
R4-7 OM1-1
R3-2
NEW PAYNE RD
803+00
804+00
805+00
806+00
AT 2ND TRAFFIC SIGNAL
3 SALTY BAY Seafood Rte. 9
3 2/10 Sea-Ward OCEAN FRONT Rte 9
BROADTURN FARM LOCAL & ORGANIC 5 2/10
REMOVE & RESET
AT 2ND TRAFFIC SIGNAL
2 Blue Cold Pelreco Rte. 9
2 1/10 First & Last Pizzeria Rte. 9
Dunstan Crossing Neighborhood
REMOVE & RESET
TAKE ROUTE 9
3 Sand Dollar Inn & Lily's Restaurant
2½ Bayley's Camping Resort
REMOVE & RESET
EXIST. SIGN TO REMAIN
STA 113+80 END: SWL
PAYNE RD AT SIGNAL
NEW TRAFFIC PATTERN AHEAD
D1-2 (3) W23-2
STA 115+00 END: SWL START: BWL
TAKE ROUTE 9
3 Nestling Duck Gift Shop
REMOVE & RESET
EXIST SIGNS (TO REMAIN)
ROUTE 1 ROUTE 9
STA 109+00 START: BWL
STA 110+50 END: BWL START: SWL
PRIVATE DRIVE NO TURNING (TO REMAIN)
REMOVE SIGN
REMOVE SIGN
NORTH 1 EAST 9
ASSEMBLY #2
R=45.0'
110+00
111+00
112+00
113+00
114+00
115+00
116+00
25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1734(300)X
WIN 17343.00
HIGHWAY PLANS

BY	DATE







SCARBOROUGH
ROUTE 1

SIGNING & STRIPING PLANS

PROJ. MANAGER ERNEST MARTIN		BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

P.E. NUMBER

DATE

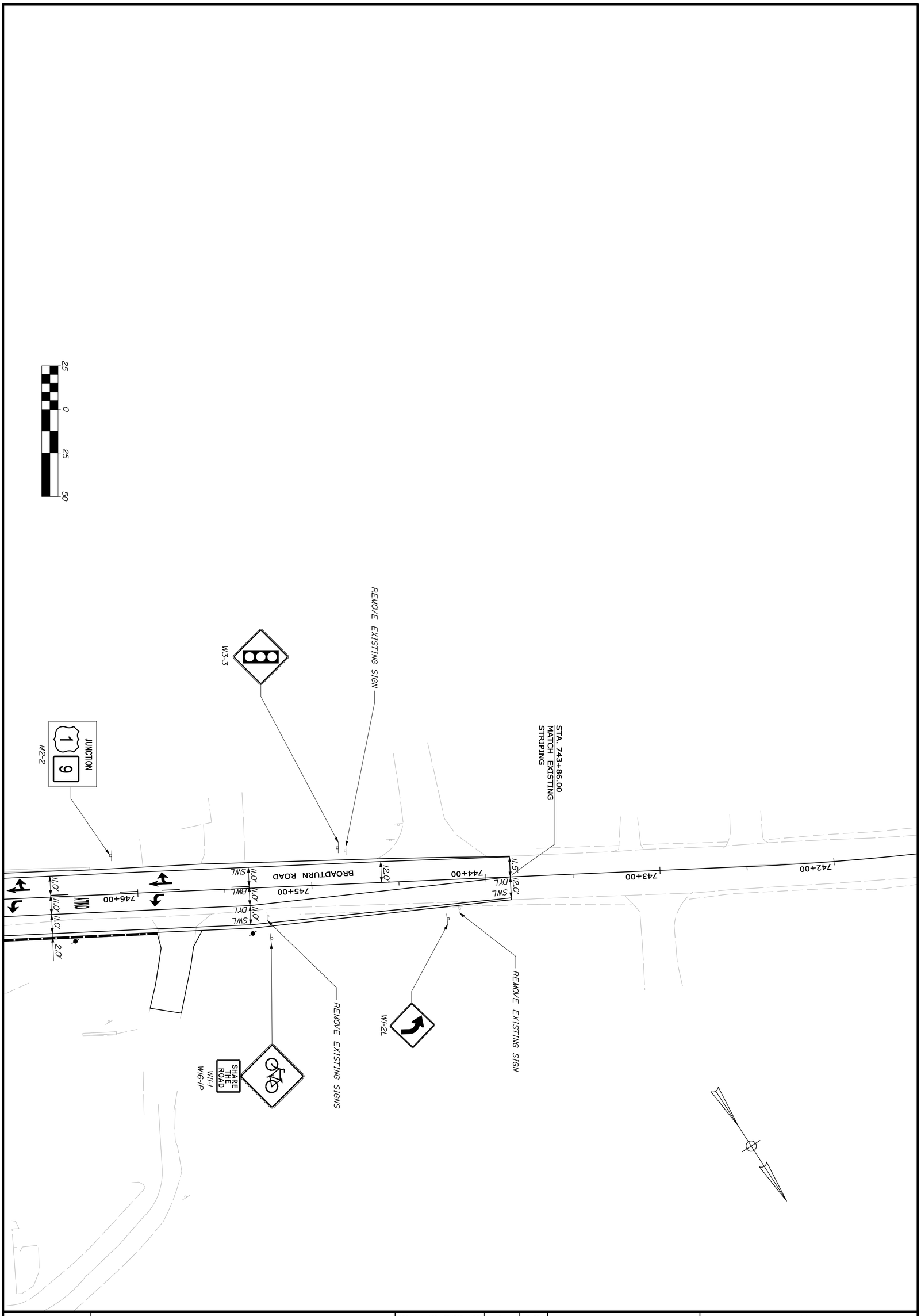
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

SHEET NUMBER
37
OF 142



SHEET NUMBER 38 OF 142

SCARBOROUGH ROUTE 1

SIGNING & STRIPING PLANS

PROJ. MANAGER ERNEST MARTIN		BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

P.E. NUMBER

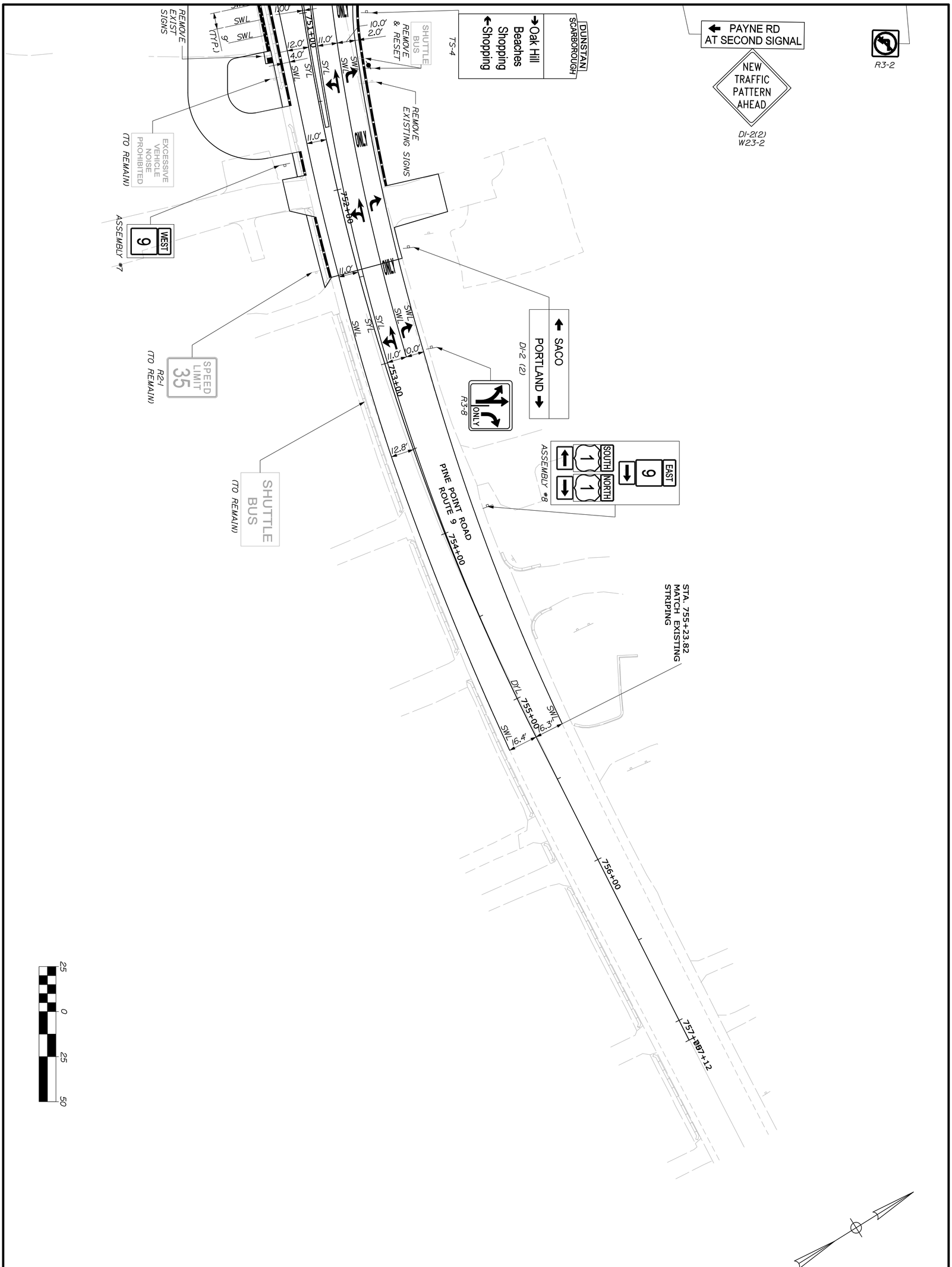
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS



SHEET NUMBER 39 OF 142	SCARBOROUGH ROUTE 1	PROJ. MANAGER ERNEST MARTIN	BY / DATE
	SIGNING & STRIPING PLANS	DESIGN-DETAILED: LEM	LEM 06\12
		CHECKED-REVIEWED: DGE	- 06\12
		DESIGN2-DETAILED2: -	- -
		DESIGN3-DETAILED3: -	- -
		REVISIONS 1: -	- -
		REVISIONS 2: -	- -
		REVISIONS 3: -	- -
		REVISIONS 4: -	- -
		FIELD CHANGES: -	- -

SIGNATURE

P.E. NUMBER

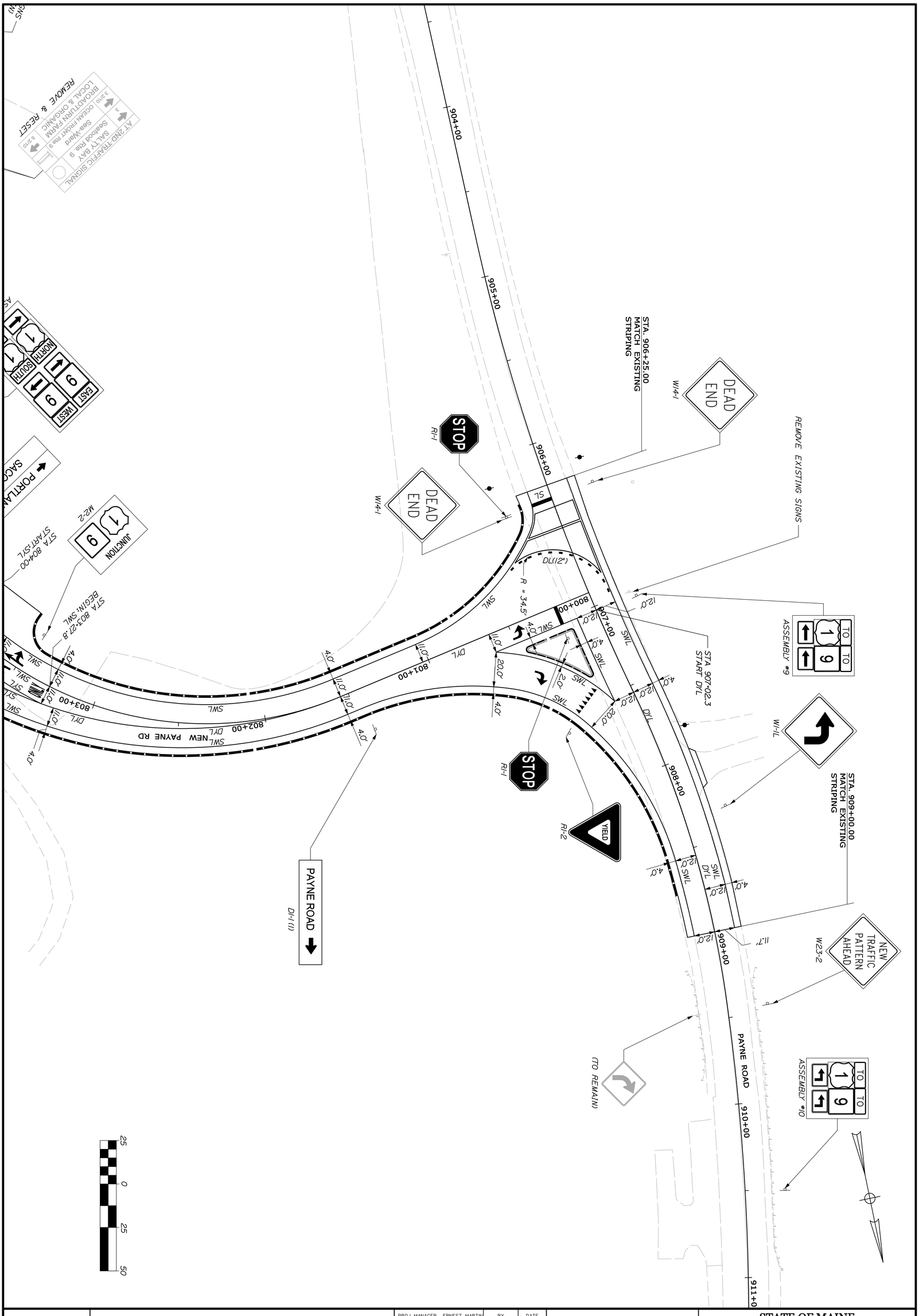
DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00 HIGHWAY PLANS

Filename: 040_SSPlan7.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012



SHEET NUMBER 40 OF 142	SCARBOROUGH ROUTE 1	PROJ. MANAGER ERNEST MARTIN	BY DATE
		DESIGN-DETAILED LEM	LEM 06\12
		CHECKED-REVIEWED DGE	- 06\12
		DESIGN2-DETAILED2 -	- -
		DESIGN3-DETAILED3 -	- -
		REVISIONS 1 -	-
		REVISIONS 2 -	-
		REVISIONS 3 -	-
		REVISIONS 4 -	-
		FIELD CHANGES -	-
	SIGNING & STRIPING PLANS	SIGNATURE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION
		P.E. NUMBER	STP-1734(300)X
		DATE	WIN 17343.00 HIGHWAY PLANS

PROPOSED SIGN SUMMARY

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACK-GROUND	COLOR LEGEND BORDER	TOTAL AREA IN SQUARE FEET	POST
645.291	DI-1 (1)	126	18	←US ROUTE 1→	9" D	4½" 9" 4½"	9" X 10¼"	4	GREEN	WHITE	78.75	ON MAST ARM
645.291	DI-1 (2)	108	18	HARLOW ST →	9" D	4½" 9" 4½"	9" X 10¼"	1			13.50	ON MAST ARM
645.291	DI-1 (3)	108	18	← HARLOW ST	9" D	4½" 9" 4½"	9" X 10¼"	1			13.50	ON MAST ARM
645.291	DI-1 (4)	96	18	PAYNE RD →	9" D	4½" 9" 4½"	9" X 10¼"	1			12.00	ON MAST ARM
645.291	DI-1 (5)	96	18	← PAYNE RD	9" D	4½" 9" 4½"	9" X 10¼"	1			12.00	ON MAST ARM
645.291	DI-2 (1)	66	30	← PORTLAND SACO →	6" D	4.9" 6" 8.2" 6" 4.9"	6" X 6¾"	2			27.50	2 WOOD POSTS
645.291	DI-2 (2)	78	30	← PAYNE RD AT SECOND SIGNAL	6" D 4½" D	7½" 6" 5½" 4½" 6½"	6" X 6¾"	2			32.50	2 WOOD POSTS
645.291	DI-2 (3)	78	30	PAYNE RD → AT SIGNAL	6" D 4½" D	7½" 6" 5½" 4½" 6½"	6" X 6¾"	1			16.25	2 WOOD POSTS
645.291	DI-2 (4)	66	30	← SACO PORTLAND →	6" D	4.9" 6" 8.2" 6" 4.9"	6" X 6¾"	1			13.75	2 WOOD POSTS
645.291	DI-2 (5)	66	18	PAYNE RD →	6" D	4" 6" 4" 6" 4"	6" X 6¾"	1			8.25	2 WOOD POSTS
645.291	DI-2 (6)	126	30	←BROADTURN RD PINE POINT RD→	8" D	3.5" 9" 5" 9" 3.5"	9" X 10¼"	1			26.25	ON MAST ARM
645.291	DI-2 (7)	126	30	← PINE POINT RD BROADTURN RD→	8" D	3.5" 9" 5" 9" 3.5"	9" X 10¼"	1			26.25	ON MAST ARM

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES)	NUMBER OF SIGNS REQUIRED	COLOR BACK-GROUND	COLOR LEGEND BORDER	TOTAL AREA IN SQUARE FEET	POST
645.292	MI-4	24	24	1	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"	11	WHITE	BLACK	44.00	WOOD POST(S)
645.292	MI-5	24	24	9		12			48.00	WOOD POST(S)
645.292	M2-2	60	48	JUNCTION 1 9		2			40.00	WOOD POST(S)
645.292	M3-1	24	12	NORTH		5			10.00	MOUNT WITH ASSEMBLY
645.292	M3-2	24	12	EAST		5			10.00	MOUNT WITH ASSEMBLY
645.292	M3-3	24	12	SOUTH		6			12.00	MOUNT WITH ASSEMBLY
645.292	M3-4	24	12	WEST		6			12.00	MOUNT WITH ASSEMBLY
645.292	M4-5	24	12	TO		4			8.00	MOUNT WITH ASSEMBLY
645.292	M5-1 (L)	21	15	←		2			4.38	MOUNT WITH ASSEMBLY
645.292	M6-1 (R)	21	15	→		3			6.56	MOUNT WITH ASSEMBLY
645.292	M6-1 (L)	21	15	←		7			15.32	MOUNT WITH ASSEMBLY
645.292	M6-3	21	15	↑		3			6.56	MOUNT WITH ASSEMBLY

SEE LAST SHEET FOR NOTES.

Filename: 041_sign summary.dgn Username: mcundiff Division: BRIDGE Date:6/5/2012

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGN SUMMARY

SHEET NUMBER

41

OF 142

PROPOSED SIGN SUMMARY

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACK-GROUND	COLOR LEGEND BORDER	TOTAL AREA IN SQUARE FEET	POST
645.292	OMI-1	18	18		TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			7	YELLOW	YELLOW	50.75	MOUNT WITH R4-7
645.292	RI-1	30	30	STOP				2	RED	WHITE	12.50	U-CHANNEL
645.292	RI-2	36	36	YIELD				1	WHITE	RED	4.50	WOOD POST
645.271	R2-1(25)	24	30	SPEED LIMIT 25				1	WHITE	BLACK	5.00	U-CHANNEL
645.271	R2-1(35)	24	30	SPEED LIMIT 35				1			5.00	U-CHANNEL
645.292	R3-2	24	24					9			36.00	U-CHANNEL
645.292	R3-4	24	24					8			32.00	MOUNT OPPOSITE SIDE OF POLE FOR R4-7
645.292	R3-5a	30	36	ONLY				11			82.50	ON MAST ARM
645.292	R3-5L	30	36	ONLY				8			60.00	ON MAST ARM
645.292	R3-5R	30	36	ONLY				3			22.50	ON MAST ARM
645.292	R3-6L	30	36					2			15.00	ON MAST ARM
645.292	R3-6R	30	36					7			52.50	ON MAST ARM

ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACK-GROUND	COLOR LEGEND BORDER	TOTAL AREA IN SQUARE FEET	POST
645.292	R3-8	30	30	ONLY	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			1	WHITE	BLACK	12.50	2 WOOD POSTS
645.292	R4-7	24	30					3			15.00	U-CHANNEL
645.292	RI0-3b	9	12	RAIL CROSSING Watch for Vehicles; RAIL LIGHT FLASH SIGNAL IF MOVED; DON'T CROSS; PUSH BUTTON TO CROSS				17			12.75	ON PEDESTAL POLE
645.292	RI0-11a	30	36	NO TURN ON RED				2			15.0	WOOD POST
645.292	RI0-12	30	36	LEFT TURN YIELD ON GREEN				3			22.50	ON MAST ARM
645.292	RI0-14A	60	24	EMERGENCY SIGNAL STOP ON FLASHING RED				2			20.0	ON MAST ARM
645.292	RI0-15	30	30	TURNING VEHICLES YIELD TO				2	FLUORESCENT YELLOW-GREEN WHITE	BLACK	12.50	WOOD POST
645.292	WI-1L	30	30					1	YELLOW	BLACK	6.25	WOOD POST
645.292	WI-2L	30	30					1			6.25	WOOD POST
645.292	W3-3	30	30					1			6.25	WOOD POST
645.292	WII-1	30	30					1			6.25	WOOD POST
645.292	WII-8	30	30					2			12.50	WOOD POST

SEE LAST SHEET FOR NOTES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGN SUMMARY

SHEET NUMBER

42

OF 142

Filename: 042_sign summary.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

Username: mcundiff Date:6/5/2012

Division: BRIDGE

Filename: 043_sign summary.dgn

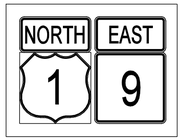
PROPOSED SIGN SUMMARY

	ITEM NUMBER	IDENTIFICATION NUMBER	SIZE OF SIGN WIDTH	SIZE OF SIGN HEIGHT	TEXT	TEXT DIMENSIONS (INCHES) LETTER HEIGHT	TEXT DIMENSIONS (INCHES) VERTICAL SPACING	TEXT DIMENSIONS (INCHES) ARROW RTE. MKR.	NUMBER OF SIGNS REQUIRED	COLOR BACK-GROUND	COLOR LEGEND BORDER	TOTAL AREA IN SQUARE FEET	POST
	645.292	W11-12P	36	30	EMERGENCY SIGNAL AHEAD	TEXT DIMENSIONS SHALL CONFORM TO "STANDARD HIGHWAY SIGNS"			2	YELLOW	BLACK	15.00	MOUNT WITH W11-8
	645.292	W14-1	30	30	DEAD END				3			18.75	WOOD POST
	645.292	W16-1P	18	24	SHARE THE ROAD				1			3.00	MOUNT WITH W11-1
	645.292	W23-2	36	36	NEW TRAFFIC PATTERN AHEAD				4			36.00	WOOD POST
*	645.2912	TS-1	N/A	N/A	DUNSTAN / SCARBOROUGH / ↑ Oak Hill / Town Hall / Schools / Beaches / ➔ Beaches / Pine Point	N/A			1	N/A		N/A	N/A
*	645.2912	TS-2	N/A	N/A	DUNSTAN / SCARBOROUGH / ↑ Oak Hill / Shopping / Beaches / Town Hall / Schools				1	N/A		N/A	N/A
*	645.2912	TS-3	N/A	N/A	DUNSTAN / SCARBOROUGH / ←Beach / Pine Point				1	N/A		N/A	N/A
*	645.2912	TS-4	N/A	N/A	DUNSTAN / SCARBOROUGH / ➔Oak Hill / Beaches / Shopping / ←Shopping				1	N/A		N/A	N/A

* SEE NOTE 5.

PROPOSED SIGN ASSEMBLIES

ASSEMBLY #1



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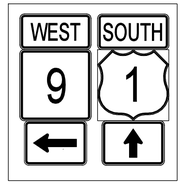

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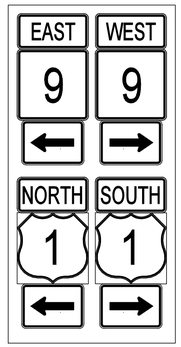

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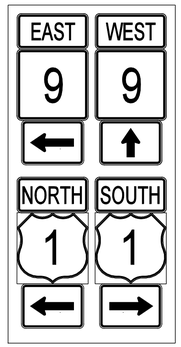

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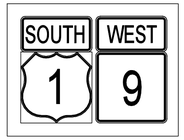
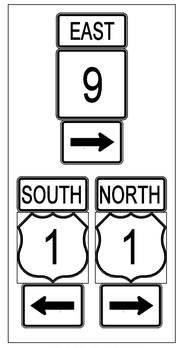


ASSEMBLY #4

ASSEMBLY #7



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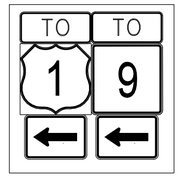
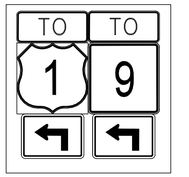


ASSEMBLY #9



ASSEMBLY #10

SIGN SUMMARY NOTES:

1. REFER TO STANDARD SPECIFICATIONS SECTION TO DETERMINE SIZE OF WOOD POSTS.
2. SIGN TEXT SHALL CONFORM TO MUTCD.
3. SIGN TYPE AND LOCATIONS SHALL BE IN ACCORDANCE WITH MUTCD.
4. SIGN LOCATIONS ARE APPROXIMATE AND TO BE VERIFIED IN THE FIELD.
5. SIGNS PROVIDED BY TOWN AND INSTALLED BY CONTRACTOR. SEE SPECIAL PROVISION 645.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED LEM	BMH	06\12
CHECKED-REVIEWED DGE	-	06\12
DESIGN2-DETAILED2 -	-	-
DESIGN3-DETAILED3 -	-	-
REVISIONS 1 -	-	-
REVISIONS 2 -	-	-
REVISIONS 3 -	-	-
REVISIONS 4 -	-	-
FIELD CHANGES -	-	-

SIGNATURE

P.E. NUMBER

DATE

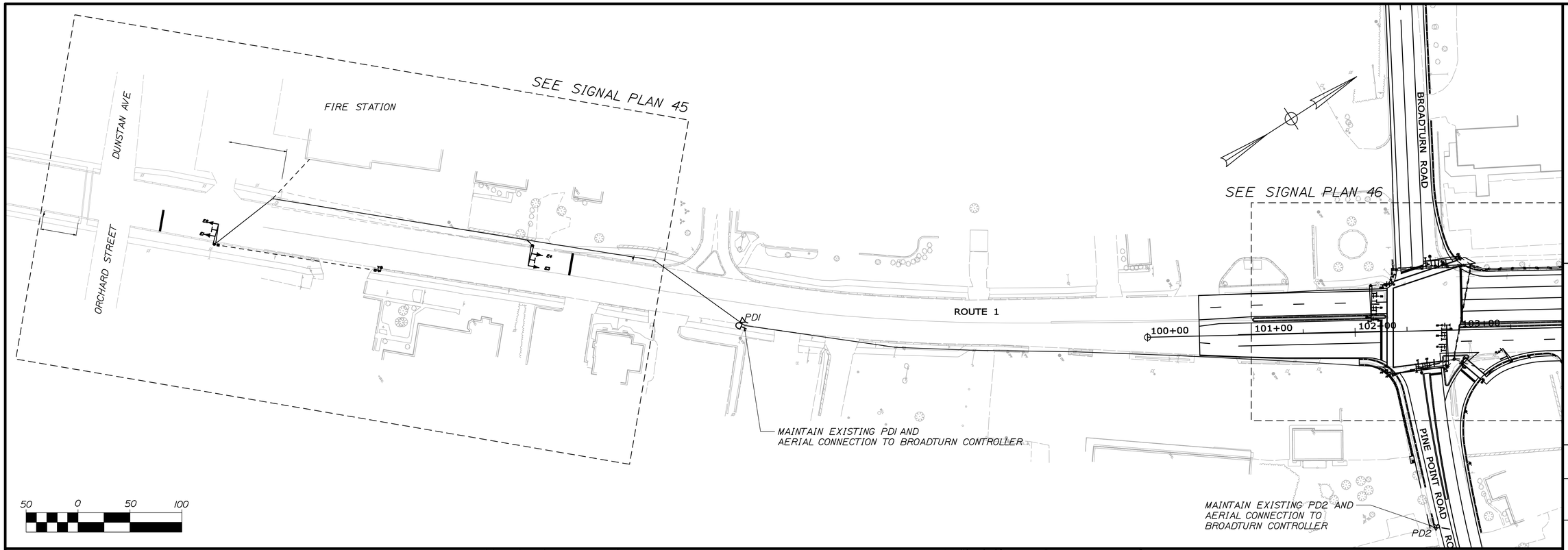
SCARBOROUGH
ROUTE 1

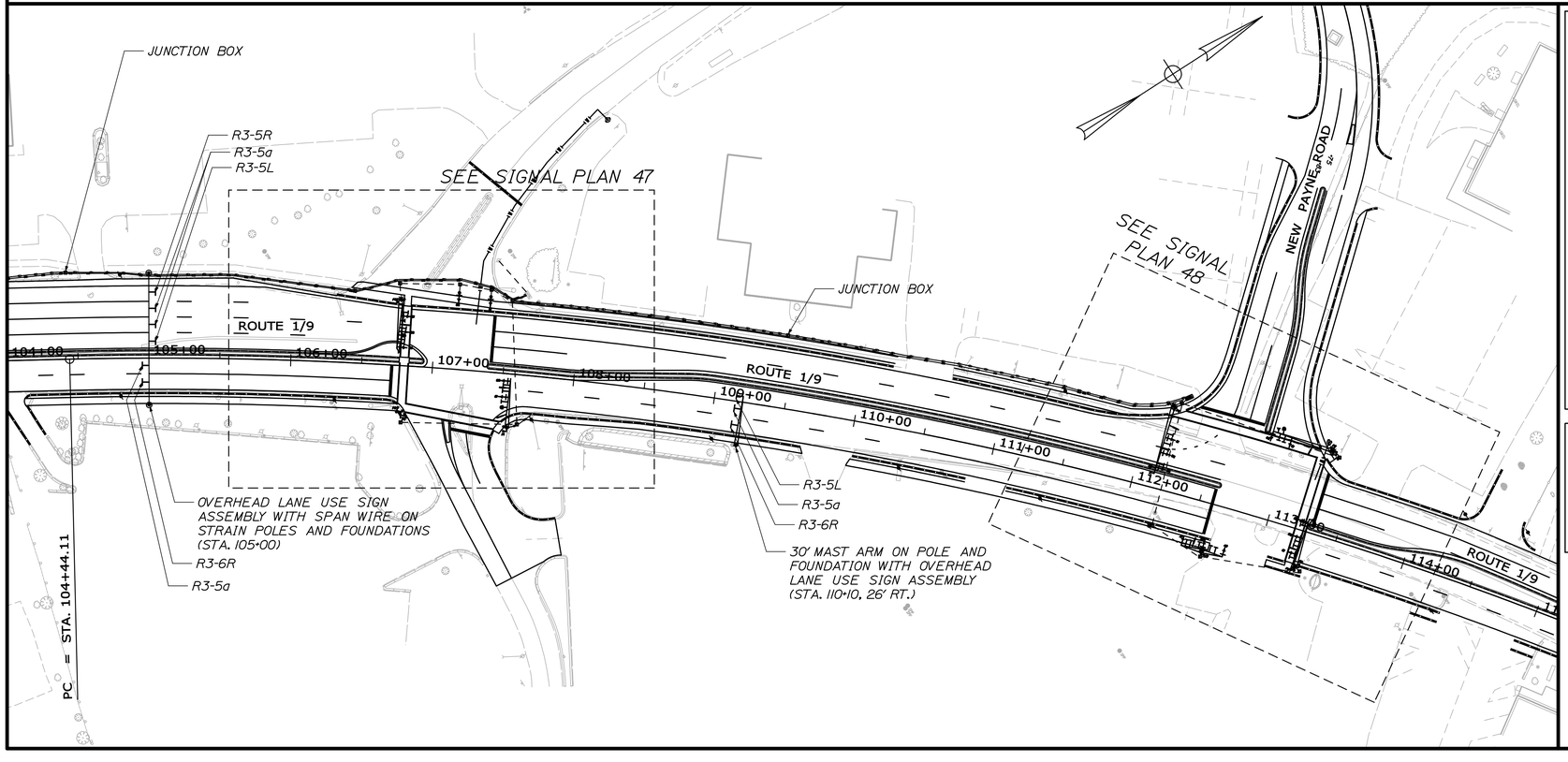
SIGN SUMMARY

SHEET NUMBER

43

OF 142





PLAN LEGEND

	EXISTING	PROPOSED
MAST ARM & STEEL POLE ON FOUNDATION		
MAST ARM, LUMINAIRE, & STEEL POLE ON FOUNDATION		
LUMINAIRE & POLE ON FOUNDATION		
STRAIN POLE ON FOUNDATION		
PEDESTAL POLE & FOUNDATION		
VEHICULAR SIGNAL HEAD		
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON & SIGN R10-3b		
CONTROL BOX & FOUNDATION	CNTRL	CNTRL
JUNCTION BOX	E	E
MAST ARM OR SPAN WIRE MOUNTED SIGN		
VIDEO DETECTOR		
OPTICAL PREEMPTION DETECTOR	PD#	PD#
PREEMPTION CONFIRMATION STROBE		
UNDERGROUND INTERCONNECT WIRE	OTH	OTH
3" UNDERGROUND CONDUIT		
3" UNDERGROUND CONDUIT FOR GENERATOR POWER SUPPLY	E	E
6' X 40' VIDEO DETECTION ZONE		

SIGNS:

R3-5a R3-5L R3-5R R3-6R

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGNAL PLANS

SHEET NUMBER

44

OF 142

Filename: 044_SignalPlan0.dgn Username: mcundiff Division: BRIDGE Date:6/5/2012

Username: mcundiff Date:6/5/2012
Division: BRIDGE
Filename: 045_SignalPlan1.dgn

DUNSTAN AVE

SCARBOROUGH FIRE STATION 6

APPROXIMATE SURVEY

POLE #242

EXISTING UNDERGROUND CONDUITS FOR POWER SUPPLY

PROPOSED PDIA COMMUNICATION; MAINTAIN EXISTING AERIAL COMMUNICATION AND GENERATOR POWER SUPPLY TO BROADTURN INTERSECTION CONTROLLER

25' MAST ARM ON POLE AND FOUNDATION WITH SIGNS AND EMERGENCY-VEHICLE HYBRID BEACONS

PROPOSED AERIAL CONNECTION

POLE #239 - POWER SOURCE; REMOVE EXIST. SIGN & BEACON, INCIDENTAL TO SIGNAL ITEMS.

W11-8
W11-12P

E4
R10-14a
E3

24" STOP LINE

PROPOSED AERIAL COMM. AND POWER LINES TO MAST ARM

W11-8
W11-12P

100'

R10-14a
E2
E1

24" STOP LINE

ORCHARD STREET

REMOVE EXIST. SIGN, BEACON AND WOOD POLE. INCIDENTAL TO SIGNAL ITEMS.

JUNCTION BOX

25' MAST ARM ON POLE AND FOUNDATION WITH SIGNS AND EMERGENCY-VEHICLE HYBRID BEACONS

JUNCTION BOX

PDIA

PEDESTAL POLE ON FOUNDATION WITH PREEMPTION DETECTOR AND CONFIRMATION STROBE

SIGNS:

W11-8

W11-12P

R10-14a

20 0 20 40

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGNAL PLANS

SHEET NUMBER

45

OF 142

NOTES:

1. SIGN R10-3b WILL ACCOMPANY ALL PEDESTRIAN PUSH BUTTONS.
2. FOR GROUND MOUNTED SIGNS AND STRIPING, REFER TO THE SIGNING AND STRIPING PLANS.
3. REMOVAL OF THE EXISTING SIGNAL SYSTEM WILL BE INCIDENTAL TO ITEM 643.80.
4. WIRING FOR VIDEO DETECTION SHALL BE IN SEPERATE CONDUIT.
5. PROPOSED CROSSWALKS AND STOP BARS ARE SHOWN GRAY FOR CLARITY OF SIGNAL LAYOUT.
6. TERMINATE AERIAL GENERATOR POWER SUPPLY AT POLE #232 AND CONTINUE UNDERGROUND TO EXISTING CONTROLLER CABINET.
7. EXISTING FIBER OPTIC WIRING IS COILED AERIALLY ON POLE #1. BRING UNDERGROUND TO EXISTING CONTROL CABINET AND TERMINATE.

SIGNS:

R3-5a ONLY | R3-5L ONLY | R3-5R ONLY | R3-6L | R3-6R | R10-3b | R10-12 LEFT TURN YIELD ON GREEN

DI-2 (6): ← BROADTURN RD / PINE POINT RD →

DI-1 (1): ←US ROUTE 1→

DI-2 (7): ←PINE POINT RD / BROADTURN RD →

EXISTING CABINET WITH CONTROLLER AND OTHER COMPONENTS TO REMAIN; MAINTAIN EXISTING POWER SOURCE

JUNCTION BOX

EXIST. POLE #1

PEDESTAL POLE ON FOUNDATION WITH SIGN, PEDESTRIAN SIGNAL HEAD AND PUSH BUTTON (STA 102+35.5, 50' LT)

REMOVE JUNCTION BOX

PEDESTAL POLE ON EXISTING FOUNDATION WITH SIGNS, PEDESTRIAN AND VEHICULAR SIGNAL HEADS AND PUSH BUTTON

35' MAST ARM ON DUAL PURPOSE POLE AND FOUNDATION WITH LUMINAIRE, VEHICULAR SIGNAL HEADS, SIGNS, VIDEO DETECTOR, PREEMPTION DETECTOR AND CONFIRMATION STROBE (STA 102+16, 45' LT)

BROADTURN ROAD

749+00

PC = STA. 749+29.80

REMOVE MAST ARM, POLE AND FOUNDATION

35' MAST ARM ON DUAL PURPOSE POLE AND FOUNDATION WITH LUMINAIRE, VEHICULAR AND PEDESTRIAN SIGNAL HEADS, PUSH BUTTON, SIGNS, VIDEO DETECTOR, PREEMPTION DETECTOR AND CONFIRMATION STROBES (STA 103+02, 70' LT)

JUNCTION BOX

R3-6L

R10-12

DI-1 (1)

R3-5R MOUNTED TO PEDESTAL POLE BELOW DI

ROUTE 1

ROUTE 1
ROUTE 9

ONLY

101+00

102+00

103+00

750+00

R3-5a

D2

D3

D4

DI-2 (7)

R3-5L

PD4

PD5

PD6

P1 P2 P3 P4 P5 P6 P7 P8

PD3

A1 A2

B1 B2 B3

C1 C2 C3 C4

DI

R3-6R

R10-12

DI-2 (6)

REMOVE JUNCTION BOX

REMOVE MAST ARM, POLE AND FOUNDATION

EXIST. POLE #232

REMOVE MAST ARM, POLE AND FOUNDATION

PEDESTAL POLE AND FOUNDATION WITH PEDESTRIAN SIGNAL HEADS, PUSH BUTTONS AND SIGNS (STA 102+30.33, 39.5' RT)

REMOVE JUNCTION BOX

JUNCTION BOX

PINE POINT ROAD

15' MAST ARM ON POLE AND FOUNDATION WITH VEHICULAR SIGNAL HEAD AND VIDEO DETECTOR (STA 103+50, 31.5' RT)

JUNCTION BOX

PEDESTAL POLE AND FOUNDATION WITH SIGN, PEDESTRIAN SIGNAL HEAD AND PEDESTRIAN PUSH BUTTON (STA 103+21, 51' RT)

PEDESTAL POLE AND FOUNDATION WITH SIGN, PEDESTRIAN AND VEHICULAR SIGNAL HEADS AND PUSH BUTTON (STA 103+04, 28' RT)

JUNCTION BOX

30' MAST ARM AND 40' MAST ARM ON DUAL PURPOSE POLE AND FOUNDATION WITH LUMINAIRE, VEHICULAR AND PEDESTRIAN SIGNAL HEADS, PUSH BUTTON, SIGNS, VIDEO DETECTORS, PREEMPTION DETECTORS AND CONFIRMATION STROBES (STA 102+88, 35' RT)

10 0 10 20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DOE	DOE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGNAL PLANS

SHEET NUMBER

46

OF 142

Filename: 046_SignalPlan2.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

SIGNS:

R3-5a | R3-5L | R3-6R | R10-3b

← US ROUTE 1 → | HARLOW ST → | ← HARLOW ST

DI-I (1) | DI-I (2) | DI-I (3)

REMOVE JUNCTION BOX

JUNCTION BOX

35' MAST ARM ON DUAL PURPOSE POLE AND FOUNDATION WITH LUMINAIRE, VEHICULAR AND PEDESTRIAN SIGNAL HEADS, PEDESTRIAN PUSH BUTTON, SIGNS, VIDEO DETECTOR, PREEMPTION RECEIVER AND CONFIRMATION STROBES (STA 106+75, 47' LT)

JUNCTION BOX

REMOVE MAST ARM, POLE AND FOUNDATION

ROUTE 1
ROUTE 9

P2

C2

C1

R3-5a

D1

PD9

R3-5a

D2

DI-I (3)

R3-5L

D3

PD8

106+00

901+00

PCC = STA. 901+11.71

OBTAIN NEW POWER SOURCE FROM POLE #227D

JUNCTION BOX

PEDESTAL POLES AND FOUNDATIONS WITH VEHICULAR SIGNAL HEADS
(STA 107+15, 54' LT)
(STA 107+37, 53' LT)

REMOVE MAST ARM, POLE AND FOUNDATION

JUNCTION BOX

EXISTING CABINET WITH CONTROLLER AND OTHER COMPONENTS TO REMAIN

CONTROL

REMOVE JUNCTION BOX

107+00

900+00

PC = STA. 900+00.00

500+00

108+00

ONLY

R3-5a

B2

DI-I (2)

R3-6R

B1

P3

P4

PC = STA. 500+31.98

P1

REMOVE JUNCTION BOX

REMOVE MAST ARM, POLE AND FOUNDATION

PEDESTAL POLE AND FOUNDATION WITH PEDESTRIAN SIGNAL HEADS, PEDESTRIAN PUSH BUTTONS AND SIGNS
(STA 106+79, 33' RT)

JUNCTION BOX

JUNCTION BOX

35' MAST ARM ON DUAL PURPOSE POLE AND FOUNDATION WITH, LUMINAIRE, VEHICULAR AND PEDESTRIAN SIGNAL HEADS, PUSH BUTTON, SIGNS, VIDEO DETECTORS, AND CONFIRMATION STROBE (STA 107+56, 38' RT)

REMOVE MAST ARM, POLE AND FOUNDATION

REMOVE EXISTING JUNCTION BOX

HARLOW STREET

ONLY ONLY

10 0 10 20

NOTES:

1. SEE PREVIOUS SHEETS FOR NOTES AND LEGEND.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGNAL PLANS

SHEET NUMBER

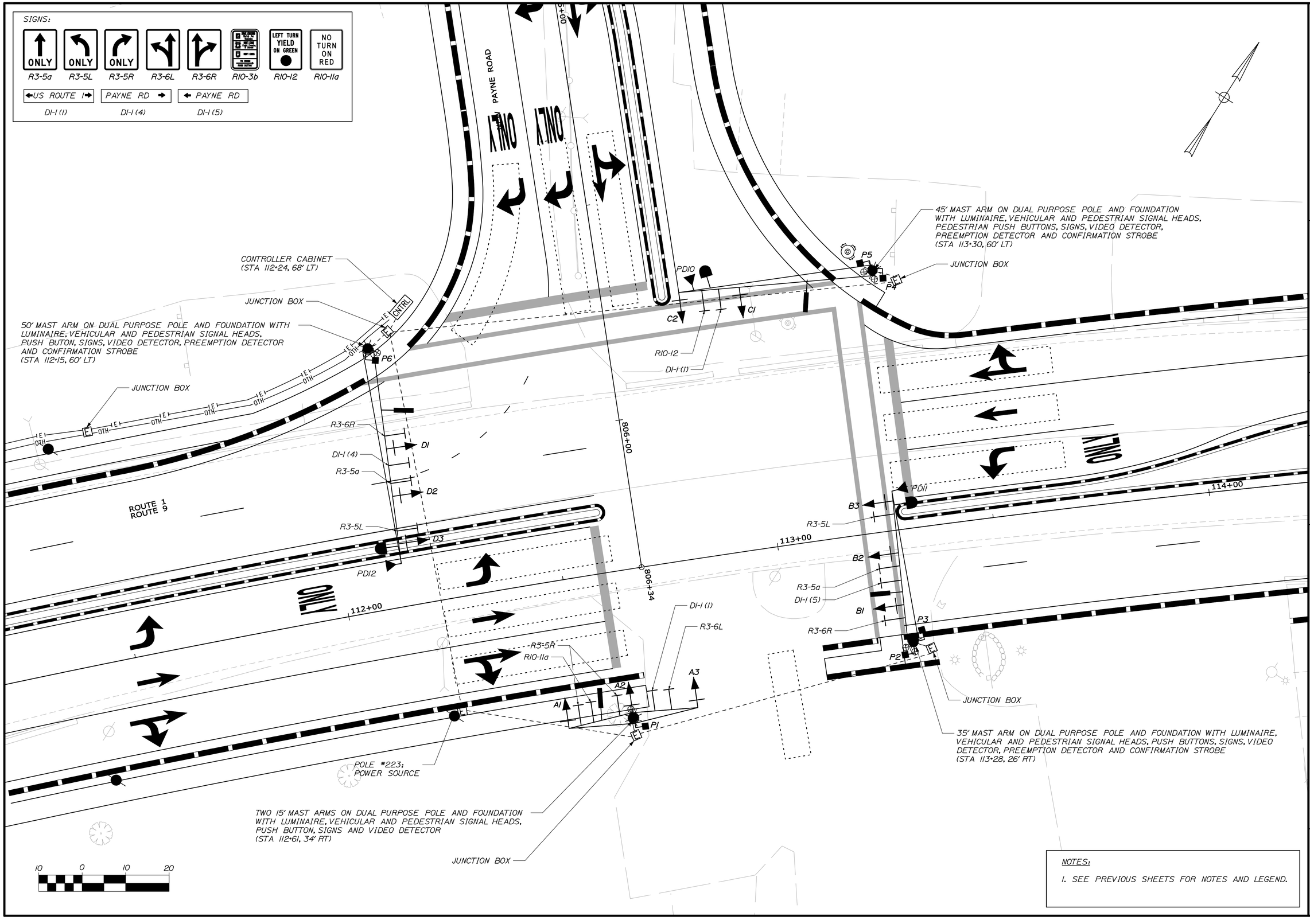
47

OF 142

Filename: 047_SignalPlan3.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

Filename: 048_SignalPlan4.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

SIGNS:



NOTES:

1. SEE PREVIOUS SHEETS FOR NOTES AND LEGEND.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER ERNEST MARTIN			

	BY	DATE
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SCARBOROUGH
ROUTE 1

SIGNAL PLANS

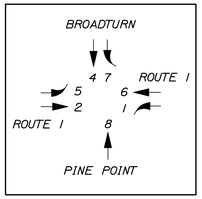
SHEET NUMBER

48

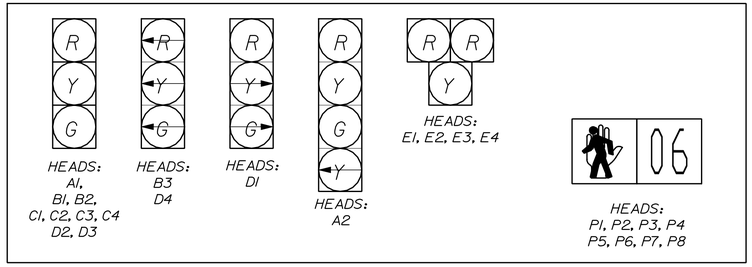
OF 142

INTERSECTION #1
ROUTE 1 AT BROADTURN & PINE POINT ROADS

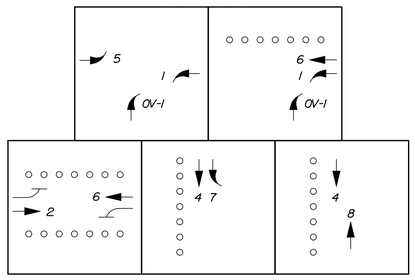
NEMA PHASE IDENTIFICATION



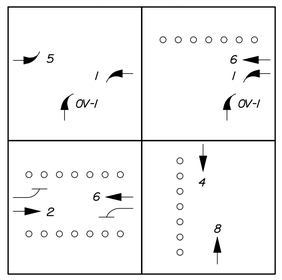
SIGNAL HEADS



SIGNAL PHASING SEQUENCE (PLAN 1)



SIGNAL PHASING SEQUENCE (PLAN 2)



SIGNAL TIMING SCHEDULE

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MINIMUM INITIAL	4.0	12.0		4.0	4.0	12.0	4.0	4.0
PASSAGE TIME	4.0	3.0		3.0	3.0	3.0	3.0	3.0
MAXIMUM GREEN	45.5	32.0		25.0	7.0	70.5	28.5	25.5
YELLOW	3.5	4.0		4.0	4.0	3.5	3.5	3.5
ALL RED	2.0	2.0		2.0	2.0	2.0	2.0	2.0
FLASH	R	Y	Y 3.0 ST Y 3.0 R 15.0	R	R	Y	R	R
PHASE RECALL	C-MIN.	MAX.		NONE	NONE	C-MIN.	NONE	NONE
WALK	-	5.0		5.0	-	5.0	-	-
WALK / DON'T WALK	-	10.0		18.0	-	14.0	-	-
MEMORY	-	NON-LOCK		-	-	NON-LOCK	-	-
DETECTOR MODE	PRES.	PRES.		PRES.	PRES.	PRES.	PRES.	PRES.

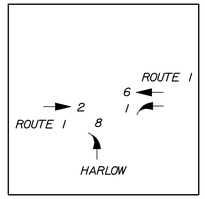
PRES. = PRESENCE; Y=YELLOW; R=RED; ST Y= STEADY YELLOW

CYCLE/SPLIT/ OFFSET DATA

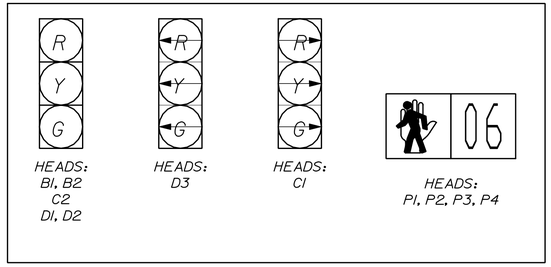
	PLAN 1	PLAN 2
CYCLE LENGTH	124	120
OFFSET	0.0	0.0
REFERENCE STYLE	START OF GREEN	START OF GREEN
REFERENCE PHASE	ϕ2 & ϕ6	ϕ2 & ϕ6
SPLIT ϕ 1	23.0	51.0
SPLIT ϕ 2	52.0	38.0
SPLIT ϕ 3	-	-
SPLIT ϕ 4	49.0	31.0
SPLIT ϕ 5	17.0	13.0
SPLIT ϕ 6	58.0	76.0
SPLIT ϕ 7	34.0	-
SPLIT ϕ 8	15.0	31.0

INTERSECTION #2
ROUTE 1 AT HARLOW STREET

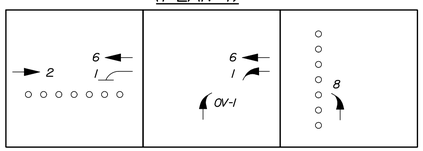
NEMA PHASE IDENTIFICATION



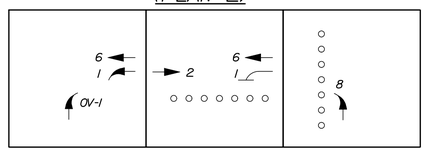
SIGNAL HEADS



SIGNAL PHASING SEQUENCE (PLAN 1)



SIGNAL PHASING SEQUENCE (PLAN 2)



SIGNAL TIMING SCHEDULE

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MINIMUM INITIAL	4.0	12.0				12.0		4.0
PASSAGE TIME	3.0	3.0				3.0		3.0
MAXIMUM GREEN	8.0	80.0				94.0		15.0
YELLOW	4.0	4.0				4.0		3.0
ALL RED	2.0	2.0				2.0		2.0
FLASH	R	Y				Y		R
PHASE RECALL	NONE	C-MIN.				C-MIN.		NONE
WALK	-	5.0				-		5.0
WALK / DON'T WALK	-	15.0				-		16.0
MEMORY	-	NON-LOCK				NON-LOCK		-
DETECTOR MODE	PRES.	PRES.				PRES.		PRES.

PRES. = PRESENCE; Y=YELLOW; R=RED

CYCLE/SPLIT/ OFFSET DATA

	PLAN 1	PLAN 2
CYCLE LENGTH	124	120
OFFSET	116.0	106.0
REFERENCE STYLE	START OF GREEN	START OF GREEN
REFERENCE PHASE	ϕ2 & ϕ6	ϕ2 & ϕ6
SPLIT ϕ 1	10.0	14.0
SPLIT ϕ 2	96.0	86.0
SPLIT ϕ 3	-	-
SPLIT ϕ 4	-	-
SPLIT ϕ 5	-	-
SPLIT ϕ 6	106.0	100.00
SPLIT ϕ 7	-	-
SPLIT ϕ 8	18.0	20.0

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DSE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGNAL PLANS

SHEET NUMBER

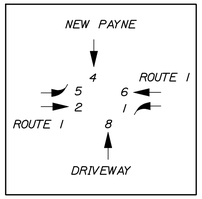
49

OF 142

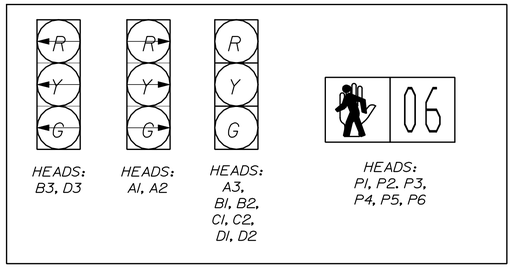
Filename: 049_SignalPlan5.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

INTERSECTION #3
ROUTE 1 AT NEW PAYNE ROAD

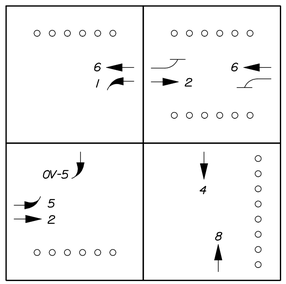
NEMA PHASE IDENTIFICATION



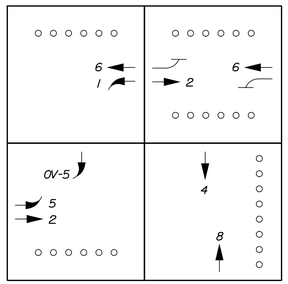
SIGNAL HEADS



SIGNAL PHASING SEQUENCE (AM)



SIGNAL PHASING SEQUENCE (PM)



SIGNAL TIMING SCHEDULE

	PHASE 1	PHASE 2	PHASE 3	PHASE 4	PHASE 5	PHASE 6	PHASE 7	PHASE 8
MINIMUM INITIAL	4.0	12.0		4.0	12.0	12.0		4.0
PASSAGE TIME	3.0	3.0		4.0	4.0	3.0		3.0
MAXIMUM GREEN	4.0	86.0		14.0	29.0	59.0		16.0
YELLOW	3.0	4.0		4.0	4.0	4.0		3.0
ALL RED	2.0	2.0		2.0	2.0	2.0		2.0
FLASH	R	Y		R	R	Y		R
PHASE RECALL	NONE	C-MIN.		NONE	NONE	C-MAX.		NONE
WALK	-	-		5.0	-	5.0		-
WALK / DON'T WALK	-	-		18.0	-	24.0		-
MEMORY	-	NON-LOCK		-	-	NON-LOCK		-
DETECTOR MODE	PRES.	PRES.		PRES.	PRES.	PRES.		PRES.

PRES. = PRESENCE; Y=YELLOW; R=RED

CYCLE/SPLIT/ OFFSET DATA

	PLAN 1	PLAN 2
CYCLE LENGTH	124	120
OFFSET	5.0	43.0
REFERENCE STYLE	START OF GREEN	START OF GREEN
REFERENCE PHASE	ϕ2 & ϕ6	ϕ2 & ϕ6
SPLIT ϕ 1	8.0	8.0
SPLIT ϕ 2	98.0	92.0
SPLIT ϕ 3	-	-
SPLIT ϕ 4	18.0	20.0
SPLIT ϕ 5	54.0	35.0
SPLIT ϕ 6	52.0	65.0
SPLIT ϕ 7	-	-
SPLIT ϕ 8	18.0	20.0

DAILY AND WEEKLY COORDINATION PROGRAM

	MON-FRI	SATURDAY	SUNDAY
PLAN 1	7:00 A.M. TO 9:00 A.M.	NOT USED	NOT USED
PLAN 2	2:30 P.M. TO 6:30 P.M.	11:00 A.M. TO 6:00 P.M.	NOT USED
FREE OPERATION	ALL OTHER TIMES	ALL OTHER TIMES	ALL OTHER TIMES

PREEMPTION EMERGENCY DETECTORS

DETECTOR NUMBER	INTERSECTION & PHASE
PD1A PD1 PD4	1 - ϕ2 & ϕ5 2 - ϕ2 & ϕ6 3 - ϕ2 & ϕ5
PD2 PD3	1 - ϕ8 & ϕ1 2 - ϕ2 & ϕ6 3 - ϕ2 & ϕ5
PD5	1 - ϕ4 & ϕ7 2 - ϕ2 & ϕ6 3 - ϕ2 & ϕ5
PD6	1 - ϕ1 & ϕ6
PD8	1 - ϕ6 & ϕ1 2 - ϕ8 3 - ϕ2 & ϕ5
PD9	1 - ϕ6 & ϕ1 2 - ϕ6 & ϕ1
PD10	1 - ϕ6 & ϕ1 2 - ϕ6 & ϕ1 3 - ϕ4
PD11	1 - ϕ6 & ϕ1 2 - ϕ6 & ϕ1 3 - ϕ6 & ϕ1
PD12	3 - ϕ2 & ϕ5

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGNAL PLANS

SHEET NUMBER

50

OF 142

Filename: 050_SignalPlan6.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

Filename: 051_SignalPlan7.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

GENERAL SIGNAL NOTES

1. ALL WORK SHALL CONFORM TO 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. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.
3. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
4. THE RESIDENT 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.
5. ALL SIGNAL AND SIGNAL RELATED EQUIPMENT SHALL MEET OR EXCEED THE TOWN OF SCARBOROUGH TRAFFIC SIGNAL STANDARDS.
6. 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. SYSTEM COORDINATION SHALL BE MAINTAINED WHILE TEMPORARY SIGNAL IS IN PLACE, UNLESS OTHERWISE APPROVED BY THE TOWN. ALL COSTS ASSOCIATED WITH TEMPORARY SIGNALS SHALL BE INCIDENTAL TO THE 643 ITEMS.
7. THE LOCATIONS OF STRAIN POLES, MAST ARMS, AND PEDESTAL POLES INCLUDING THE MOUNTED TRAFFIC DEVICES AND SIGNS ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT AND THE TOWN.
8. THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING PLAN SHALL BE INPUT BY THE CONTRACTOR UNDER OBSERVATIONS BY THE ENGINEER. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE ENGINEER.
9. CONTRACTOR IS RESPONSIBLE FOR FIELD ADJUSTING TIMING FOR EACH TIMING PLAN UNDER THE DIRECTION OF THE TOWN AND ENGINEER.
10. TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, AND CONTROLLER MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET. A RECORD DRAWING FOR THE INTERSECTION AND SIGNAL INFRASTRUCTURE SHALL BE SUBMITTED TO THE TOWN PER THEIR REQUIREMENTS.
11. 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.
12. THE CONTRACTOR SHALL PROVIDE THE RESIDENT, MAINE DOT AND THE TOWN OF SCARBOROUGH WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC IMPROVEMENTS.
13. CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES PER TOWN OF SCARBOROUGH AND THE MAINE DOT STANDARDS AT A MINIMUM.
14. THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
15. ALL TRAFFIC SIGNAL EQUIPMENT REMOVED AND NOT REUSED SHALL BE RETURNED TO THE TOWN OF SCARBOROUGH, PUBLIC WORKS DEPARTMENT. THIS INCLUDES BUT IS NOT LIMITED TO SIGNAL HEADS, MAST ARMS, LUMINAIRES, AND POLES.
16. THE FOLLOWING UTILITIES HAVE FACILITIES IN THE GENERAL PROJECT ARE:
    CENTRAL MAINE POWER COMPANY
    FAIRPOINT COMMUNICATIONS
    TIME WARNER CABLE
    TOWN OF SCARBOROUGH
    PORTLAND WATER DISTRICT
    SCARBOROUGH SEWER DISTRICT
    OXFORD NETWORKS
17. 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.
18. THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
19. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN MODIFYING THE EXISTING SERVICE CONNECTIONS AND WHEN INSTALLING EQUIPMENT ON THEIR POLES OR NEAR THEIR WIRES.
20. 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 BEE RELOCATED BY THE RESPECTIVE UTILITY COMPANIES.
21. 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.
22. ALL CONDUIT CROSSING AREAS OF OVERLAY SHALL BE INSTALLED USING TRENCHLESS TECHNOLOGIES.
23. ALL NEW SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER.
24. ALL SIGNAL EQUIPMENT SHALL BE POWER COAT FINISH (GREEN).
25. ALL SPLICES WILL BE MADE IN THE CABINETS MEETING MAINE DOT SPECIFICATIONS.
26. THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 16 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
27. EXISTING CONTROLLERS AT THE BROADTURN/PINE POINT AND HARLOW INTERSECTIONS ARE EAGLE EPAC300 TS2 TYPE 2 AND SHALL REMAIN. PROPOSED CONTROLLER AT NEW PAYNE ROAD INTERSECTION SHALL MATCH EXISTING CONTROLLERS. ALL CONTROLLERS SHALL OPERATE WITH COMMON TIME OF DAY (TOD) COORDINATED PROGRAMS.
28. ALL OVERHEAD ILLUMINATION SHALL BE FULL CUT-OFF LUMINAIRES.
29. THE CONTRACTOR SHALL PROVIDE MAST ARM DESIGN IN ACCORDANCE WITH SECTION 643.023. MAST ARMS 40' AND OVER IN LENGTH SHALL BE CATEGORY II. ALL OTHER LENGTHS SHALL BE CATEGORY III.
30. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FOUNDATION DESIGN AND DOCUMENTATION FOR ALL SIGNAL AND OVERHEAD SIGN SUPPORTS. THE CONTRACTOR SHALL SUBMIT DOCUMENTATION THAT IS STAMPED BY A STATE OF MAINE REGISTERED PROFESSIONAL ENGINEER UNDER THEIR OFFICIAL SEAL TO THE RESIDENT FOR REVIEW AND APPROVAL.

BACKUP GENERATOR POWER SUPPLY

1. NEW GENERATOR POWER SUPPLY WIRING SHALL BE DIRECT BURIAL COPPER XHHW INSULATION, INSTALLED IN CONDUIT. CONTRACTOR SHALL SIZE CABLE APPROPRIATELY.
2. CONTRACTOR SHALL REPLACE THE EXISTING MANUAL TRANSFER SWITCH IN THE CONTROLLER CABINET AT BROADTURN WITH AN AUTOMATIC SWITCH. AUTOMATIC SWITCHES SHALL BE INSTALLED AT HARLOW AND NEW PAYNE ROAD INTERSECTIONS.

VIDEO DETECTION

1. VIDEO DETECTION SYSTEM SHALL CONSIST OF TRAFICON ITERIS SYSTEMS OR APPROVED EQUAL. A MONITOR SHALL BE INSTALLED IN EACH CONTROLLER CABINET.
2. AT LOCATIONS WHERE VIDEO DETECTORS ARE INSTALLED ON TRAFFIC SIGNAL MAST ARMS, AN INITIAL SIX-FOOT VERTICAL PIPE EXTENSION SHALL BE INSTALLED ON THE MAST ARM WITH THE VIDEO DETECTOR MOUNTED ON THE TOP OF THE EXTENSION PIPE. THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO FIELD ADJUST THE HEIGHT, EITHER LOWER OR HIGHER, OF THE VERTICAL EXTENSION PIPES FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER CONSTRUCTION. NO ADDITIONAL COSTS WILL BE ALLOWED FOR FIELD ADJUSTING THE PIPE EXTENSIONS OR REWIRING. THE COST OF POLE RISERS SHALL BE INCIDENTAL TO 643 PAY ITEMS.

EMERGENCY PREEMPTION SYSTEM

1. THE COMPLETELY INSTALLED EMERGENCY PREEMPTION SYSTEM SHALL BE TESTED TO THE SATISFACTION OF THE RESIDENT PRIOR TO ACCEPTANCE. RELOCATION AND TESTING OF THE PREEMPTION SYSTEM SHALL BE INCIDENTAL TO ITEM 643.712.
2. EXISTING PREEMPTION EQUIPMENT SHALL BE REUSED AND RELOCATED TO NEW MAST ARMS IF IN WORKING CONDITION. ANY NEW EQUIPMENT REQUIRED TO SUPPLEMENT THE REUSED EQUIPMENT SHALL MATCH (OR BE COMPATIBLE WITH) THE EXISTING EQUIPMENT.

LIGHTING

1. THERE SHALL BE NO SPLICES BETWEEN POLES. THE WIRE IN CONDUITS SHALL BE CONTINUOUS BETWEEN POLES.
2. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE NATIONAL ELECTRIC CODE, AND ANY REQUIREMENTS OF THE UTILITY COMPANY.
3. LUMINAIRES SHALL BE INSTALLED 2 - 4 FEET ABOVE MAST ARM OR AS DIRECTED BY THE RESIDENT.

FIBER OPTIC INTERCONNECTION

1. THE TWO EXISTING INTERSECTIONS ARE CURRENTLY INTERCONNECTED WITH COPPER WIRING. THIS SHALL BE REMOVED AND REPLACED WITH A FIBER OPTIC INTERCONNECT.
2. MODIFICATION AND ADJUSTMENT TO THE EXISTING FIBER OPTIC INTERCONNECT WILL BE REQUIRED. THE CONTRACTOR WILL BE RESPONSIBLE FOR MATERIALS, LABOR AND EQUIPMENT TO COMPLETE THIS WORK.
3. THE CONTRACTOR WILL BE RESPONSIBLE FOR THE RELOCATION OF THE EXISTING FIBER OPTIC INTERCONNECT CABLE IF NECESSARY. IF ADDITIONAL FIBER OPTIC CABLE IS REQUIRED THEN IT SHALL HAVE THE FOLLOWING FEATURES AND CHARACTERISTICS:
    -LOOSE TUBE OUTSIDE PLANT CABLE FOR CONDUIT OR LASHED AERIAL. IF THE CABLE CANNOT BE LASHED TO EXISTING CABLE, THE CONTRACTOR SHALL USE A SELF-SUPPORTING FIGURE-8 TYPE AERIAL CABLE.
    -SINGLE MODE FIBER
    -MINIMUM OF 12 FIBERS.
    -ALL-DIELECTRIC (NON-ARMORED).
    -DIELECTRIC CENTRAL AND OUTER STRENGTH MEMBERS.
    -RIPCORD FOR EASY STRIPPING.
    -COLOR-CODED FIBERS AND BUFFER TUBES FOR EASY IDENTIFICATION.
    -RATED FOR OUTDOOR USE.
    -DRY CABLE WITH WATERBLOCKING DESIGN. GEL-FILLED CABLE SHALL NOT BE ALLOWED.
    -STORAGE AND OPERATING TEMPERATURE OF -40O TO +70OC (-40O TO +158OF).
    -62.5/125 TYPE MULTIMODE CABLE WITH A 62.5MM CORE, 125MM CLAD AND 245MM COATING.
    -MAXIMUM ATTENUATION OF 3.5DB PER KM FOR 850NM AND 1.0DB PER KM FOR 1300NM.
    -MINIMUM LED BANDWIDTH OF 200MHZ$^{11}/_{32}$KM FOR 850NM AND 500MHZ$^{11}/_{32}$KM FOR 1300NM.
    -SERIAL GIGABIT ETHERNET DISTANCE OF 500M FOR 850NM AND 1000M FOR 1300NM.
    -MEETS BELLCORE GR-20 SPECIFICATIONS.
    -FIBERS COMPLY WITH EIA/TIA 492 AND ISO/IEC793 SPECIFICATIONS.
    -SPLICES SHALL BE FUSION SPLICED.
4. THE CONTRACTOR SHALL FURNISH AND INSTALL ALL MATERIALS REQUIRED FOR A COMPLETE AND OPERATIONAL FIBER OPTIC INTERCONNECT AT THE LOCATIONS SHOWN ON THE PLANS. IF NECESSARY, THE FIBER OPTIC CABLE SHALL BE ATTACHED TO THE EXISTING UTILITY POLES USING EXTENSION BOLTS (DETAILED ON THIS SHEET) WHERE THERE IS EXISTING MUNICIPAL CONDUCTOR ATTACHED TO THE UTILITY POLES. THE CONTRACTOR SHALL RELOCATE ANY MUNICIPAL CONDUIT TO THE EXTENSION BOLTS. VIDEO DETECTOR CABLES SHALL BE ATTACHED TO THE FIBER OPTIC INTERCONNECT. THE INTERCONNECT SHALL BE RUN UNDERGROUND USING 2 INCH CONDUIT FROM THE MAST ARM TO THE TRAFFIC SIGNAL CABINET.
5. ALL WORK ASSOCIATED WITH THE INTERCONNECT WIRE SHALL BE PAID UNDER ITEM 643.90.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED		LEM	06\12
CHECKED-REVIEWED		DOE	06\12
DESIGN2-DETAILED2		-	-
DESIGN3-DETAILED3		-	-
REVISIONS 1		-	-
REVISIONS 2		-	-
REVISIONS 3		-	-
REVISIONS 4		-	-
FIELD CHANGES		-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

SIGNAL PLANS

SHEET NUMBER

51

OF 142

CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
100	101+03.36	16.50′ LT	980769.249	268618.395
101	102+28.00	16.50′ LT	980834.269	268724.727
102	102+28.00	12.50′ LT	980837.682	268722.641
103	101+03.36	12.50′ LT	980772.662	268616.309
104	101+03.36	14.50′ LT	980770.955	268617.352
105	102+28.00	14.50′ LT	980835.975	268723.684
110	103+02.00	6.00′ LT	980881.831	268782.382
111	104+44.11	6.00′ LT	980955.967	268903.621
114	104+44.11	2.00′ LT	980959.379	268901.534
115	103+02.00	2.00′ LT	980885.244	268780.295
116	103+02.00	4.00′ LT	980883.538	268781.339
130	750+26.21	22.76′ LT	980898.774	268752.583
131	750+28.29	44.32′ LT	980910.069	268771.054
132	750+32.01	45.32′ LT	980913.741	268770.376
133	750+32.97	44.08′ LT	980914.036	268768.864
134	750+31.62	20.47′ LT	980902.558	268748.190
135	750+28.17	20.58′ LT	980899.548	268749.770
136	750+28.23	22.58′ LT	980900.480	268751.540
137	750+30.35	44.13′ LT	980911.775	268770.011
140	750+37.71	20.29′ LT	980907.884	268745.419
141	750+36.89	39.43′ LT	980915.439	268763.021
142	750+55.51	23.47′ LT	980925.082	268740.824
143	750+54.33	19.81′ LT	980922.481	268737.992
144	750+54.39	21.81′ LT	980923.376	268739.780
203	747+68.00	23.00′ LT	980675.441	268878.806
204	747+72.00	23.00′ LT	980678.899	268876.796
210	747+98.00	23.00′ LT	980701.377	268863.728
211	748+02.00	23.00′ LT	980704.835	268861.718
212	748+56.89	23.00′ LT	980752.291	268834.129
213	749+17.70	32.47′ LT	980809.623	268811.753
214	749+28.54	37.85′ LT	980821.700	268810.957
215	749+34.02	42.35′ LT	980828.586	268812.165
216	749+05.54	70.58′ LT	980818.260	268850.809
220	749+38.68	47.70′ LT	980835.157	268814.553
221	749+42.34	53.73′ LT	980841.211	268818.048
222	749+27.08	55.93′ LT	980852.318	268829.830
230	102+03.30	25.21′ RT	980856.966	268681.895
231	102+07.69	25.32′ RT	980859.354	268685.585
232	102+10.29	25.47′ RT	980860.839	268687.724
233	102+25.26	29.89′ RT	980872.415	268698.190
234	102+31.14	33.66′ RT	980878.706	268701.239
235	102+06.67	65.31′ RT	980892.937	268663.856
240	750+26.72	59.82′ RT	980862.911	268678.196
241	750+27.21	55.57′ RT	980865.231	268681.782
242	750+27.63	52.88′ RT	980866.806	268684.009
243	750+55.91	27.00′ RT	980904.221	268694.867
244	751+10.80	23.37′ RT	980956.861	268675.714
245	751+17.68	23.08′ RT	980963.439	268673.320
246	750+30.51	40.47′ RT	980874.924	268693.865
247	750+55.75	25.00′ RT	980904.904	268696.746
248	751+10.71	21.37′ RT	980957.545	268677.593
249	751+17.60	21.08′ RT	980964.123	268675.200
250	750+36.59	26.95′ RT	980886.417	268703.321
251	750+42.54	23.46′ RT	980893.387	268703.853
252	750+55.33	20.02′ RT	980906.614	268701.445
260	750+53.84	54.14′ LT	980936.522	268769.329
261	750+58.80	49.03′ LT	980938.705	268762.681
262	750+90.11	32.09′ LT	980959.526	268734.825
263	751+19.93	28.06′ LT	980984.852	268719.812
270	103+23.73	43.30′ RT	980935.226	268775.204
271	103+29.23	38.98′ RT	980934.410	268782.153
272	103+44.78	30.95′ RT	980935.667	268799.605
273	103+84.65	24.00′ RT	980950.543	268837.244
274	103+87.33	24.23′ RT	980952.142	268839.412
275	103+93.70	27.00′ RT	980957.821	268843.396
276	103+84.70	39.00′ RT	980963.363	268829.457
280	103+98.02	32.00′ RT	980964.343	268844.478
281	104+01.76	37.92′ RT	980971.342	268844.575
282	104+15.26	59.34′ RT	980996.665	268844.926
285	104+12.72	32.43′ RT	980972.382	268856.793
286	104+16.35	38.42′ RT	980979.382	268856.771
287	104+25.31	53.16′ RT	980996.633	268856.718
290	104+12.16	26.55′ RT	980967.070	268859.380
291	104+16.52	24.00′ RT	980967.167	268864.431
292	104+18.22	24.00′ RT	980968.056	268865.885
293	104+44.11	24.00′ RT	980981.561	268887.971
297	104+16.52	29.00′ RT	980971.433	268861.823

CONTROL POINTS FOR FLUSH CONCRETE MEDIAN				
POINT	STATION	OFFSET	X-COORD	Y-COORD
700	750+41.72	6.17′ LT	980905.379	268730.962
703	750+41.75	1.00′ LT	980903.176	268726.287

LAYOUT LINE CURVE DATA

D = 4°34'15.4"
Δ = 25°01'31.9" Lt.
R = 1253.48'
L = 547.49'
T = 278.18'
E = 30.50'

ITEM 609.34 CURB TYPE 5

POINT	LENGTH	RADIUS
100 TO 101	124.64′	–
102 TO 103	124.64′	–
110 TO 111	142.11′	–
114 TO 115	142.11′	–
130 TO 131	21.65′	–
132 TO 133	1.54′	87.00′
134 TO 135	3.40′	1240.48′
140 TO 143	16.38′	1240.48′
141 TO 142	24.28′	87.00′

ITEM 609.35 CURB TYPE 5 – CIRCULAR

POINT	LENGTH	RADIUS
100 TO 103	6.28′	2.00′
101 TO 102	6.28′	2.00′
110 TO 115	6.28′	2.00′
130 TO 135	3.27′	2.00′
131 TO 132	4.82′	2.00′
142 TO 143	5.17′	2.00′

ITEM 609.21 CONCRETE SLIPFORM CURB

POINT	LENGTH	RADIUS
202 TO 203	167.95′	–
211 TO 212	54.89′	–
212 TO 213	61.79′	200.00′
213 TO 214	12.15′	40.00′
221 TO 222	16.30′	40.00′
232 TO 233	15.71′	40.00′
251 TO 252	13.51′	40.00′
252 TO 253	88.13′	–
261 TO 262	35.21′	65.00′
262 TO 263	29.52′	120.00′
271 TO 272	17.55′	65.00′
272 TO 273	40.67′	120.00′
273 TO 274	2.70′	15.00′
281 TO 282	25.33′	–
286 TO 287	17.25′	–
292 TO 293	25.89′	–

ITEM 609.217 TERMINAL SLIPFORM CONCRETE CURB – 7 FOOT

POINT	LENGTH	RADIUS
214 TO 215	7.00′	40.00′
220 TO 221	7.00′	40.00′
230 TO 231	4.40′	–
231 TO 232	2.60′	40.00′
233 TO 234	7.00′	40.00′
260 TO 261	7.00′	40.00′
270 TO 271	7.00′	65.00′
274 TO 275	7.00′	65.00′
280 TO 281	7.00′	15.00′
285 TO 286	7.00′	–
290 TO 291	5.30′	5.00′
291 TO 292	1.70′	–

STA. 102+60.57 ROUTE 1 ℄ = STA. 750+00.00 BROADTURN RD. ℄ AND PINE POINT RD. ℄

ITEM 609.214 TERMINAL SLIPFORM CONCRETE CURB – 4 FOOT

POINT	LENGTH	RADIUS
210 TO 211	4.00′	–
203 TO 204	4.00′	–

ITEM 609.237 TERMINAL CURB TYPE 1 – 7 FOOT

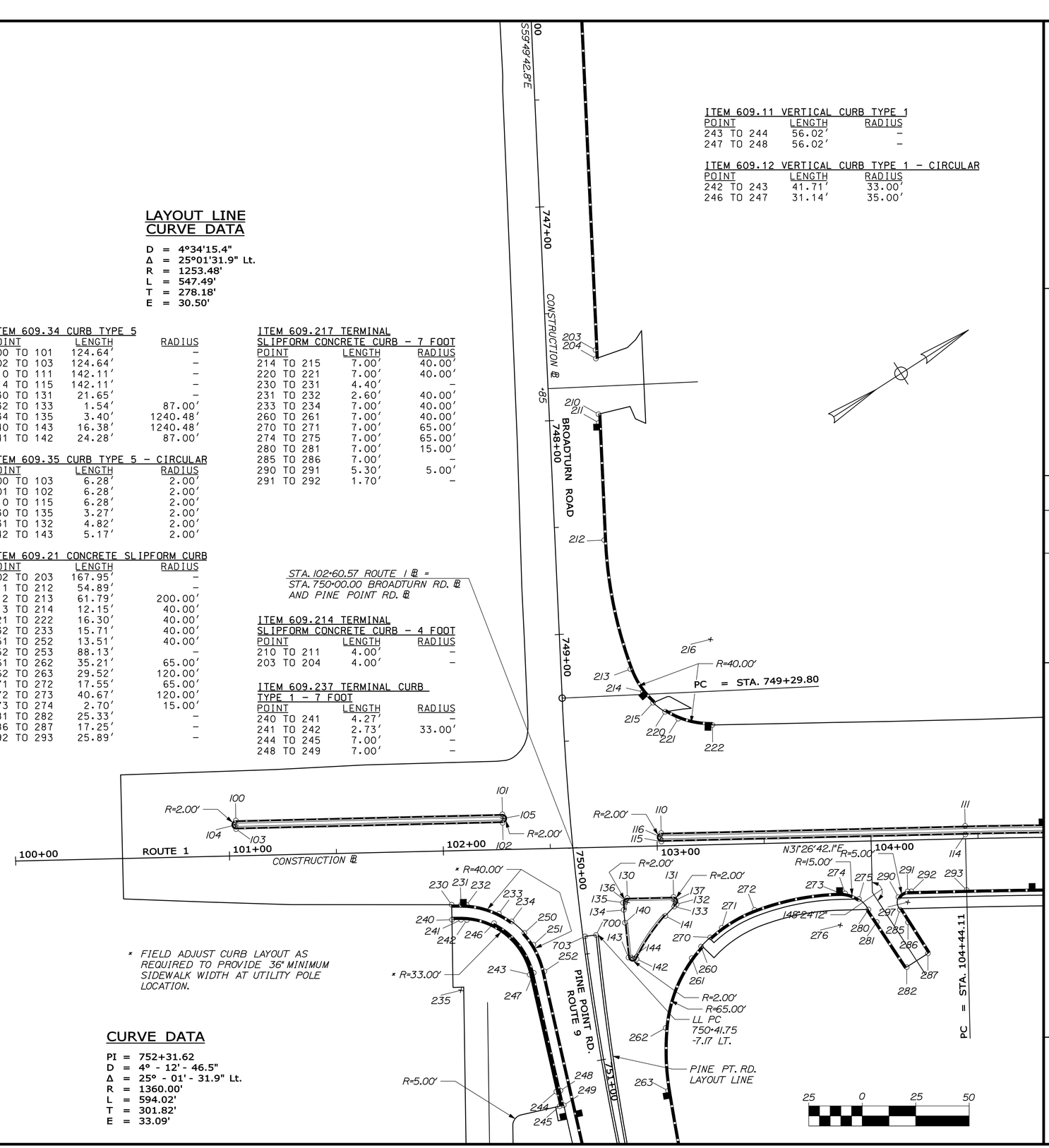
POINT	LENGTH	RADIUS
240 TO 241	4.27′	–
241 TO 242	2.73′	33.00′
244 TO 245	7.00′	–
248 TO 249	7.00′	–

ITEM 609.11 VERTICAL CURB TYPE 1

POINT	LENGTH	RADIUS
243 TO 244	56.02′	–
247 TO 248	56.02′	–

ITEM 609.12 VERTICAL CURB TYPE 1 – CIRCULAR

POINT	LENGTH	RADIUS
242 TO 243	41.71′	33.00′
246 TO 247	31.14′	35.00′



* FIELD ADJUST CURB LAYOUT AS REQUIRED TO PROVIDE 36" MINIMUM SIDEWALK WIDTH AT UTILITY POLE LOCATION.

CURVE DATA

PI = 752+31.62
D = 4° - 12' - 46.5"
Δ = 25° - 01' - 31.9" Lt.
R = 1360.00'
L = 594.02'
T = 301.82'
E = 33.09'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

PROJ. MANAGER ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	LEM	06\12
DESIGN2-DETAILED2	DGE	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

GEOMETRICS AND CURB LAYOUT

SHEET NUMBER
52
OF 142

Filename: 052_Curb&GeomPlan1.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

Filename: 053_Curb&GeomPlan2.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

ITEM 609.34 CURB TYPE 5

POINT	LENGTH	RADIUS
111 TO 112	232.75'	2731.00'
112 TO 113	4.00'	–
113 TO 114	232.41'	2727.00'
120 TO 121	8.69'	2731.00'
120 TO 123	4.00'	–
122 TO 123	8.67'	2727.00'
150 TO 151	53.30'	2731.00'
151 TO 152	13.94'	150.00'
152 TO 153	72.59'	–
153 TO 154	20.30'	154.00'
157 TO 158	19.77'	150.00'
158 TO 159	72.59'	–
159 TO 160	14.31'	154.00'
160 TO 161	53.17'	2727.00'

ITEM 609.35 CURB TYPE 5 - CIRCULAR

POINT	LENGTH	RADIUS
121 TO 122	6.28'	2.00'
150 TO 161	6.28'	2.00'

749+29.80

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
112	106+76.35	6.00' LT	981085.698	269096.779
113	106+76.34	2.00' LT	981088.917	269094.406
120	106+83.33	6.00' LT	981089.852	269102.414
121	106+92.00	6.00' LT	981095.027	269109.390
122	106+92.00	2.00' LT	981098.235	269107.002
123	106+83.34	2.00' LT	981093.072	269100.040
124	106+92.00	4.00' LT	981096.631	269108.196
150	107+40.00	6.00' LT	981124.085	269147.726
151	107+93.18	6.00' LT	981157.062	269189.594
152	108+07.02	6.68' LT	981165.248	269200.814
153	108+78.88	14.74' LT	981205.267	269261.371
154	108+99.00	16.00' LT	981217.538	269277.518
157	108+99.00	12.00' LT	981220.557	269274.893
158	108+79.37	10.77' LT	981208.604	269259.166
159	108+07.41	2.70' LT	981168.585	269198.609
160	107+93.13	2.00' LT	981160.151	269187.053
161	107+40.00	2.00' LT	981127.252	269145.282
162	107+40.00	4.00' LT	981125.668	269146.504
294	106+68.76	24.00' RT	981105.419	269072.940
295	106+70.77	24.13' RT	981106.705	269074.473
296	106+77.31	26.61' RT	981112.535	269078.232
298	106+68.76	39.00' RT	981117.528	269064.087
300	106+30.42	46.88' LT	981025.410	269083.126
301	106+63.49	43.33' LT	981047.908	269108.347
302	106+70.01	42.75' LT	981052.280	269113.358
303	106+76.89	42.32' LT	981056.761	269118.736
310	106+82.80	42.09' LT	981060.503	269123.432
311	106+89.86	42.00' LT	981064.847	269129.135
312	110+13.11	42.00' LT	981275.753	269380.390
313	110+20.00	42.00' LT	981280.570	269385.470

ITEM 609.21 CONCRETE SLIPFORM CURB

POINT	LENGTH	RADIUS
293 TO 294	222.67'	2701.00'
294 TO 295	2.00'	15.00'
300 TO 301	33.80'	–
301 TO 302	6.65'	300.00'
311 TO 312	328.23'	2767.00'
320 TO 321	28.94'	2699.00'
322 TO 323	23.29'	–
323 TO 324	24.80'	–
324 TO 325	106.99'	2701.00'
510 TO 511	47.78'	–

ITEM 609.217 TERMINAL SLIPFORM CONCRETE CURB - 7 FOOT

POINT	LENGTH	RADIUS
295 TO 296	7.00'	15.00'
302 TO 303	7.00'	300.00'
310 TO 311	7.00'	300.00'
312 TO 313	7.00'	2767.00'
325 TO 326	7.00'	2701.00'
605 TO 606	7.00'	25.00'

CONTROL POINTS FOR FLUSH CONCRETE MEDIAN

POINT	STATION	OFFSET	X-COORD	Y-COORD
705	106+35.91	6.00' LT	981061.932	269063.951
706	106+60.45	12.61' LT	981070.946	269087.797
707	106+93.64	5.14' LT	981096.702	269110.194
710	500+36.92	1.00' RT	981142.804	269101.466
711	500+51.24	1.00' RT	981155.289	269094.195
712	500+51.50	2.98' RT	981154.655	269092.298
713	500+36.29	4.99' RT	981140.010	269098.544

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
320	107+69.27	26.00 RT	981167.252	269151.022
321	107+98.49	26.00 RT	981185.302	269173.643
322	108+01.51	25.98 RT	981187.174	269175.988
323	108+25.00	25.00 RT	981201.119	269194.637
324	108+50.00	24.00 RT	981216.181	269214.333
325	109+57.94	24.00 RT	981286.527	269294.932
326	109+65.00	24.00 RT	981291.240	269300.108
510	901+41.55	26.22' LT	980996.794	269213.115
511	901+40.39	21.54' RT	981042.300	269227.668
600	500+32.58	32.39' RT	981120.433	269078.886
601	500+37.21	28.85' RT	981127.404	269078.253
605	500+29.79	40.54' LT	981162.092	269138.815
606	500+35.16	34.98' LT	981162.151	269131.838
610	500+44.25	29.90' LT	981164.569	269124.248
611	500+52.88	26.67' LT	981168.556	269118.522
612	500+71.30	24.00' LT	981180.566	269111.343
613	500+87.32	24.00' LT	981192.537	269109.225
614	501+08.39	24.00' LT	981213.518	269107.226
615	501+31.80	40.21' LT	981238.355	269121.144
616	501+34.02	46.53' LT	981241.169	269127.221
617	500+71.30	49.00' LT	981186.876	269135.534
618	501+08.39	49.00' LT	981215.890	269132.113

ITEM 609.38 RESET CURB TYPE I

POINT	LENGTH	RADIUS
600 TO 601	7.00'	–
605 TO 320	13.41'	25.00'
610 TO 611	7.00'	25.00'
611 TO 612	14.18'	25.00'
612 TO 613	12.17'	76.00'
613 TO 614	21.08'	–
614 TO 615	30.29'	25.00'
615 TO 616	6.70'	–

CURVE DATA

PI = 901+99.23
D = 12° - 43' - 56.6"
Δ = 22° - 00' - 43.6" Rt.
R = 450.00'
L = 172.88'
T = 87.52'
E = 8.43'

CURVE DATA

PI = 900+57.36
D = 28° - 38' - 52.4"
Δ = 32° - 00' - 13.7" Rt.
R = 200.00'
L = 111.71'
T = 57.36'
E = 8.06'

CURVE DATA

PI = 500+60.38
D = 57° - 17' - 44.8"
Δ = 31° - 42' - 12.6" Lt.
R = 100.00'
L = 55.33'
T = 28.39'
E = 3.95'

CURVE DATA

PI = 502+08.45
D = 35° - 48' - 35.5"
Δ = 21° - 43' - 23.3" Rt.
R = 160.00'
L = 60.66'
T = 30.70'
E = 2.92'

CURVE DATA

PI = 111+09.38
D = 2° - 06' - 09.4"
Δ = 27° - 26' - 21.7" Rt.
R = 2725.00'
L = 1305.02'
T = 665.28'
E = 80.03'

25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

PROJ. MANAGER ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

GEOMETRICS AND
CURB LAYOUT

SHEET NUMBER

53

OF 142

Filename: 054_Curb&GeomPlan3.dgn Username: mcundiff Division: BRIDGE Date:6/5/2012

CURVE DATA

PI = 802+70.40
D = 28° - 38' - 52.4"
Δ = 60° - 02' - 57.6" Rt.
R = 200.00'
L = 209.61'
T = 115.58'
E = 31.00'

ITEM 609.21 CONCRETE SLIPFORM CURB

POINT	LENGTH	RADIUS
331 TO 332	67.28'	2701.00'
336 TO 337	88.57'	2767.00'
337 TO 338	52.32'	180.00'
346 TO 347	134.68'	2701.00'
356 TO 357	12.78'	15.00'
357 TO 358	31.09'	–
358 TO 359	28.88'	150.00'
359 TO 360	59.88'	–
360 TO 361	16.33'	180.00'
361 TO 362	35.28'	50.00'

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
155	112+60.00	16.00' LT	981473.237	269534.965
156	112+60.00	12.00' LT	981475.882	269531.964
163	112+60.00	14.00' LT	981474.559	269533.464
165	113+30.00	6.00' LT	981533.063	269573.176
166	113+66.49	6.00' LT	981561.261	269596.458
167	113+93.62	8.63' LT	981580.795	269615.579
168	114+10.91	12.06' LT	981592.257	269629.055
169	114+49.77	15.00' LT	981621.304	269655.316
170	115+51.82	10.00' LT	981706.853	269712.033
171	115+51.63	2.00' LT	981711.310	269705.392
172	113+30.00	2.00' LT	981535.630	269570.109
173	113+30.00	4.00' LT	981534.347	269571.643
174	115+51.63	6.00' LT	981709.001	269708.658
175	803+99.85	6.00' LT	981340.733	269709.213
176	804+35.19	6.00' LT	981363.932	269682.547
177	804+64.61	8.91' LT	981385.439	269662.266
178	804+85.09	13.01' LT	981401.974	269649.502
179	805+15.30	16.00' LT	981424.054	269628.679
180	805+73.47	16.00' LT	981462.239	269584.790
181	805+73.47	12.00' LT	981459.221	269582.164
182	805+15.30	12.00' LT	981421.036	269626.054
183	804+85.88	9.09' LT	981399.530	269646.335
184	804+65.40	4.99' LT	981382.995	269659.099
185	804+35.19	2.00' LT	981360.915	269679.921
186	803+99.85	2.00' LT	981337.715	269706.587
187	803+99.85	4.00' LT	981339.224	269707.900
188	805+73.47	14.00' LT	981460.730	269583.477
330	110+03.00	24.00 RT	981316.830	269327.745
331	110+10.06	24.00 RT	981321.628	269332.842
332	110+77.94	24.00 RT	981368.411	269381.189
333	110+85.00	24.00 RT	981373.348	269386.152
335	110+62.00	42.00' LT	981310.192	269416.150
336	110+68.89	42.00' LT	981315.100	269421.142
337	111+56.12	42.00' LT	981378.269	269483.221
338	112+06.78	50.03' LT	981410.430	269524.254
339	112+13.28	52.30' LT	981413.786	269530.397
345	111+15.00	24.00' RT	981394.460	269407.092
346	111+22.06	24.00' RT	981399.464	269411.987
347	112+57.94	24.00' RT	981498.156	269503.608
348	112+65.00	24.00' RT	981503.410	269508.234

ITEM 609.21 CONCRETE SLIPFORM CURB

POINT	LENGTH	RADIUS
376 TO 377	99.89'	–
377 TO 378	51.33'	80.00'
386 TO 387	4.50'	80.00'
387 TO 388	14.30'	25.00'
388 TO 389	78.38'	2767.00'
389 TO 390	21.54'	15.00'
390 TO 391	23.50'	–
406 TO 407	12.12'	2693.00'
411 TO 412	95.07'	2701.00'
415 TO 416	13.22'	2693.00'
421 TO 422	10.54'	15.00'
431 TO 432	82.75'	2765.95'
441 TO 442	97.64'	2701.00'
446 TO 447	9.46'	2693.00'
450 TO 451	13.98'	2693.00'
485 TO 486	24.08'	15.00'
501 TO 502	14.23'	15.00'

ITEM 609.35 CURB TYPE 5 – CIRCULAR

POINT	LENGTH	RADIUS
155 TO 156	6.28'	2.00'
165 TO 172	6.28'	2.00'
170 TO 171	12.37'	4.00'
175 TO 186	6.28'	2.00'
180 TO 181	6.28'	2.00'

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
355	803+88.87	23.55' RT	981311.237	269698.103
356	803+93.22	18.14' RT	981318.168	269698.365
357	804+05.28	15.28' RT	981328.246	269691.149
358	804+35.80	21.23' RT	981343.789	269664.218
359	804+64.51	24.00' RT	981360.539	269640.742
360	805+24.39	24.00' RT	981399.843	269595.566
361	805+40.69	24.74' RT	981409.989	269582.777
362	112+29.84	62.75' LT	981419.289	269549.503
363	112+24.55	58.32' LT	981418.242	269542.588
364	804+02.41	30.00' RT	981315.254	269683.651
365	805+36.16	74.53' RT	981369.449	269553.510
370	804+01.13	44.50' LT	981370.622	269733.514
371	804+04.54	38.00' LT	981367.953	269726.678
372	804+15.72	48.00' LT	981382.836	269724.807
375	804+15.72	33.00' LT	981371.520	269714.961
376	804+22.72	33.00' LT	981376.114	269709.680
377	805+22.61	33.00' LT	981441.679	269634.322
378	113+16.31	63.92' LT	981485.169	269608.569
379	113+20.72	58.56' LT	981492.067	269607.389
385	113+26.32	52.97' LT	981500.041	269606.784
386	113+31.66	48.57' LT	981507.037	269606.910
387	113+35.30	46.01' LT	981511.516	269607.314
388	113+48.61	42.00' LT	981524.487	269612.860
389	114+25.79	42.00' LT	981585.631	269661.890
390	114+40.36	55.03' LT	981589.378	269681.271
391	114+43.31	78.33' LT	981577.557	269701.576
392	114+44.17	85.27' LT	981574.035	269707.626
393	113+48.61	67.00' LT	981508.573	269632.140
394	114+25.79	57.00' LT	981576.414	269673.724

ITEM 609.34 CURB TYPE 5

POINT	LENGTH	RADIUS
154 TO 155	363.12'	2741.00'
156 TO 157	362.59'	2737.00'
165 TO 166	36.57'	2731.00'
166 TO 167	27.37'	150.00'
167 TO 168	17.69'	–
168 TO 169	39.27'	150.00'
169 TO 170	102.65'	2739.95'
171 TO 172	221.79'	2727.00'

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
400	113+07.00	24.00' RT	981534.898	269535.465
401	113+13.46	24.00' RT	981539.775	269539.608
402	113+19.91	24.00' RT	981544.661	269543.738
405	113+07.00	32.00' RT	981540.084	269529.374
406	113+14.08	32.00' RT	981545.420	269533.905
407	113+26.35	32.00' RT	981554.685	269541.716
408	113+33.43	32.00' RT	981560.053	269546.209
410	113+25.96	24.00' RT	981549.253	269547.601
411	113+33.03	24.00' RT	981554.620	269552.095
412	114+28.94	24.00' RT	981628.646	269611.734
413	114+36.00	24.00' RT	981634.179	269616.022
415	114+15.54	32.00' RT	981623.120	269597.268
416	114+28.92	32.00' RT	981633.538	269605.404
417	114+36.00	32.00' RT	981639.071	269609.692

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
420	114+70.12	56.06' LT	981612.903	269700.490
421	114+70.90	49.17' LT	981617.684	269695.464
422	114+77.45	41.29' LT	981627.742	269693.154
423	114+84.01	39.35' LT	981634.237	269695.589
424	114+84.72	54.33' LT	981625.866	269708.036
430	115+09.62	38.09' LT	981655.879	269709.997
431	115+16.51	37.76' LT	981661.729	269713.842
432	115+98.09	33.76' LT	981731.606	269758.155
433	116+05.00	33.42' LT	981737.578	269761.808
440	114+92.39	24.00' RT	981678.737	269649.729
441	114+99.43	24.00' RT	981684.368	269653.887
442	115+97.94	24.00' RT	981764.021	269710.347
443	116+05.00	24.00' RT	981769.810	269714.284

ITEM 609.217 TERMINAL SLIPFORM CONCRETE CURB – 7 FOOT

POINT	LENGTH	RADIUS
330 TO 331	7.00'	2701.00'
332 TO 333	7.00'	2701.00'
335 TO 336	7.00'	2767.00'
338 TO 339	7.00'	180.00'
345 TO 346	7.00'	2701.00'
347 TO 348	7.00'	2701.00'
355 TO 356	7.00'	15.00'
362 TO 363	7.00'	50.00'
370 TO 371	7.41'	15.00'
375 TO 376	7.00'	–
378 TO 379	7.00'	80.00'
385 TO 386	7.00'	80.00'
391 TO 392	7.00'	–
400 TO 401	6.40'	2701.00'
401 TO 402	6.40'	2701.00'
405 TO 406	7.00'	2693.00'
407 TO 408	7.00'	2693.00'
410 TO 411	7.00'	2701.00'
412 TO 413	7.00'	2701.00'
416 TO 417	7.00'	2693.00'
420 TO 421	7.00'	15.00'
422 TO 423	7.00'	15.00'
430 TO 431	7.00'	2765.95'
432 TO 433	7.00'	2765.95'
440 TO 441	7.00'	2701.00'
442 TO 443	7.00'	2701.00'
445 TO 446	7.00'	2693.00'
451 TO 452	7.00'	2693.00'
502 TO 503	5.04'	15.00'
503 TO 504	1.96'	–

ITEM 609.214 TERMINAL SLIPFORM CONCRETE CURB – 4 FOOT

POINT	LENGTH	RADIUS
486 TO 487	1.43'	15.00'
487 TO 488	2.57'	–

ITEM 609.34 CURB TYPE 5

POINT	LENGTH	RADIUS
175 TO 176	35.35'	–
176 TO 177	29.61'	150.00'
177 TO 178	20.89'	–
178 TO 179	30.40'	154.00'
179 TO 180	58.18'	–
181 TO 182	58.18'	–
182 TO 183	29.61'	150.00'
183 TO 184	20.89'	–
184 TO 185	30.40'	154.00'
185 TO 186	35.35'	–

NEW PAYNE RD LAYOUT LINE CURVE DATA

D = 24°17'00.2"
Δ = 60°02'57.6" Rt.
R = 235.95'
L = 247.29'
T = 136.36'
E = 36.57'

ROUTE 1 LAYOUT LINE CURVE DATA

D = 2°05'22.6"
Δ = 6°42'48.6" Rt.
R = 2741.95'
L = 321.28'
T = 160.82'
E = 4.70'

CURVE DATA

PI = 111+09.38
D = 2° - 06' - 09.4"
Δ = 27° - 26' - 21.7" Rt.
R = 2725.00'
L = 1305.02'
T = 665.28'
E = 80.03'

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
445	114+92.37	32.00' RT	981683.497	269643.299
446	114+99.45	32.00' RT	981689.129	269647.457
447	115+09.02	32.00' RT	981696.755	269653.052
450	115+83.77	32.00' RT	981756.984	269695.820
451	115+97.92	32.00' RT	981768.512	269703.727
452	116+05.00	32.00' RT	981774.300	269707.663
485	803+38.45	15.00' RT	981284.737	269739.205
486	803+56.10	29.85' RT	981285.671	269717.650
487	803+56.11	31.29' RT	981284.637	269716.660
488	803+55.98	33.85' RT	981282.699	269714.975
490	803+38.45	30.00' RT	981274.791	269727.977
501	803+54.82	29.70' LT	981327.919	269759.637
502	803+64.37	37.65' LT	981341.314	269756.759
503	803+65.77	42.46' LT	981345.875	269758.855
504	803+66.00	44.41' LT	981347.492	269759.958
505	803+53.34	44.59' LT	981337.419	269771.245

CONTROL POINTS FOR FLUSH CONCRETE MEDIAN

POINT	STATION	OFFSET	X-COORD	Y-COORD
720	803+50.65	13.50' LT	981313.110	269751.617
721	803+63.29	15.27' LT	981323.668	269742.940
722	803+63.76	11.50' LT	981321.165	269740.081
723	803+50.65	11.50' LT	981311.695	269750.203

PT = STA. 803+64.43

STA. 112+68.30 ROUTE 1℄ =
STA. 806+34.24 NEW PAYNE RD.℄

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

PROJ. MANAGER ERNEST MARTIN

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

GEOMETRICS AND CURB LAYOUT

SHEET NUMBER

54

OF 142

Filename: 055_Curb&GeomPlan4.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

ITEM 609.21 CONCRETE SLIPFORM CURB

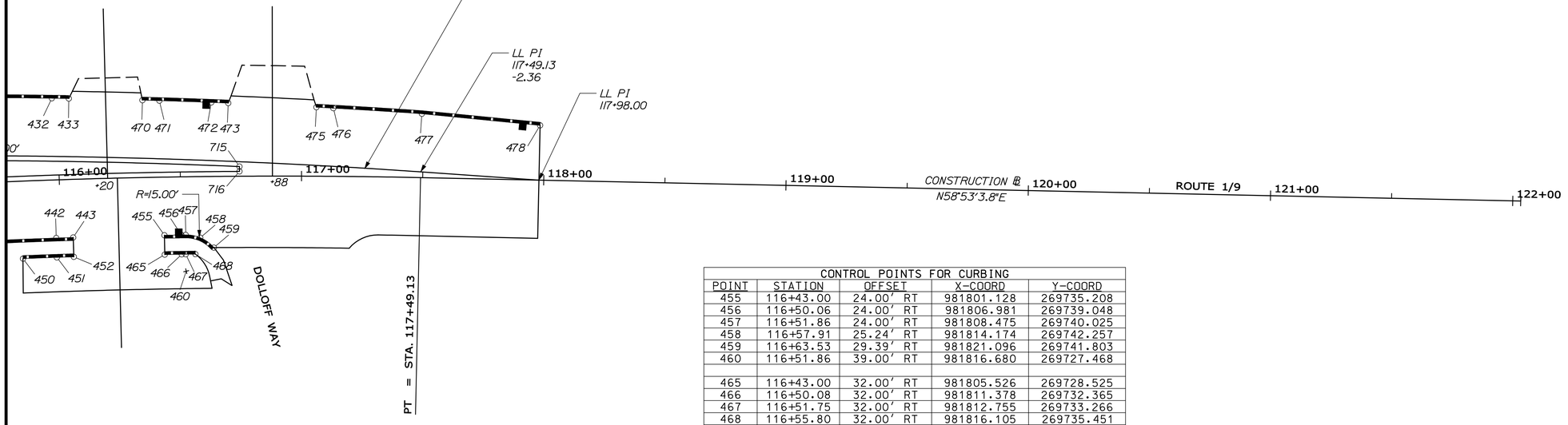
POINT	LENGTH	RADIUS
456 TO 457	1.79′	2701.00′
457 TO 458	6.16′	15.00′
466 TO 467	1.65′	2693.00′
471 TO 472	21.44′	2765.95′
476 TO 477	36.62′	2765.95′
477 TO 478	49.01′	–

ITEM 609.214 TERMINAL SLIPFORM CONCRETE CURB – 4 FOOT

POINT	LENGTH	RADIUS
467 TO 468	4.00′	2693.00′

ITEM 609.217 TERMINAL SLIPFORM CONCRETE CURB – 7 FOOT

POINT	LENGTH	RADIUS
455 TO 456	7.00′	2701.00′
458 TO 459	7.00′	15.00′
465 TO 466	7.00′	2693.00′
470 TO 471	7.00′	2765.95′
472 TO 473	7.00′	2765.95′
475 TO 476	7.00′	2765.95′



CURVE DATA

PI = 111+09.38
D = 2° - 06' - 09.4"
Δ = 27° - 26' - 21.7" Rt.
R = 2725.00'
L = 1305.02'
T = 665.28'
E = 80.03'

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
455	116+43.00	24.00′ RT	981801.128	269735.208
456	116+50.06	24.00′ RT	981806.981	269739.048
457	116+51.86	24.00′ RT	981808.475	269740.025
458	116+57.91	25.24′ RT	981814.174	269742.257
459	116+63.53	29.39′ RT	981821.096	269741.803
460	116+51.86	39.00′ RT	981816.680	269727.468
465	116+43.00	32.00′ RT	981805.526	269728.525
466	116+50.08	32.00′ RT	981811.378	269732.365
467	116+51.75	32.00′ RT	981812.755	269733.266
468	116+55.80	32.00′ RT	981816.105	269735.451
470	116+35.00	31.96′ LT	981763.614	269777.492
471	116+41.91	31.62′ LT	981769.634	269781.063
472	116+63.09	30.58′ LT	981788.131	269791.907
473	116+70.00	30.25′ LT	981794.187	269795.416
475	117+06.00	28.49′ LT	981825.851	269813.432
476	117+12.92	28.15′ LT	981831.962	269816.846
477	117+49.13	26.39′ LT	981864.069	269834.450
478	117+98.00	22.62′ LT	981907.854	269856.478

CONTROL POINTS FOR FLUSH CONCRETE MEDIAN

POINT	STATION	OFFSET	X-COORD	Y-COORD
715	116+74.42	4.00′ LT	981812.119	269775.742
716	116+74.42	2.00′ LT	981813.199	269774.059
170	115+51.82	10.00′ LT	981706.853	269712.033
171	115+51.63	2.00′ LT	981711.310	269705.392

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE	SIGNATURE
PROJ. MANAGER ERNEST MARTIN	LEM	06\12	
DESIGN-DETAILED	LEM	-	
CHECKED-REVIEWED	DGE	06\12	
DESIGN2-DETAILED2	-	-	P.E. NUMBER
DESIGN3-DETAILED3	-	-	
REVISIONS 1	-	-	DATE
REVISIONS 2	-	-	
REVISIONS 3	-	-	
REVISIONS 4	-	-	
FIELD CHANGES	-	-	

SCARBOROUGH
ROUTE 1

GEOMETRICS AND
CURB LAYOUT

SHEET NUMBER

55

OF 142

CURVE DATA

PI = 741+43.19
D = 4°04'36.6"
Δ = 8°22'54.3" Rt.
R = 1405.40'
L = 205.59'
T = 102.98'
E = 3.77'

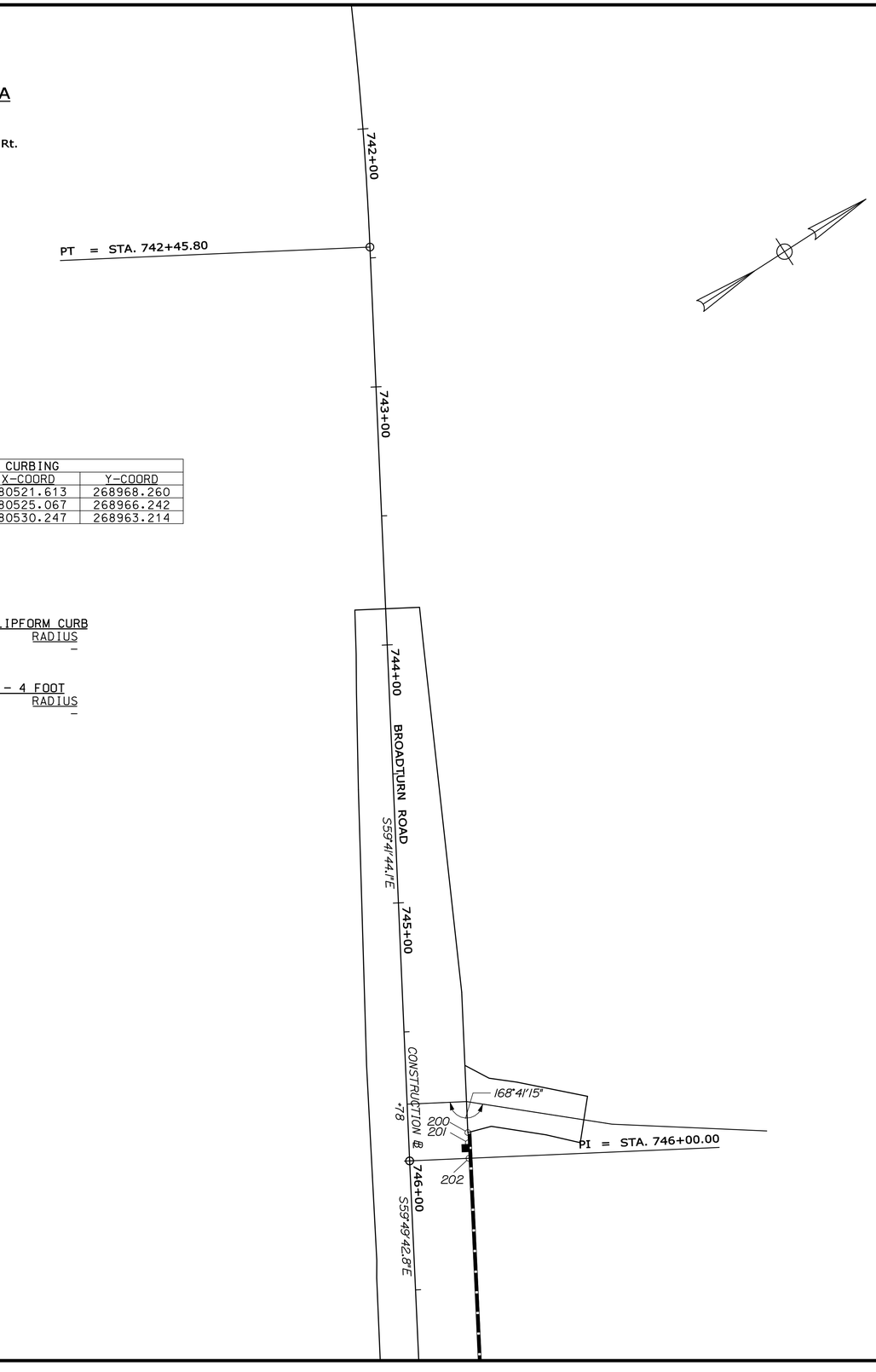
CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
200	745+90.00	23.00' LT	980521.613	268968.260
201	745+94.00	23.00' LT	980525.067	268966.242
202	746+00.05	23.00' LT	980530.247	268963.214

ITEM 609.21 CONCRETE SLIPFORM CURB

POINT	LENGTH	RADIUS
201 TO 202	5.98'	-

ITEM 609.214 TERMINAL
SLIPFORM CONCRETE CURB - 4 FOOT

POINT	LENGTH	RADIUS
200 TO 201	4.00'	-



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Filename: 056_Curb&GeomPlan5.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

GEOMETRICS AND
CURB LAYOUT

SHEET NUMBER

56

OF 142

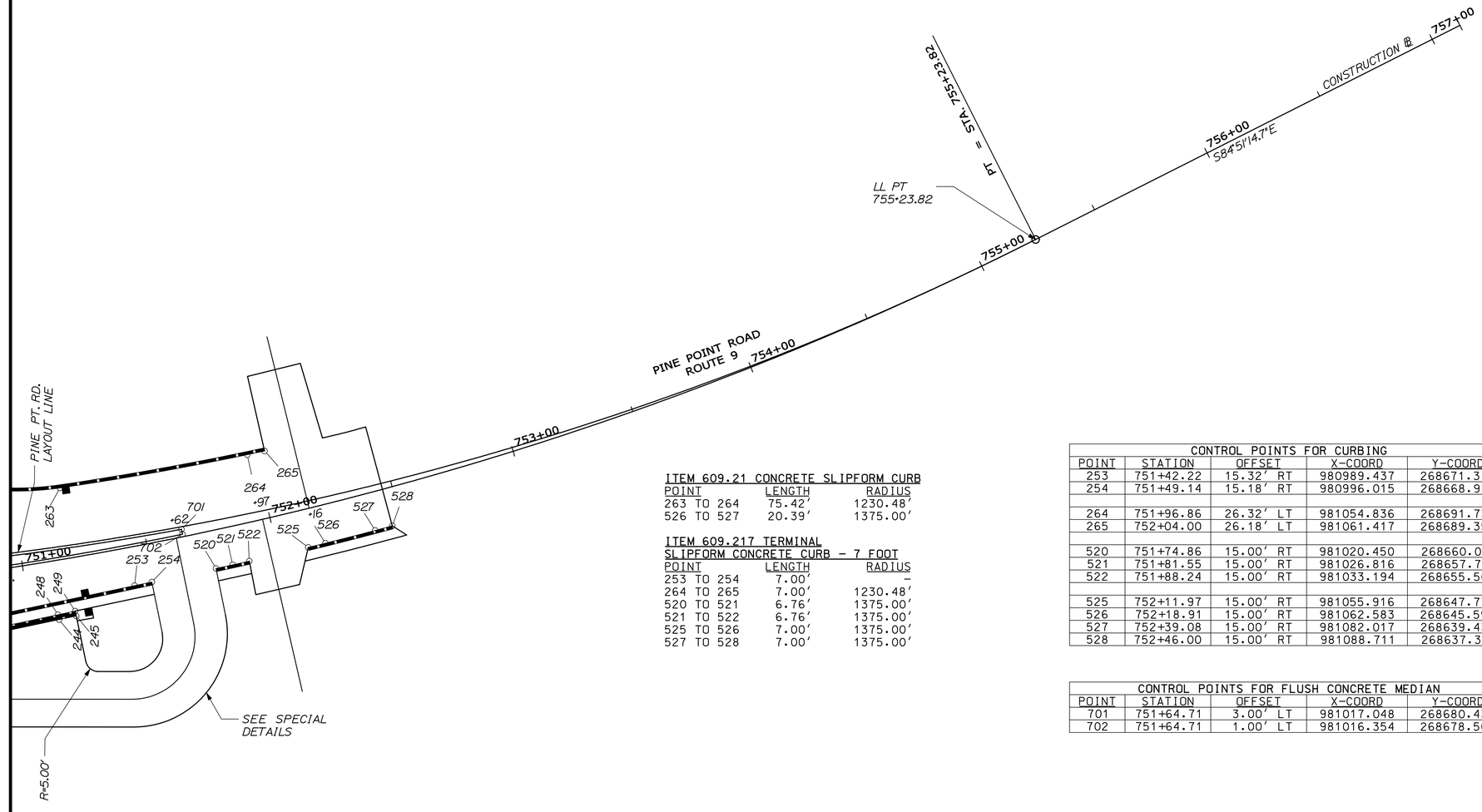
Filename: 057_Curb&GeomPlan6.dgn Division: BRIDGE Username: mcundiff Date:6/5/2012

CURVE DATA

PI = 752+31.62
D = 4° - 12' - 46.5"
Δ = 25° - 01' - 31.9" Lt.
R = 1360.00'
L = 594.02'
T = 301.82'
E = 33.09'

LAYOUT LINE CURVE DATA

D = 4°34'15.4"
Δ = 25°01'31.9" Lt.
R = 1253.48'
L = 547.49'
T = 278.18'
E = 30.50'



ITEM 609.21 CONCRETE SLIPFORM CURB

POINT	LENGTH	RADIUS
263 TO 264	75.42'	1230.48'
526 TO 527	20.39'	1375.00'

ITEM 609.217 TERMINAL SLIPFORM CONCRETE CURB - 7 FOOT

POINT	LENGTH	RADIUS
253 TO 254	7.00'	-
264 TO 265	7.00'	1230.48'
520 TO 521	6.76'	1375.00'
521 TO 522	6.76'	1375.00'
525 TO 526	7.00'	1375.00'
527 TO 528	7.00'	1375.00'

CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
253	751+42.22	15.32' RT	980989.437	268671.310
254	751+49.14	15.18' RT	980996.015	268668.917
264	751+96.86	26.32' LT	981054.836	268691.739
265	752+04.00	26.18' LT	981061.417	268689.352
520	751+74.86	15.00' RT	981020.450	268660.031
521	751+81.55	15.00' RT	981026.816	268657.751
522	751+88.24	15.00' RT	981033.194	268655.502
525	752+11.97	15.00' RT	981055.916	268647.774
526	752+18.91	15.00' RT	981062.583	268645.590
527	752+39.08	15.00' RT	981082.017	268639.437
528	752+46.00	15.00' RT	981088.711	268637.391

CONTROL POINTS FOR FLUSH CONCRETE MEDIAN

POINT	STATION	OFFSET	X-COORD	Y-COORD
701	751+64.71	3.00' LT	981017.048	268680.436
702	751+64.71	1.00' LT	981016.354	268678.560

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

GEOMETRICS AND
CURB LAYOUT

SHEET NUMBER

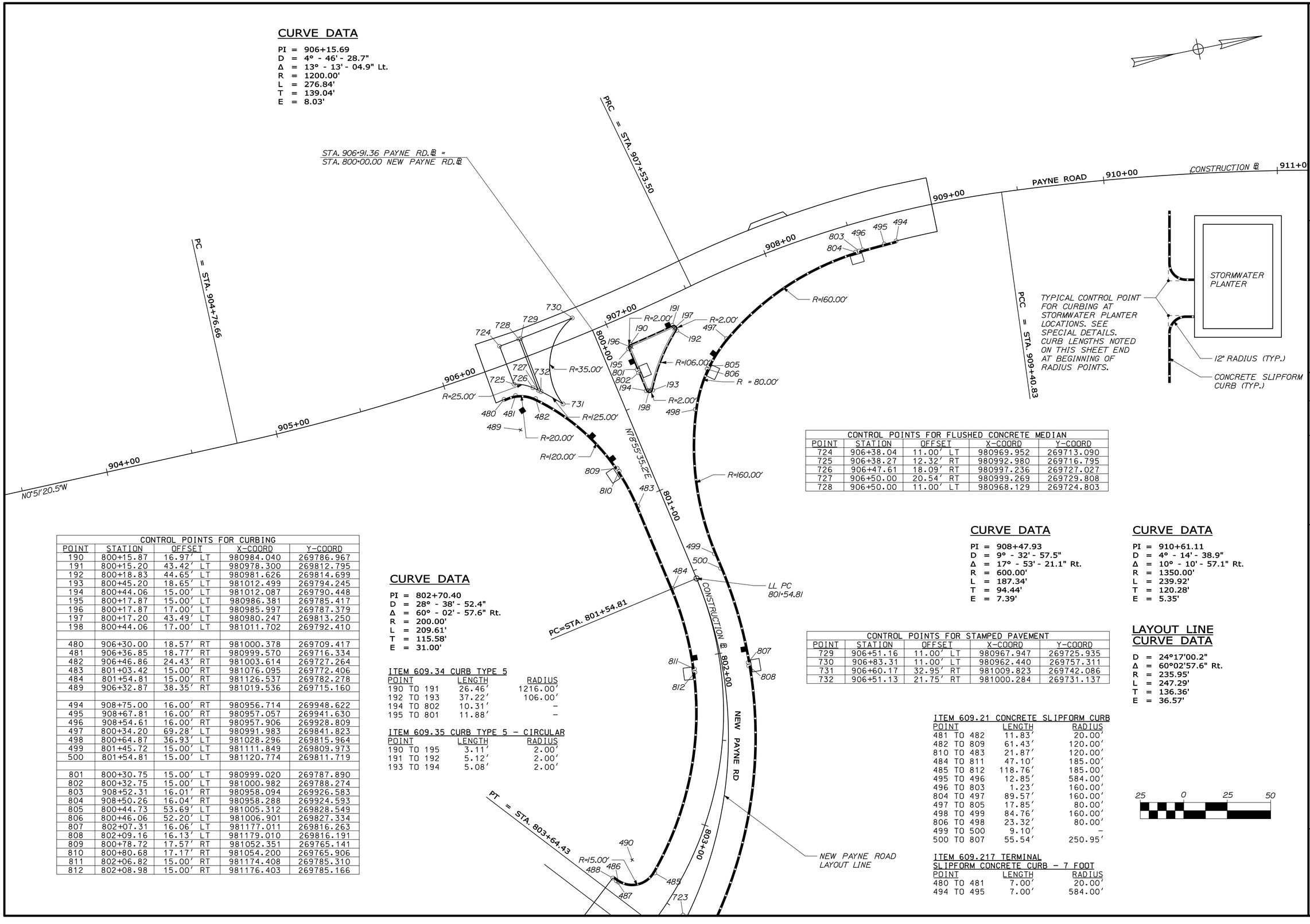
57

OF 142

Division: BRIDGE
Username: mcundiff
Date:6/11/2012
Filename: 058_Curb&GeomPlan7.dgn

CURVE DATA

PI = 906+15.69
D = 4° - 46' - 28.7"
Δ = 13° - 13' - 04.9" Lt.
R = 1200.00'
L = 276.84'
T = 139.04'
E = 8.03'



CONTROL POINTS FOR CURBING

POINT	STATION	OFFSET	X-COORD	Y-COORD
190	800+15.87	16.97' LT	980984.040	269786.967
191	800+15.20	43.42' LT	980978.300	269812.795
192	800+18.83	44.65' LT	980981.626	269814.699
193	800+45.20	18.65' LT	981012.499	269794.245
194	800+44.06	15.00' LT	981012.087	269790.448
195	800+17.87	15.00' LT	980986.381	269785.417
196	800+17.87	17.00' LT	980985.997	269787.379
197	800+17.20	43.49' LT	980980.247	269813.250
198	800+44.06	17.00' LT	981011.702	269792.410
480	906+30.00	18.57' RT	981000.378	269709.417
481	906+36.85	18.77' RT	980999.570	269716.334
482	906+46.86	24.43' RT	981003.614	269727.264
483	801+03.42	15.00' RT	981076.095	269772.406
484	801+54.81	15.00' RT	981126.537	269782.278
489	906+32.87	38.35' RT	981019.536	269715.160
494	908+75.00	16.00' RT	980956.714	269948.622
495	908+67.81	16.00' RT	980957.057	269941.630
496	908+54.61	16.00' RT	980957.906	269928.809
497	800+34.20	69.28' LT	980991.983	269841.823
498	800+64.87	36.93' LT	981028.296	269815.964
499	801+45.72	15.00' LT	981111.849	269809.973
500	801+54.81	15.00' LT	981120.774	269811.719
801	800+30.75	15.00' LT	980999.020	269787.890
802	800+32.75	15.00' LT	981000.982	269788.274
803	908+52.31	16.01' RT	980958.094	269926.583
804	908+50.26	16.04' RT	980958.288	269924.593
805	800+44.73	53.69' LT	981005.312	269828.549
806	800+46.06	52.20' LT	981006.901	269827.334
807	802+07.31	16.06' LT	981177.011	269816.263
808	802+09.16	16.13' LT	981179.010	269816.191
809	800+78.72	17.57' RT	981052.351	269765.141
810	800+80.68	17.17' RT	981054.200	269765.906
811	802+06.82	15.00' RT	981174.408	269785.310
812	802+08.98	15.00' RT	981176.403	269785.166

CONTROL POINTS FOR FLUSHED CONCRETE MEDIAN

POINT	STATION	OFFSET	X-COORD	Y-COORD
724	906+38.04	11.00' LT	980969.952	269713.090
725	906+38.27	12.32' RT	980992.980	269716.795
726	906+47.61	18.09' RT	980997.236	269727.027
727	906+50.00	20.54' RT	980999.269	269729.808
728	906+50.00	11.00' LT	980968.129	269724.803

CONTROL POINTS FOR STAMPED PAVEMENT

POINT	STATION	OFFSET	X-COORD	Y-COORD
729	906+51.16	11.00' LT	980967.947	269725.935
730	906+83.31	11.00' LT	980962.440	269757.311
731	906+60.17	32.95' RT	981009.823	269742.086
732	906+51.13	21.75' RT	981000.284	269731.137

CURVE DATA

PI = 802+70.40
D = 28° - 38' - 52.4"
Δ = 60° - 02' - 57.6" Rt.
R = 200.00'
L = 209.61'
T = 115.58'
E = 31.00'

ITEM 609.34 CURB TYPE 5

POINT	LENGTH	RADIUS
190 TO 191	26.46'	1216.00'
192 TO 193	37.22'	106.00'
194 TO 802	10.31'	-
195 TO 801	11.88'	-

ITEM 609.35 CURB TYPE 5 - CIRCULAR

POINT	LENGTH	RADIUS
190 TO 195	3.11'	2.00'
191 TO 192	5.12'	2.00'
193 TO 194	5.08'	2.00'

CURVE DATA

PI = 908+47.93
D = 9° - 32' - 57.5"
Δ = 17° - 53' - 21.1" Rt.
R = 600.00'
L = 187.34'
T = 94.44'
E = 7.39'

ITEM 609.21 CONCRETE SLIPFORM CURB

POINT	LENGTH	RADIUS
481 TO 482	11.83'	20.00'
482 TO 809	61.43'	120.00'
810 TO 483	21.87'	120.00'
484 TO 811	47.10'	185.00'
485 TO 812	118.76'	185.00'
495 TO 496	12.85'	584.00'
496 TO 803	1.23'	160.00'
804 TO 497	89.57'	160.00'
497 TO 805	17.85'	80.00'
498 TO 499	84.76'	160.00'
806 TO 498	23.32'	80.00'
499 TO 500	9.10'	-
500 TO 807	55.54'	250.95'

ITEM 609.217 TERMINAL SLIPFORM CONCRETE CURB - 7 FOOT

POINT	LENGTH	RADIUS
480 TO 481	7.00'	20.00'
494 TO 495	7.00'	584.00'

CURVE DATA

PI = 910+61.11
D = 4° - 14' - 38.9"
Δ = 10° - 10' - 57.1" Rt.
R = 1350.00'
L = 239.92'
T = 120.28'
E = 5.35'

LAYOUT LINE CURVE DATA

D = 24°17'00.2"
Δ = 60°02'57.6" Rt.
R = 235.95'
L = 247.29'
T = 136.36'
E = 36.57'

25 0 25 50

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

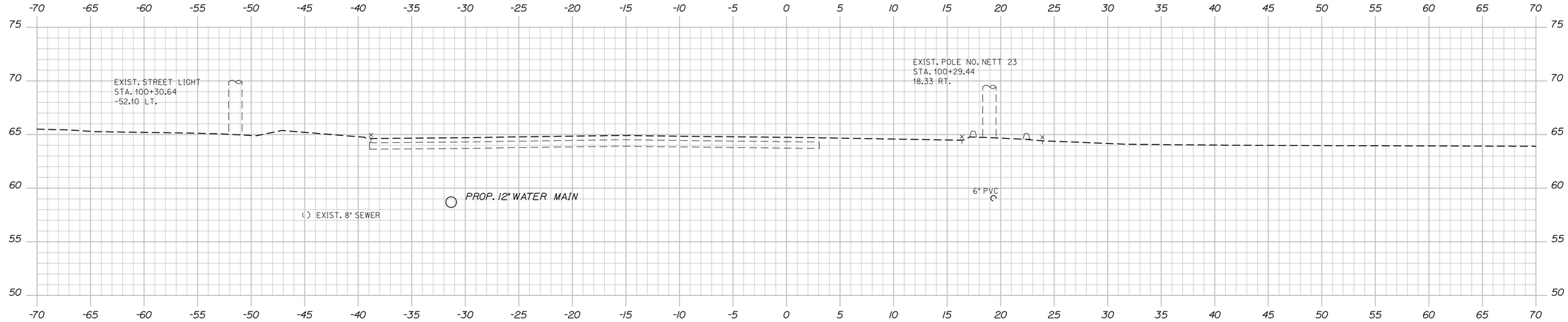
SCARBOROUGH
ROUTE 1

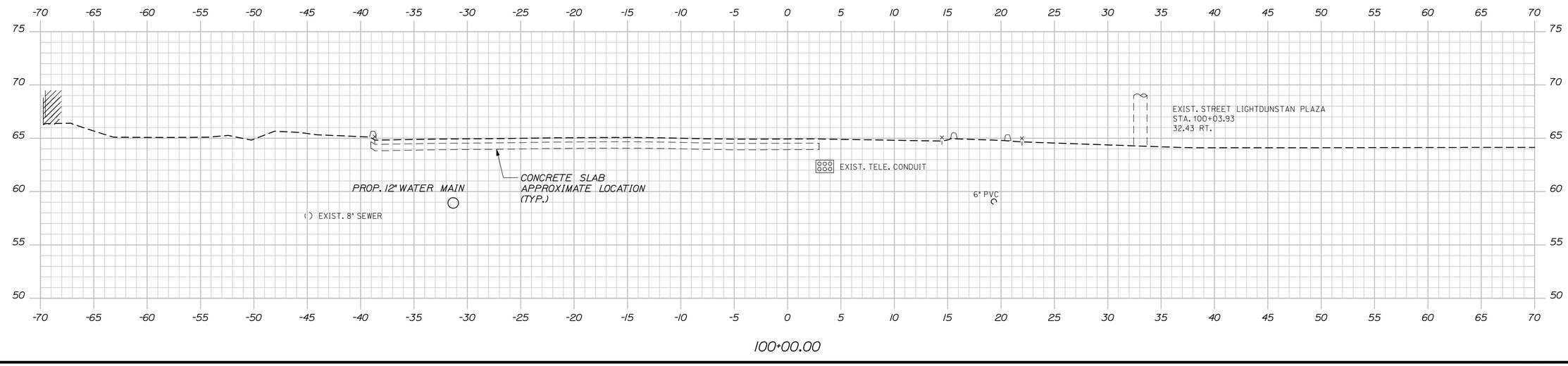
GEOMETRICS AND
CURB LAYOUT

SHEET NUMBER

58

OF 142





Sta. 100+00.00 to Sta. 100+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

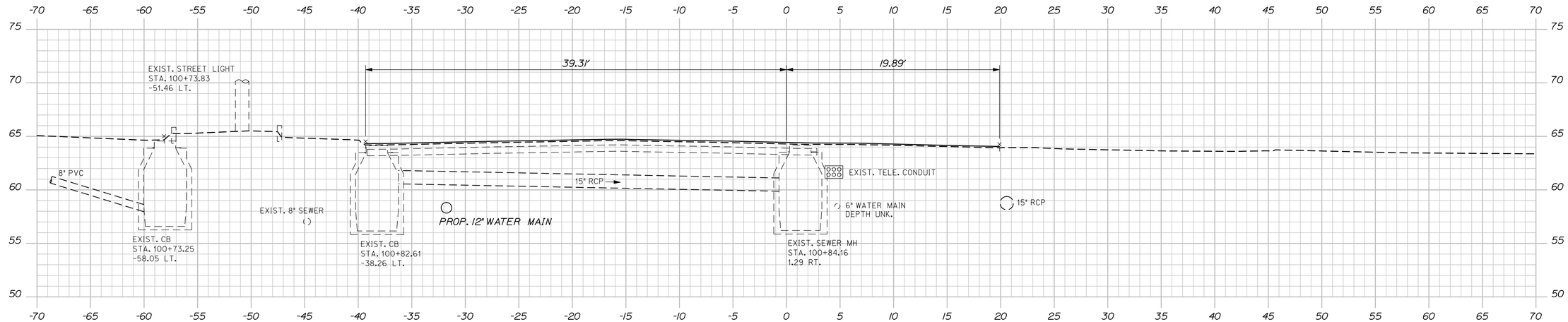
SHEET NUMBER

59

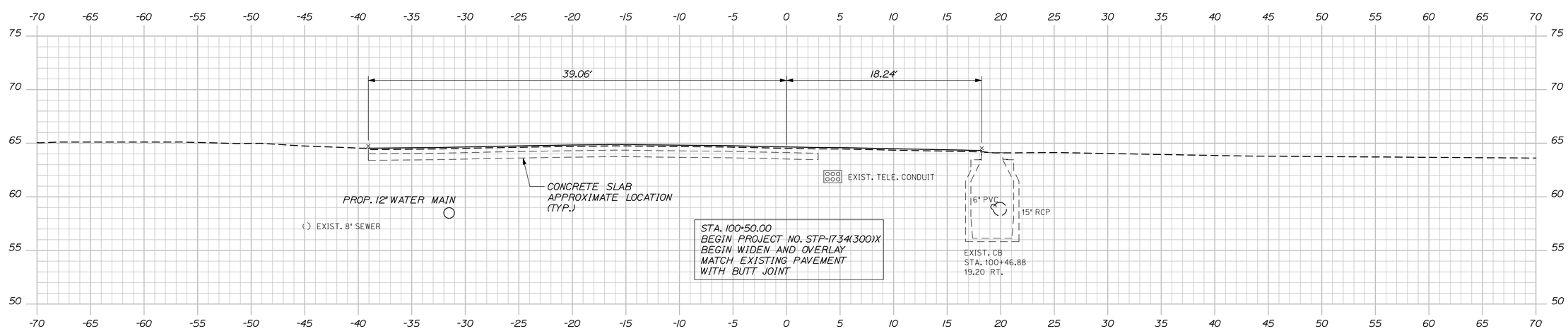
OF 142

Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 059_xsec01.dgn

Filename: 060_xsec02.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



100+75.00



100+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

60

OF 142

Sta. 100+50.00 to Sta. 100+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

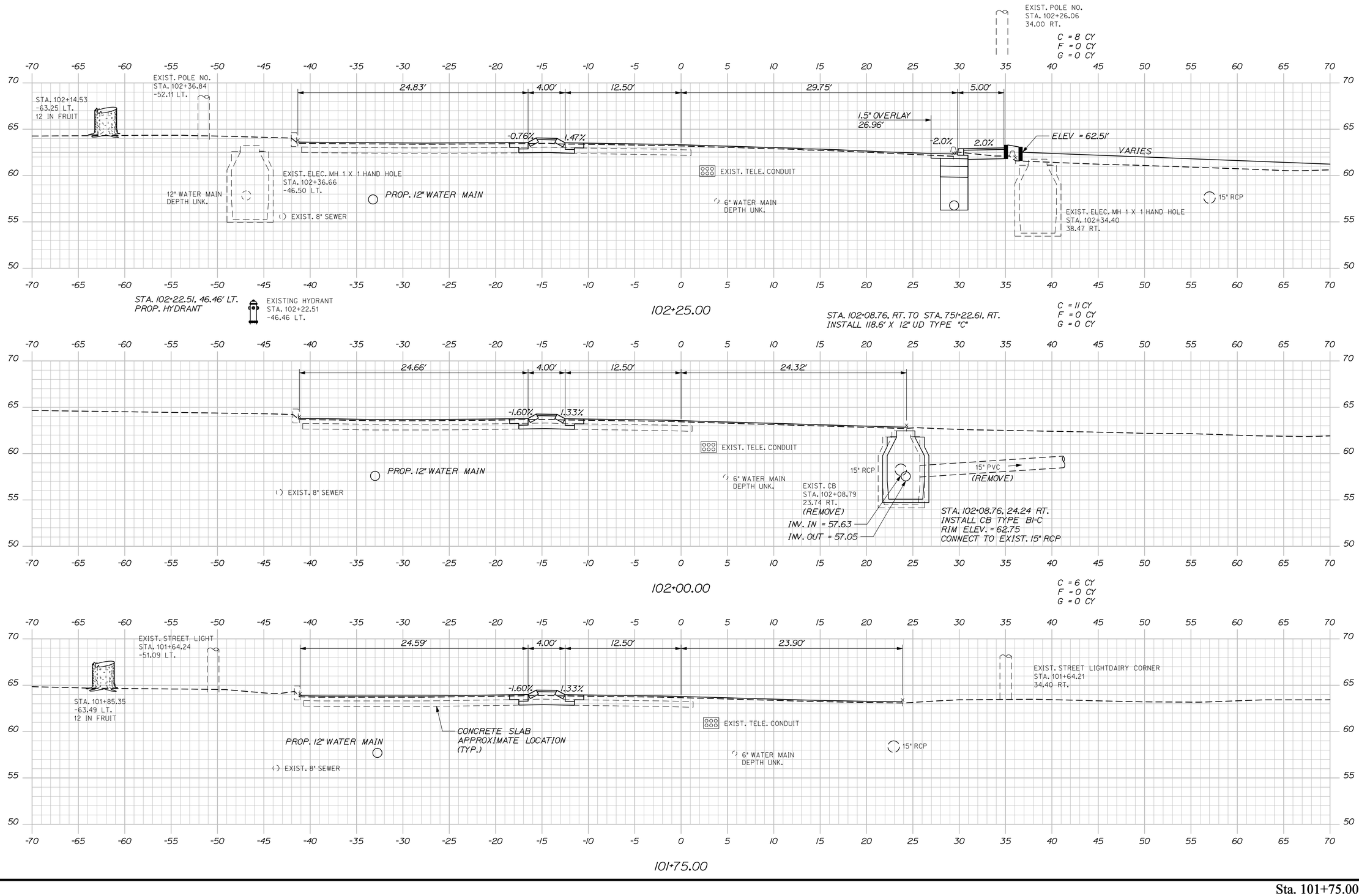
61

OF 142

Sta. 101+00.00 to Sta. 101+50.00

Filename: 061_xsec03.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

Filename: 062_xsec04.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DOE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

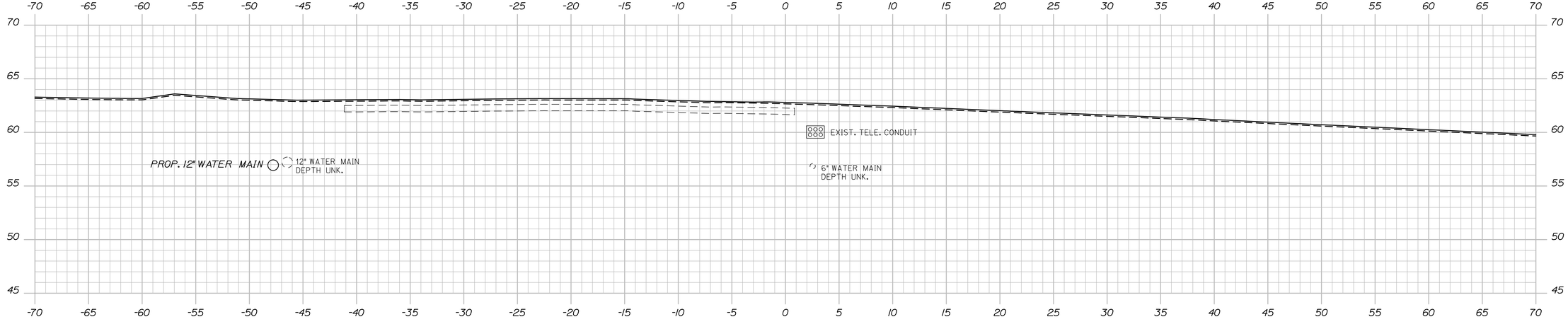
62

OF 142

Sta. 101+75.00 to Sta. 102+25.00

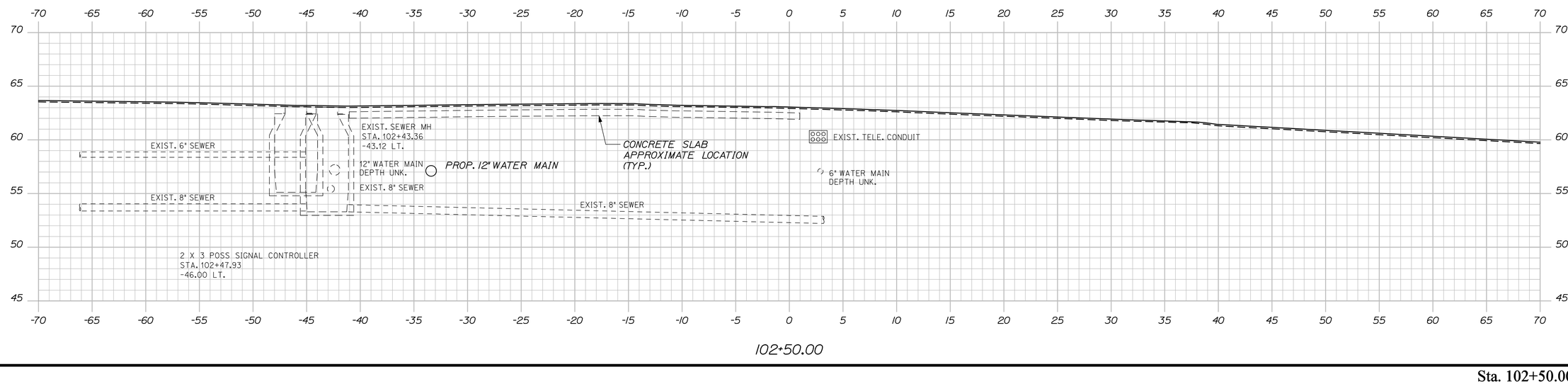
Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 063_xsec05.dgn

C = 34 CY
F = 0 CY
G = 0 CY



102+75.00

C = 0 CY
F = 0 CY
G = 0 CY



102+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

63

OF 142

Sta. 102+50.00 to Sta. 102+75.00

Filename: 064_xsec06.dgn Username: mcundiff Division: BRIDGE Date:6/11/2012

PROP. POLE NO. CMP 231
STA. 103+67.00, 27.00 RT.

C = 24 CY
F = 1 CY
G = 2 CY

49.39' | 4.00' | 2.00' | 29.22' | 3.14' | 5.25' | 43.0

1.5" OVERLAY
21.64'

2.37% | 2.6% | -2.0% | 2.0% | 2.0% | 2.0% | -6.1

STA. 103+62.37
-61.81 LT.
8IN HARDWOOD

EXIST. TELE. CONDUIT

12" WATER MAIN
DEPTH UNK.

HB-SCARB-104
B04

HB-SCARB-115
B05

6" WATER MAIN
DEPTH UNK.

+49
HB-SCARB-107
B06/PC2

15" RCP
(REMOVE)

+50.00
56.13

103+50.00

STA. 103+44.40, RT. TO STA. 103+84.70, RT.
INSTALL 39.1' X 6" UD TYPE "B"

C = 51 CY
F = 0 CY
G = 2 CY

49.99' | 4.00' | 2.00' | 42.21' | 3.15' | 7.21' | 57.4

-60.7

1.5" OVERLAY
-54.44'

1.5" OVERLAY
22.94'

EXIST. POLE NO. CMP 231
STA. 103+33.82
24.91 RT.

3.13% | 2.43%

STA. 103+28.18
-59.81 LT.
8IN HARDWOOD

GRUBBING IN FILL
(TYP.)

INV. OUT = 57.90

SEE BROADTURN ROAD
INTERSECTION GRADING PLAN

12" WATER MAIN
DEPTH UNK.

EXIST. TELE. CONDUIT

6" WATER MAIN
DEPTH UNK.

SEE PINE POINT ROAD
INTERSECTION GRADING PLAN

+25.00
55.82

STA. 103+25.00, -54.87 LT.
INSTALL CB TYPE BI-C
RIM ELEV. = 62.35

103+25.00

C = 70 CY
F = 0 CY
G = 1 CY

66.62' | 24.00' | 12.17'

1.5" OVERLAY
-55.97'

1.5" OVERLAY
22.00'

SEE PINE POINT ROAD
INTERSECTION GRADING PLAN

SEE BROADTURN
ROAD CROSS
SECTIONS

12" WATER MAIN
DEPTH UNK.

EXIST. ELEC. MH TRAFFIC
STA. 102+87.56
-45.38 LT.

CONCRETE SLAB
APPROXIMATE LOCATION
(TYP.)

EXIST. TELE. CONDUIT

6" WATER MAIN
DEPTH UNK.

EXIST. ELEC. MH HAND HOLE
STA. 103+07.29
28.65 RT.

+00.00
57.73

SEE BROADTURN ROAD
INTERSECTION GRADING PLAN

103+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN	LEM	06\12
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DJE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

64

OF 142

Sta. 103+00.00 to Sta. 103+50.00

Division: BRIDGE
Username: mcundiff
Date:6/11/2012
Filename: 065_xsec07.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

65

OF 142

Sta. 103+75.00 to Sta. 104+25.00

Usernam: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 066_xsec08.dgn

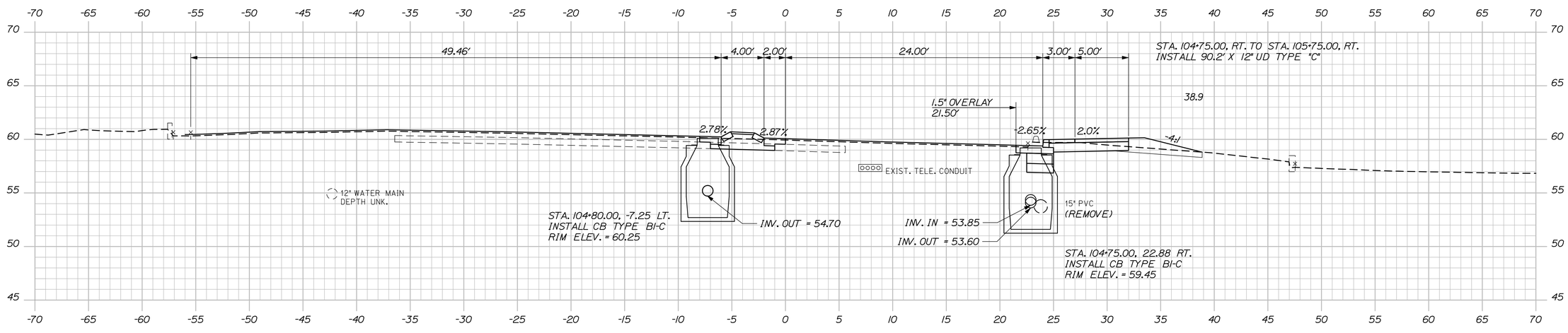
PROP. POLE NO. CMP 230S
STA. 104+80.00, -59.00 LT.

EXIST. POLE NO. CMP 230
STA. 104+80.13
24.62 RT.

PROP. POLE NO. CMP 230/VZ 123
STA. 104+80.00, 26.75 RT.

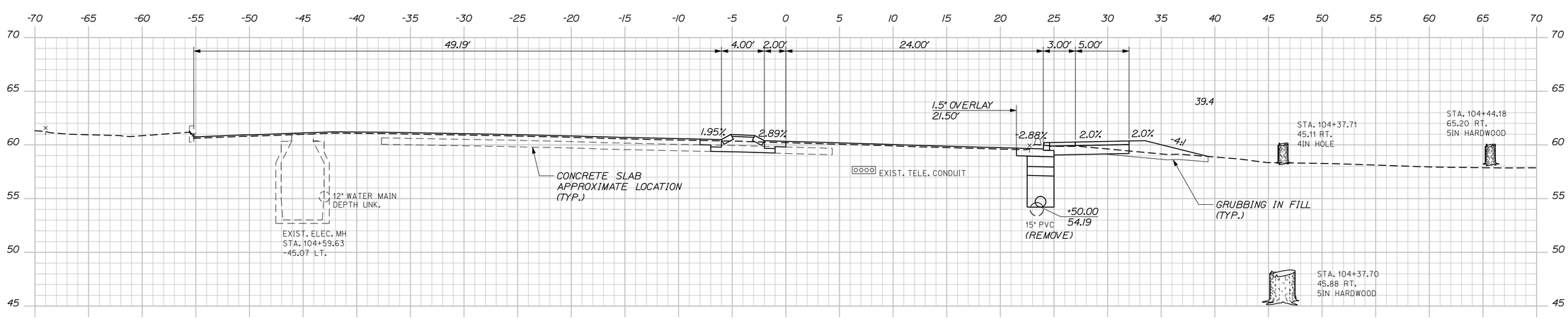
STA. 104+80.00, LT. TO STA. 105+75.00, LT.
INSTALL 91.2 X 12" UD TYPE "C"

C = 18 CY
F = 2 CY
G = 3 CY



104+75.00

C = 18 CY
F = 2 CY
G = 3 CY



104+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

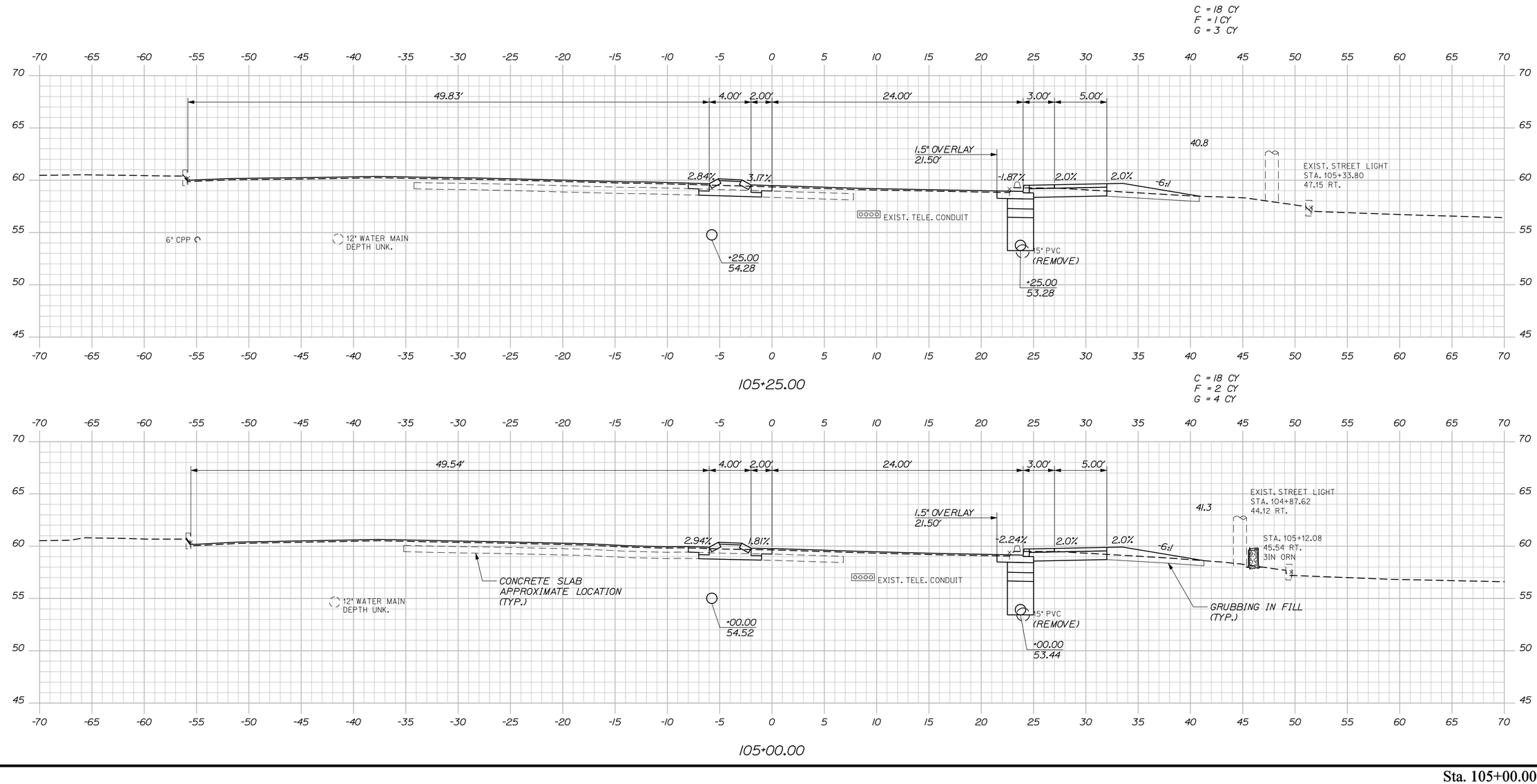
CROSS SECTIONS

SHEET NUMBER

66

OF 142

Sta. 104+50.00 to Sta. 104+75.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

67

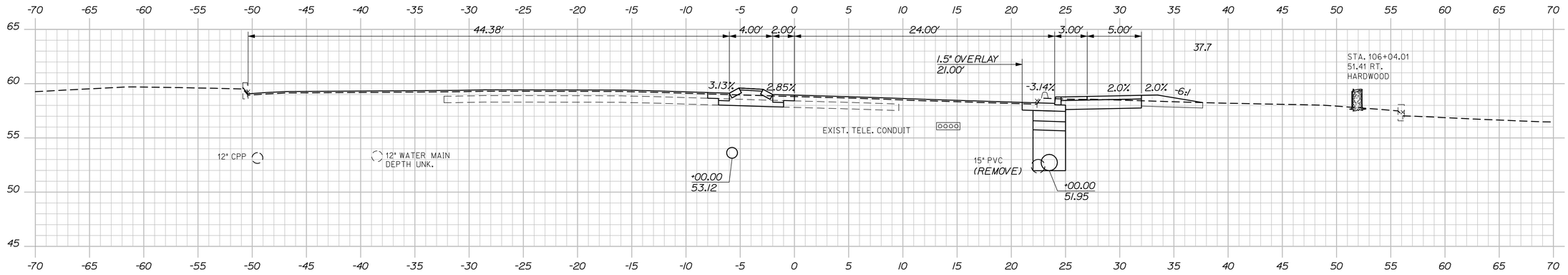
OF 142

Sta. 105+00.00 to Sta. 105+25.00

Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 067_xsec09.dgn

Filename: 068_xsec10.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

C = 21 CY
F = 0 CY
G = 2 CY

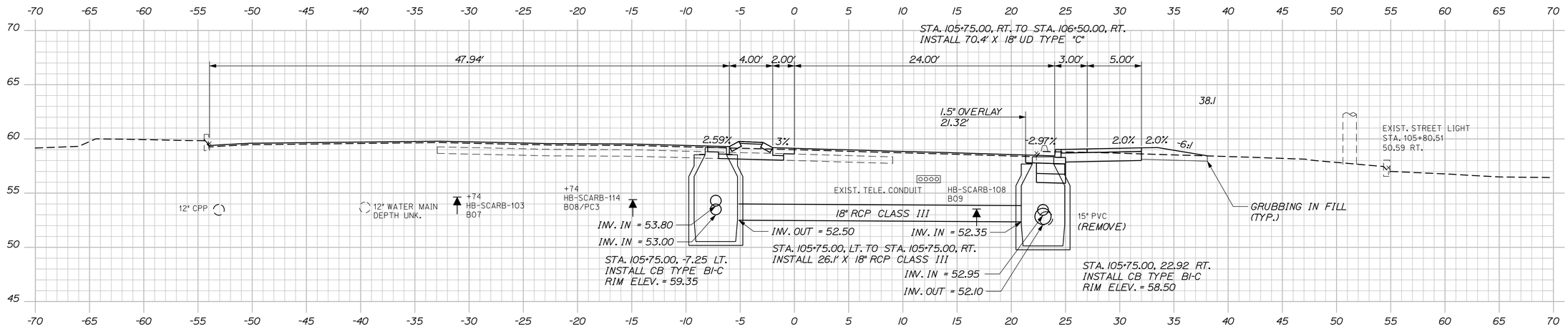


106+00.00

STA. 105+75.00, LT. TO STA. 106+35.00, LT.
INSTALL 56.2' X 12" UD TYPE "C"

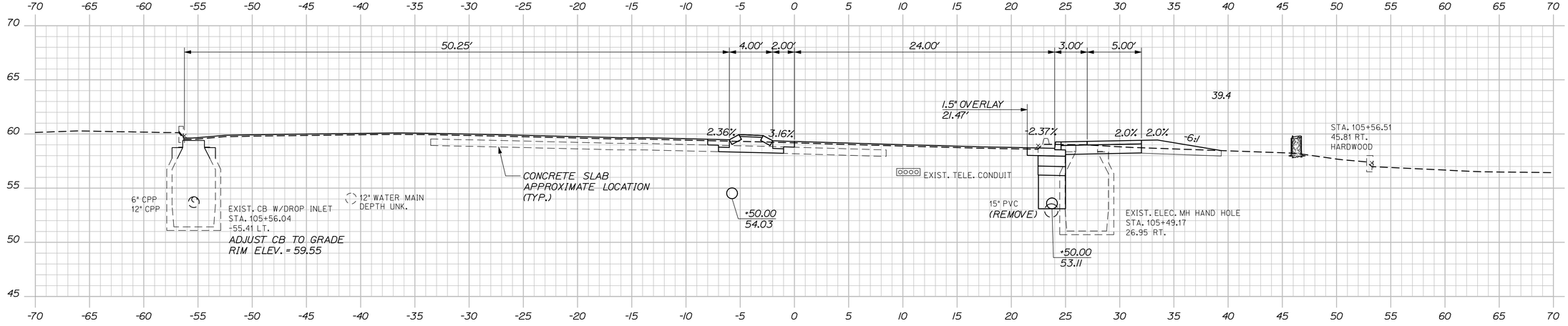
C = 20 CY
F = 1 CY
G = 2 CY

STA. 105+75.00, RT. TO STA. 106+50.00, RT.
INSTALL 70.4' X 18" UD TYPE "C"



105+75.00

C = 19 CY
F = 1 CY
G = 3 CY



105+50.00

Sta. 105+50.00 to Sta. 106+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

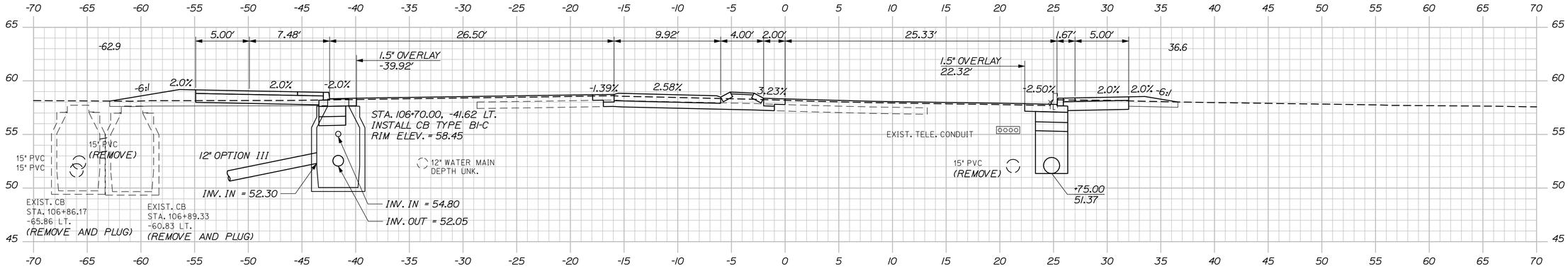
68

OF 142

Filename: 069_xsec11.dgn Username: mcundiff Division: BRIDGE Date:6/11/2012

STA. 106+70.00, LT. TO STA. 107+75.00, LT.
INSTALL 102.6' X 12" UD TYPE "C"

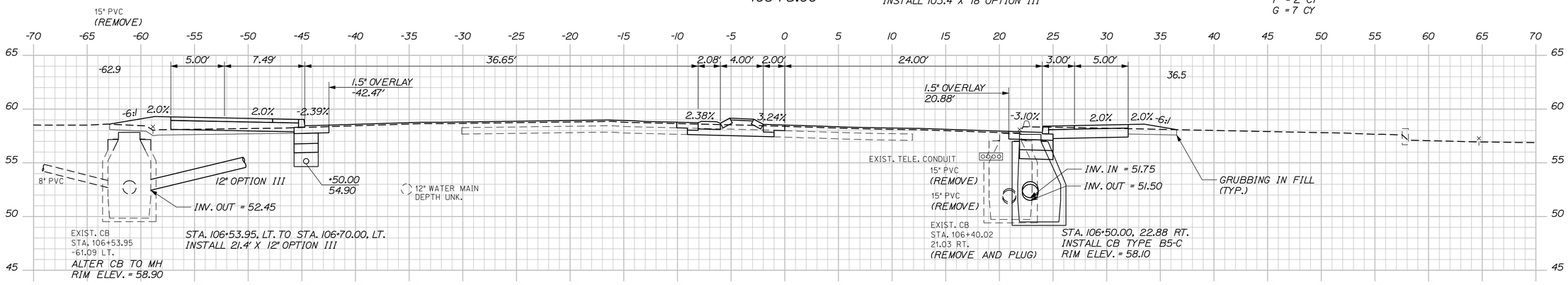
C = 24 CY
F = 2 CY
G = 6 CY



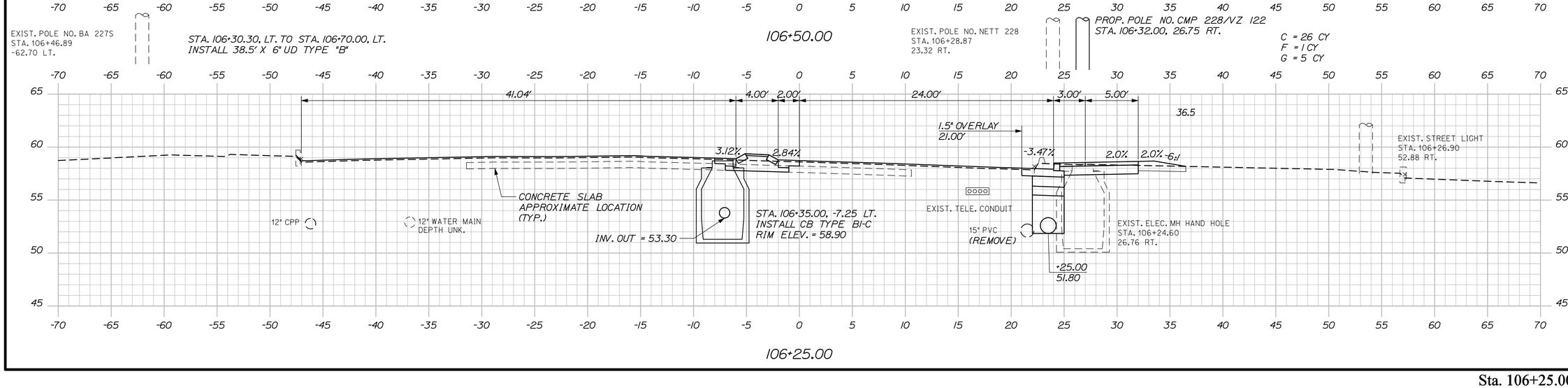
106+75.00

STA. 106+50.00, RT. STA. 107+58.35, RT.
INSTALL 103.4' X 18" OPTION III

C = 35 CY
F = 2 CY
G = 7 CY



106+50.00



106+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	LEM	06\12
DESIGN2-DETAILED2	DOE	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

69

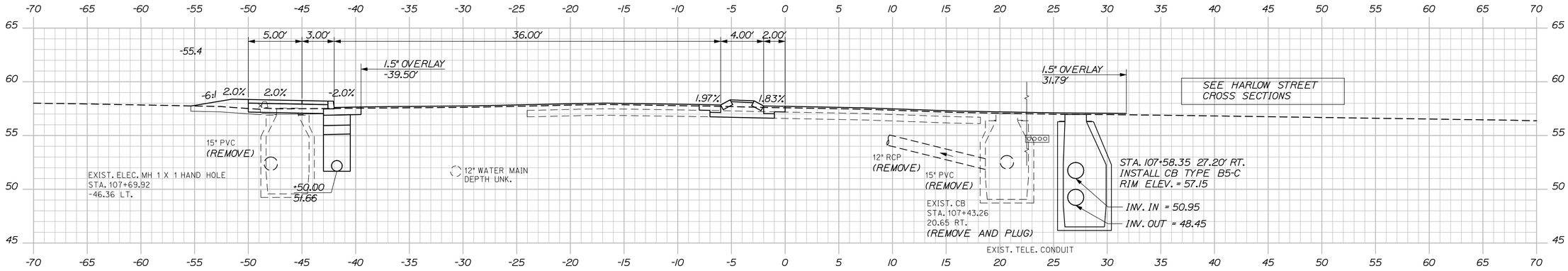
OF 142

Sta. 106+25.00 to Sta. 106+75.00

Filename: 070_xsec12.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

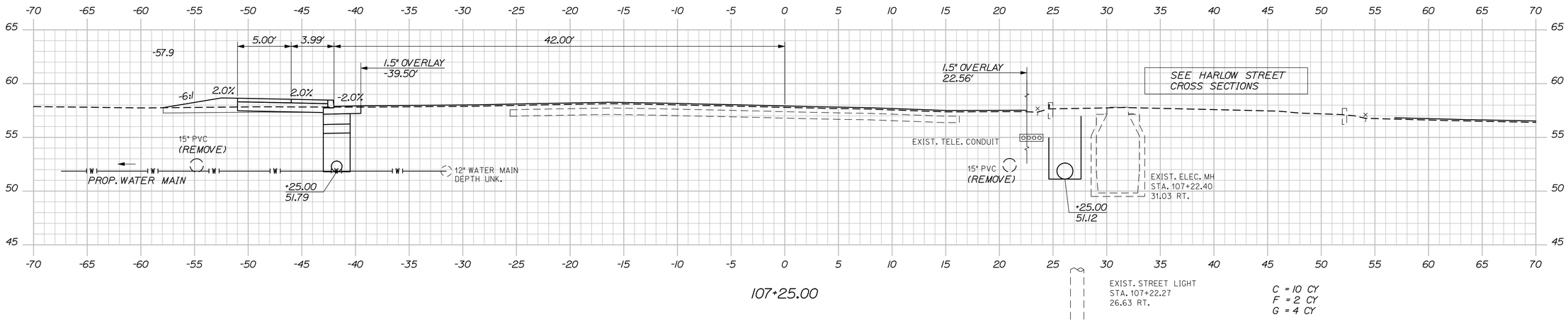
STA. 107+58.35, RT. TO STA. 108+00, RT.
INSTALL 37.2' X 18" UD TYPE "C"

C = 24 CY
F = 4 CY
G = 11 CY



107+50.00

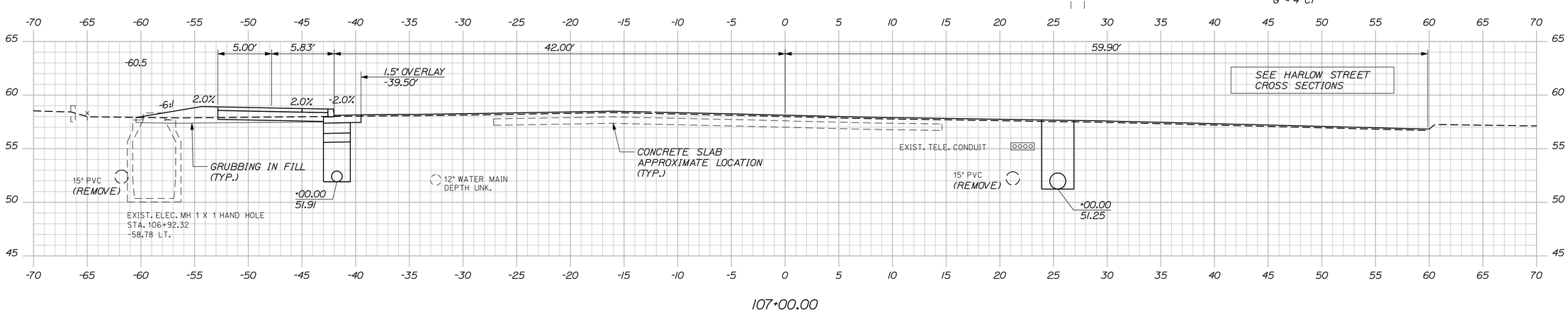
C = 13 CY
F = 1 CY
G = 3 CY



107+25.00

EXIST. STREET LIGHT
STA. 107+22.27
26.63 RT.

C = 10 CY
F = 2 CY
G = 4 CY



107+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	LEM	06\12
DESIGN2-DETAILED2	DOE	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

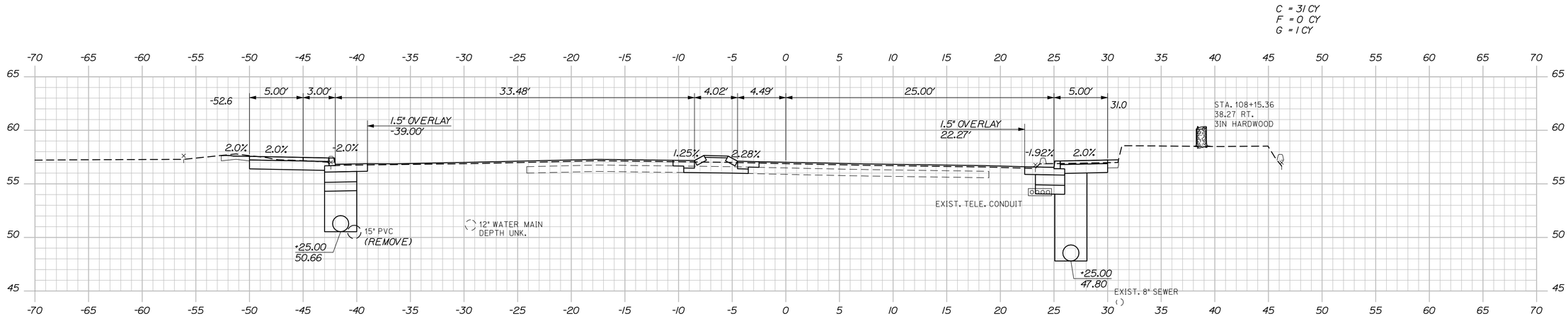
SHEET NUMBER

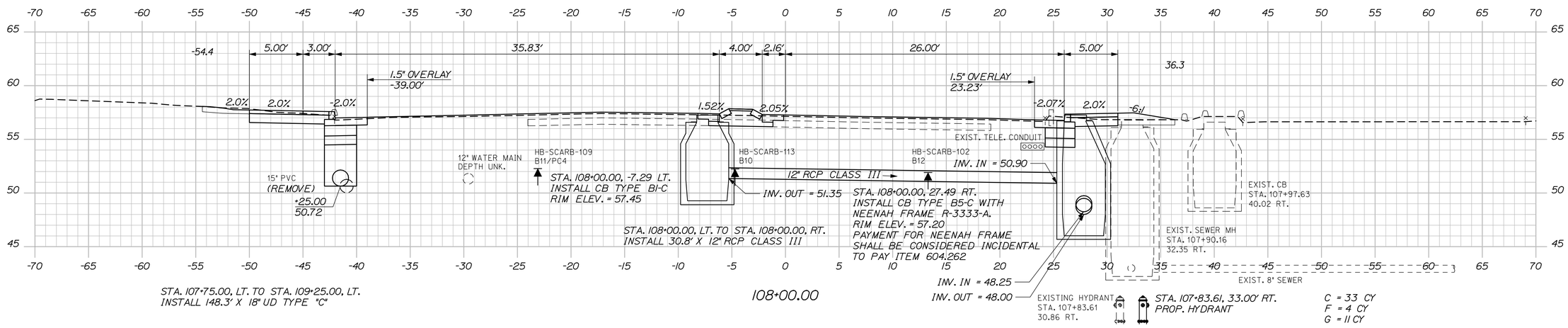
70

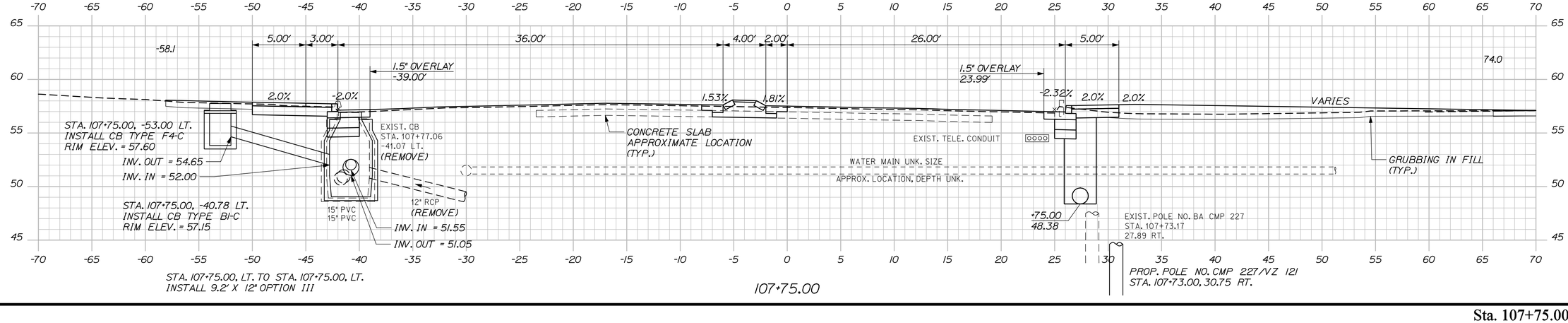
OF 142

Sta. 107+00.00 to Sta. 107+50.00

Filename: 071_xsec13.dgn Username: mcundiff Division: BRIDGE Date:6/11/2012







STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN	LEM	06\12
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DOE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

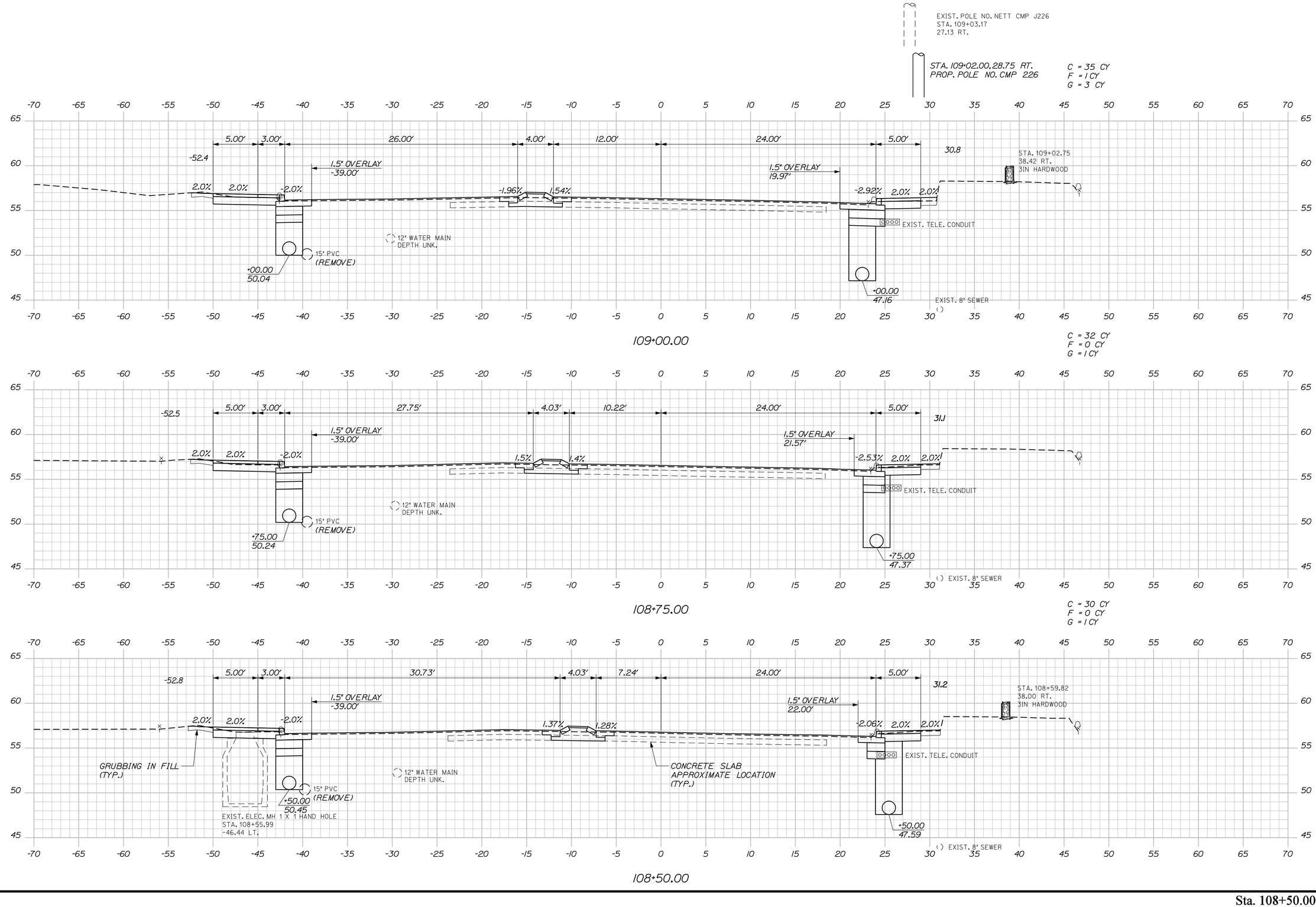
CROSS SECTIONS

SHEET NUMBER

71

OF 142

Sta. 107+75.00 to Sta. 108+25.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN	LEM	06\12
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DJE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

72

OF 142

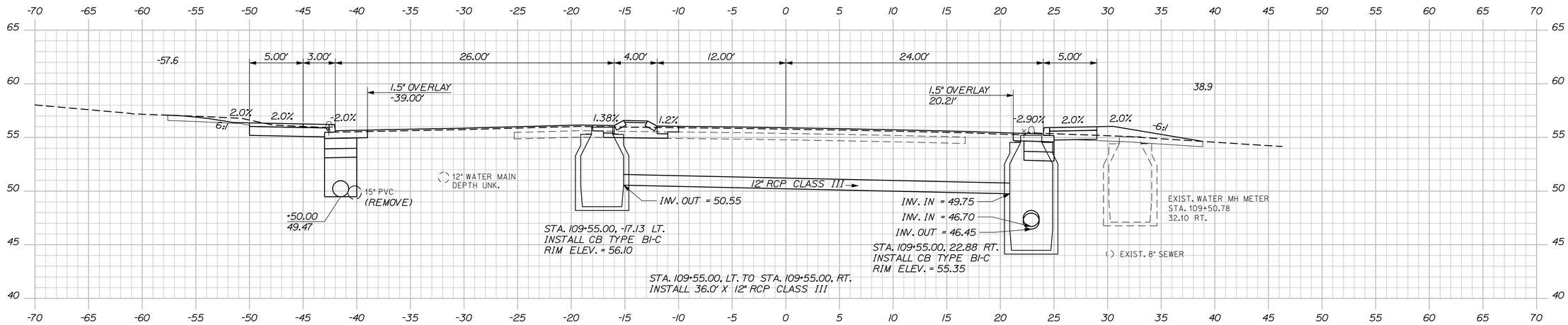
Sta. 108+50.00 to Sta. 109+00.00

Filename: 072_xsec14.dgn Username: mcundiff Division: BRIDGE Date:6/11/2012

Filename: 073_xsec15.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

STA. 109+55.00, RT. TO STA. 111+62.81, RT.
INSTALL 202.1' X 18" UD TYPE "C"

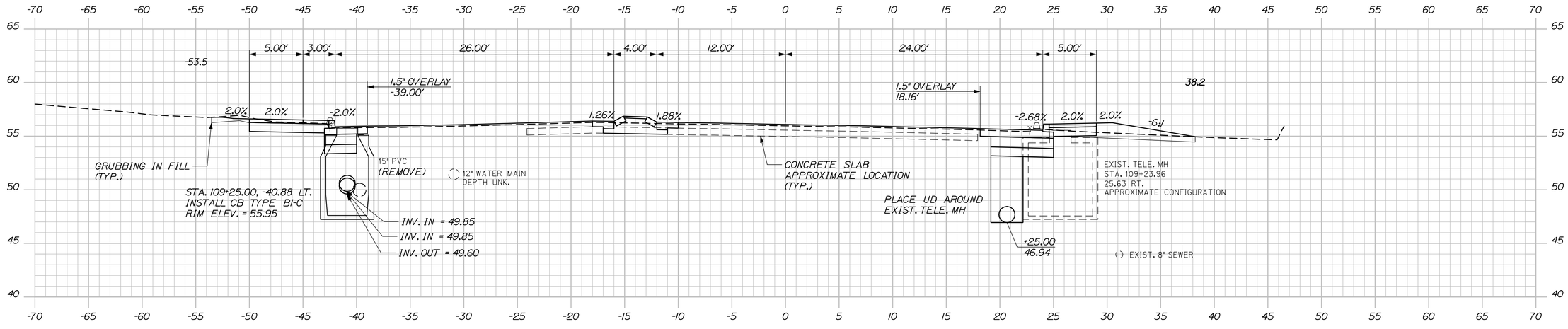
C = 31 CY
F = 1 CY
G = 2 CY



109+50.00

STA. 109+25.00, LT. TO STA. 110+00.00, LT.
INSTALL 72.1' X 18" UD TYPE "C"

C = 35 CY
F = 2 CY
G = 4 CY



109+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

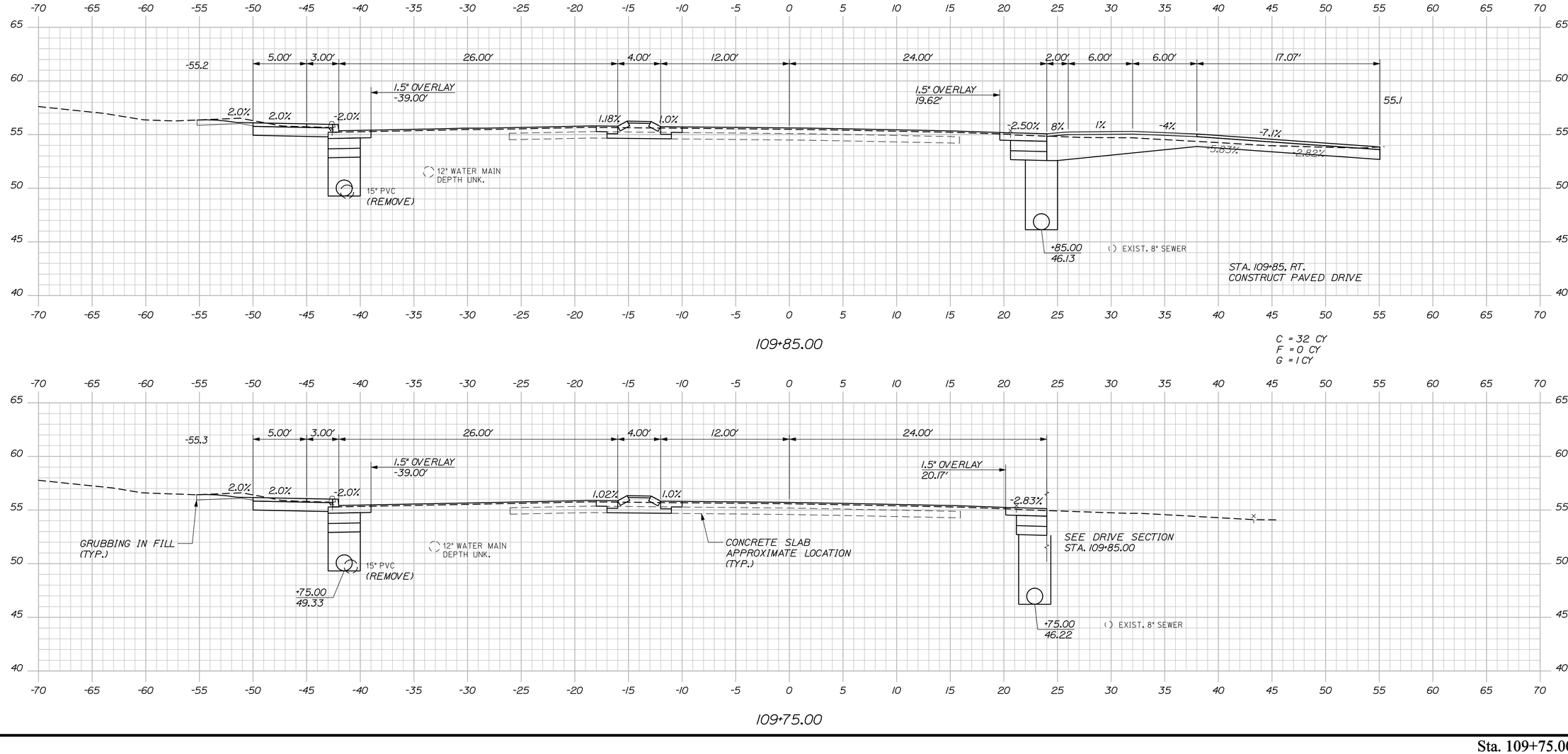
SHEET NUMBER

73

OF 142

Sta. 109+25.00 to Sta. 109+50.00

Filename: 074_xsec16.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

74

OF 142

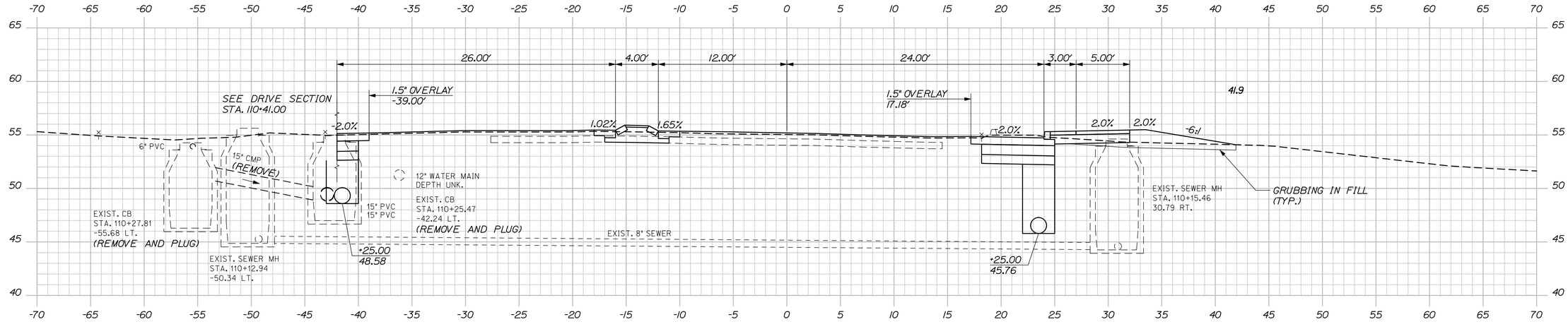
Sta. 109+75.00 to Sta. 109+85.00

Username: mcundiff
Division: BRIDGE
Date:6/11/2012
Filename: 075_xsec17.dgn

EXIST. POLE NO. NETT 114 CMP 1\J225
STA. 110+36.87
21.72 RT.

PROP. POLE NO. CMP 225/VZ 114
STA. 110+37.00, 26.75 RT.

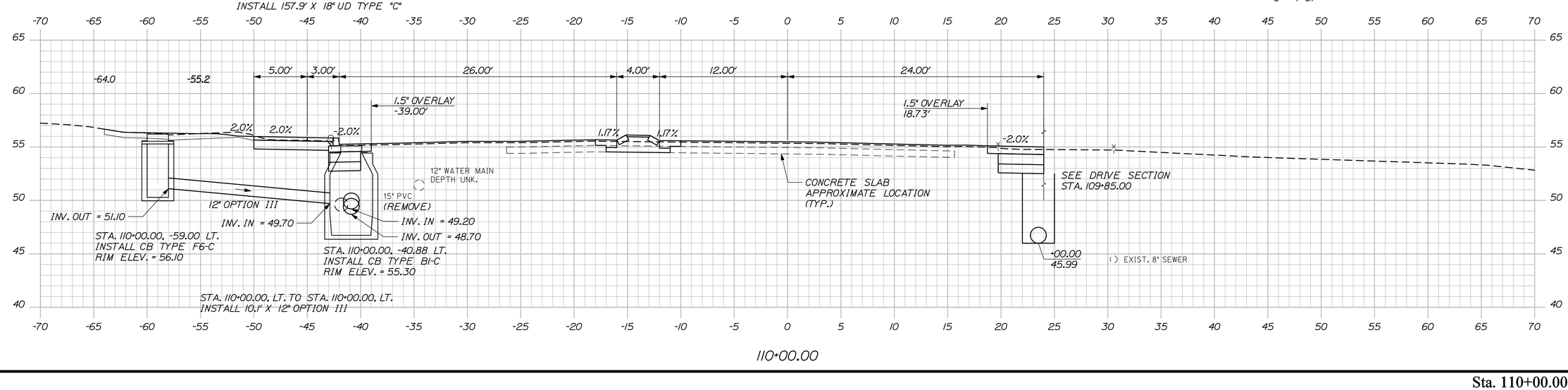
C = 31 CY
F = 14 CY
G = 10 CY



110+25.00

C = 32 CY
F = 2 CY
G = 4 CY

STA. 110+00.00, LT. TO STA. 111+59.54, LT.
INSTALL 157.9' X 18" UD TYPE "C"



110+00.00

Sta. 110+00.00 to Sta. 110+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

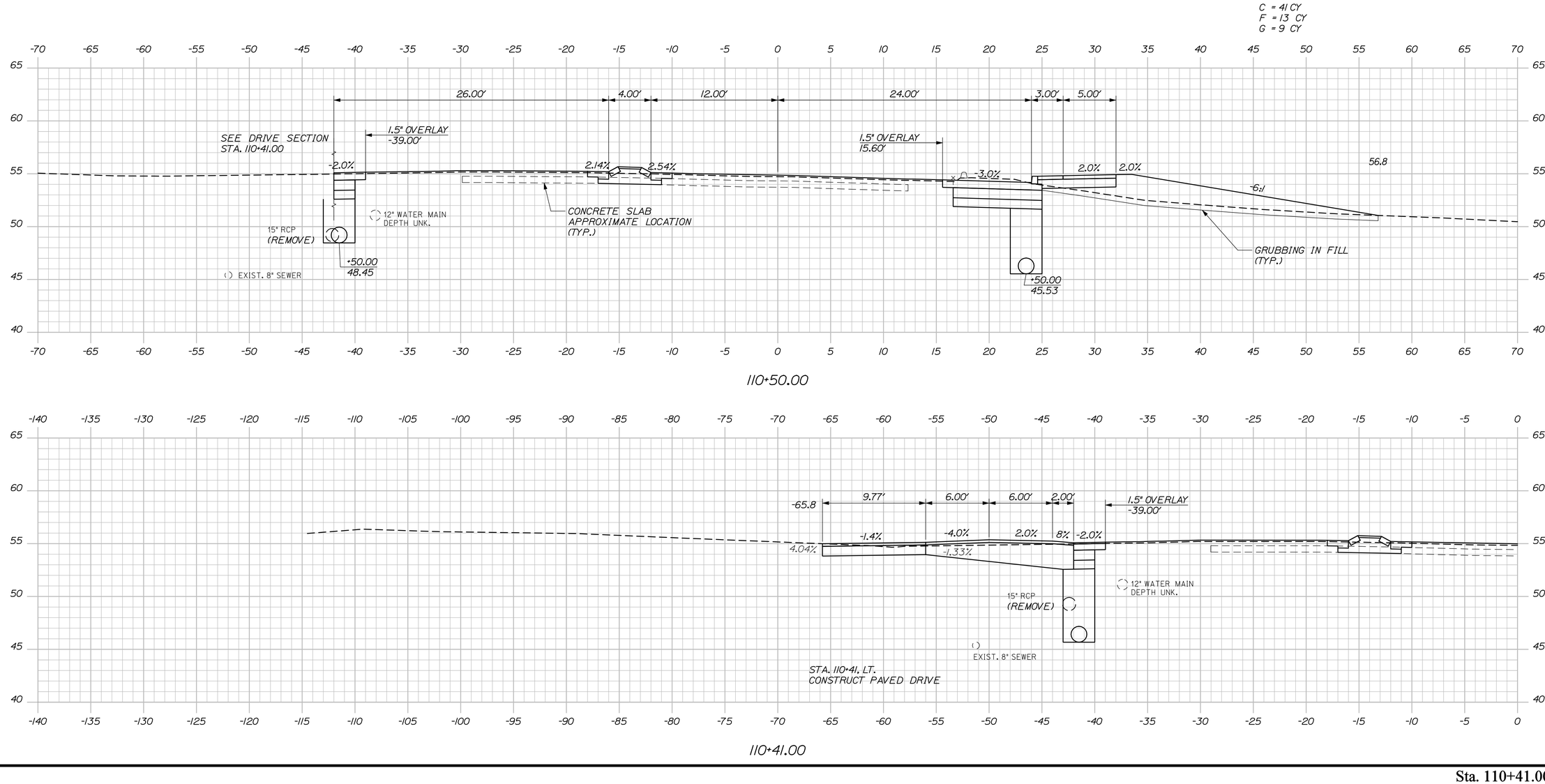
SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

75

OF 142



Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 076_xsec18.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

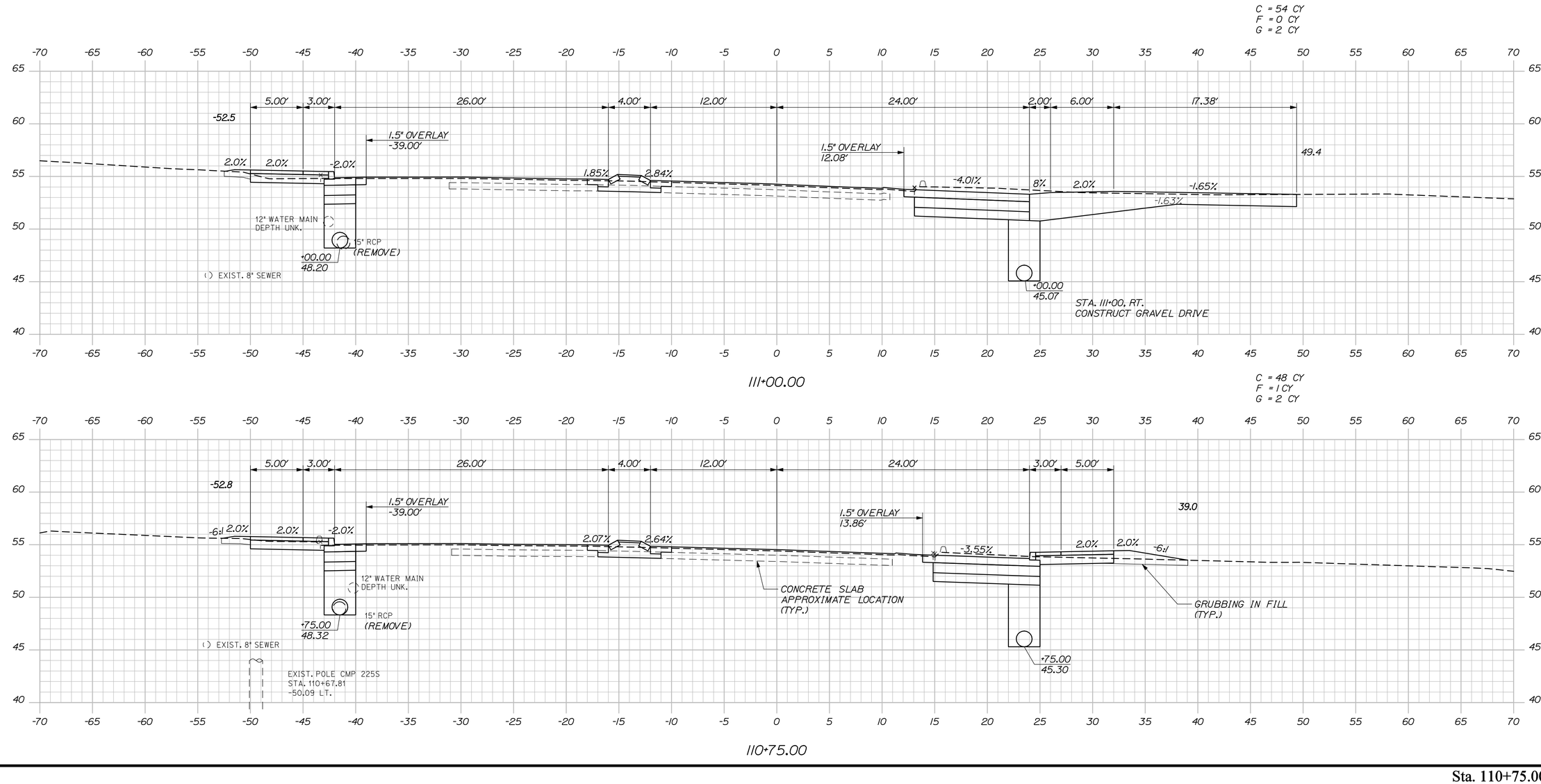
CROSS SECTIONS

SHEET NUMBER

76

OF 142

Sta. 110+41.00 to Sta. 110+50.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

77

OF 142

Sta. 110+75.00 to Sta. 111+00.00

Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 078_xsec20.dgn

C = 51 CY
F = 21 CY
G = 13 CY

-54.2
5.00′ 3.00′ 26.00′ 4.00′ 12.00′ 24.00′ 3.00′ 5.00′
1.5" OVERLAY -39.00′
1.5" OVERLAY 8.81′
-6:1 2.0% 2.0% -2.0% 2.75% 3.13% -3.97% 2.0% 2.0% -6:1
48.2
6" PVC
12" WATER MAIN APPROX. LOCATION, DEPTH UNK.
15" CMP (REMOVE)
15" PVC
HB-SCARB-101 B14/PC5
HB-SCARB-110 B13
12" STEEL
12" STEEL
EXIST. 8" SEWER
18" RCP (REMOVE)
SEE SECTION STA. 111+61.68
EXIST. CB STA. 111+58.69 -57.94 LT. (REMOVE)
+50.00 47.94
EXIST. CB STA. 111+59.16 -42.00 LT. (REMOVE)
+50.00 44.61

PROP. POLE NO. CMP 224S/VZ 117 STA. 111+40.00, -51.00 LT.
EXIST. POLE NETT 224S STA. 111+37.44 -47.95 LT.
EXIST. POLE NO. 224 CMP/VZ 224 STA. 111+40.62 15.42 RT.
PROP. POLE NO. CMP 224/VZ 116 STA. 111+40.00, 26.75 RT.

111+50.00

C = 56 CY
F = 5 CY
G = 7 CY

-52.6
5.00′ 3.00′ 26.00′ 4.00′ 12.00′ 24.00′ 3.00′ 5.00′
1.5" OVERLAY -39.00′
1.5" OVERLAY 10.15′
-6:1 2.0% 2.0% -2.0% 3.48% 3.14% -3.89% 2.0% 2.0% -6:1
37.1
STA. 111+34.03 38.05 RT. 21IN MAPLE (REMOVE)
12" WATER MAIN DEPTH UNK.
15" RCP (REMOVE)
EXIST. 8" SEWER
CONCRETE SLAB APPROXIMATE LOCATION (TYP.)
GRUBBING IN FILL (TYP.)
+25.00 48.07
+25.00 44.84

111+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

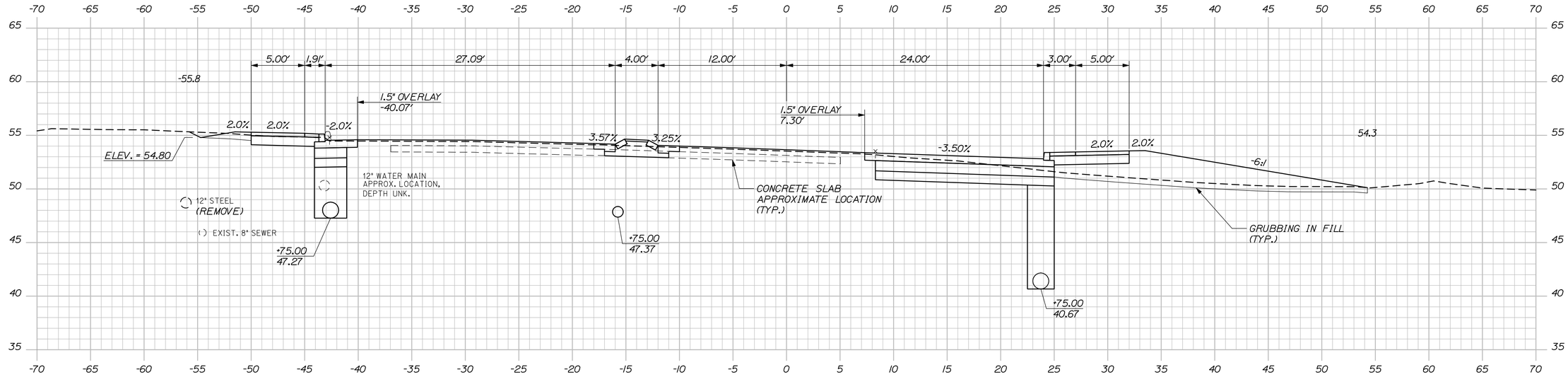
CROSS SECTIONS

SHEET NUMBER
78
OF 142

Sta. 111+25.00 to Sta. 111+50.00

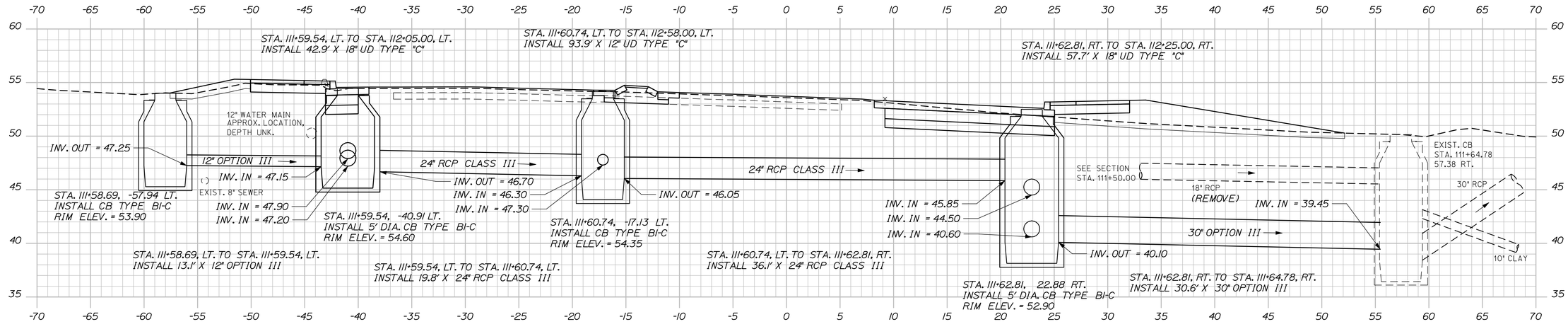
Filename: 079_xsec21.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

C = 58 CY
F = 27 CY
G = 12 CY



STA. 111+62 TO ST. 112+00, LT.
INSTALL EROSION CONTROL BLANKET

111+75.00



111+61.68 (SKEWED)

Sta. 111+61.68 to Sta. 111+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

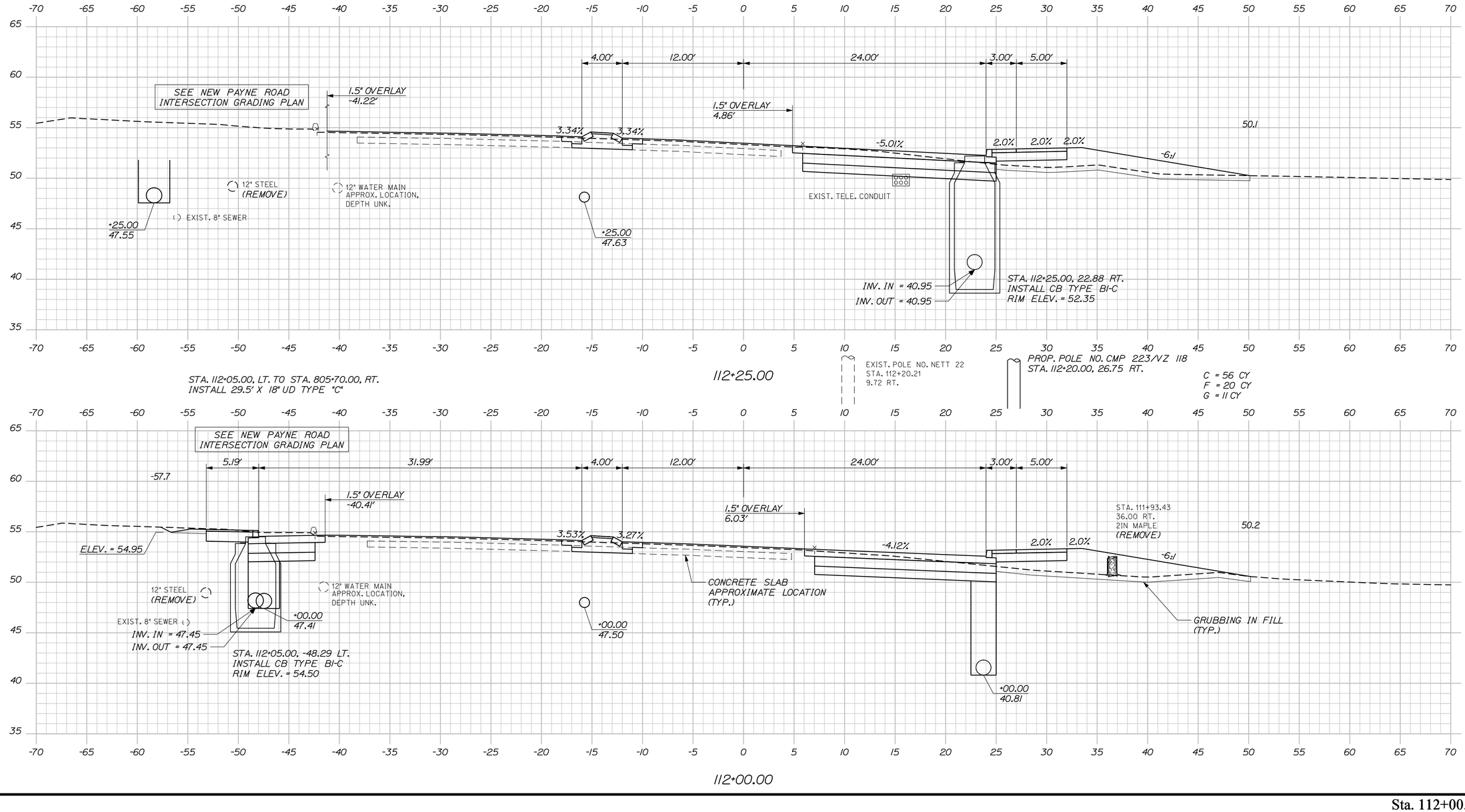
SHEET NUMBER

79

OF 142

STA. 112+25.00, RT. TO STA. 112+56.00, RT.
INSTALL 26.7' X 12" UD TYPE "C"

C = 45 CY
F = 17 CY
G = 12 CY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN	LEM	06\12
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DOE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

80

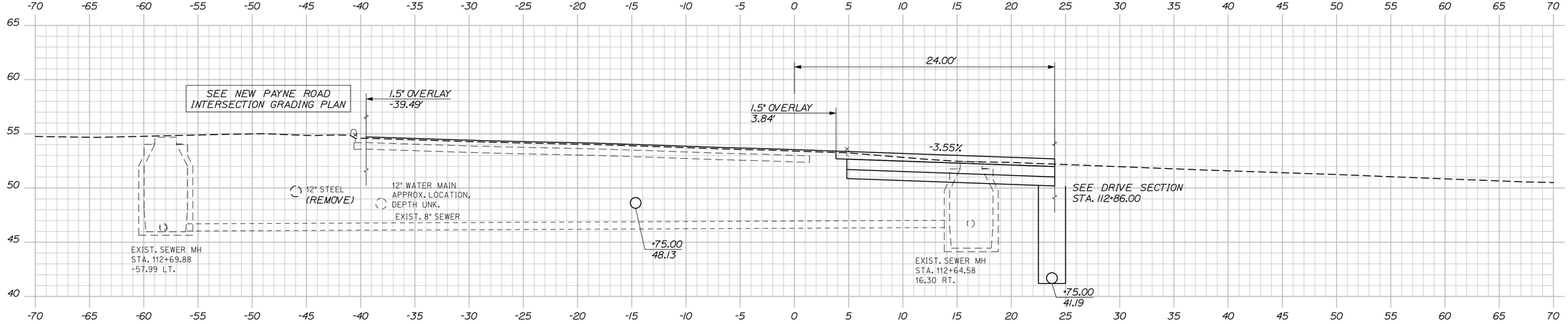
OF 142

Sta. 112+00.00 to Sta. 112+25.00

Filename: 080_xsec22.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

Filename: 081_xsec23.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

C = 38 CY
F = 0 CY
G = 0 CY

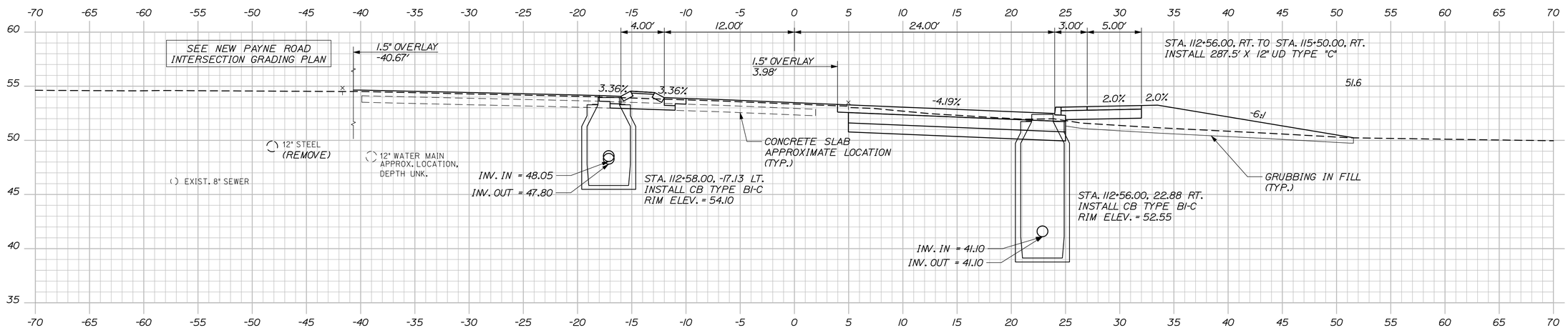


STA. 112+58.00, LT. TO STA. 113+32.00, LT.
INSTALL 71.0' X 12" OPTION III

112+75.00

STA. 112+57.73
32.67 RT.
2IN MAPLE
(REMOVE)

C = 41 CY
F = 9 CY
G = 6 CY



STA. 112+56.00, RT. TO STA. 115+50.00, RT.
INSTALL 287.5' X 12" UD TYPE "C"

112+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	SIGNATURE	DATE
P.E. NUMBER		

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

81

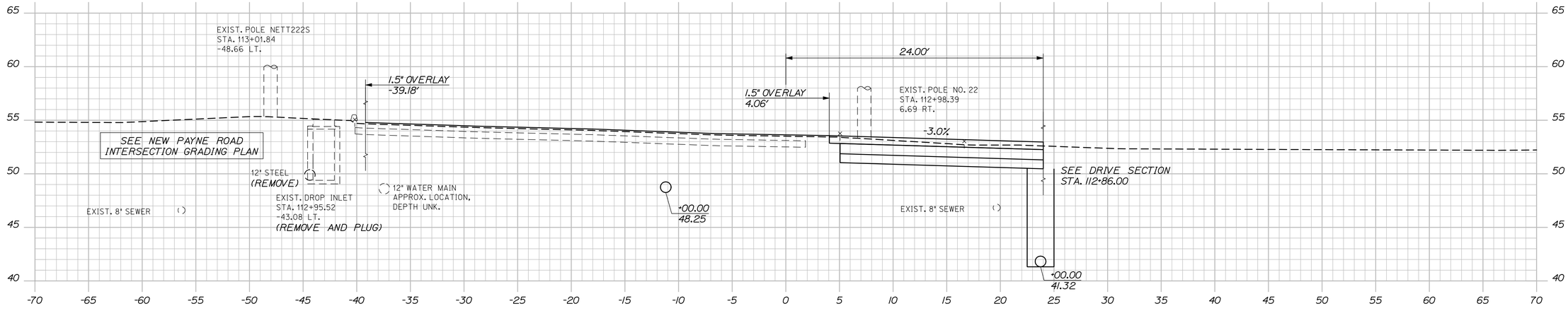
OF 142

Sta. 112+50.00 to Sta. 112+75.00

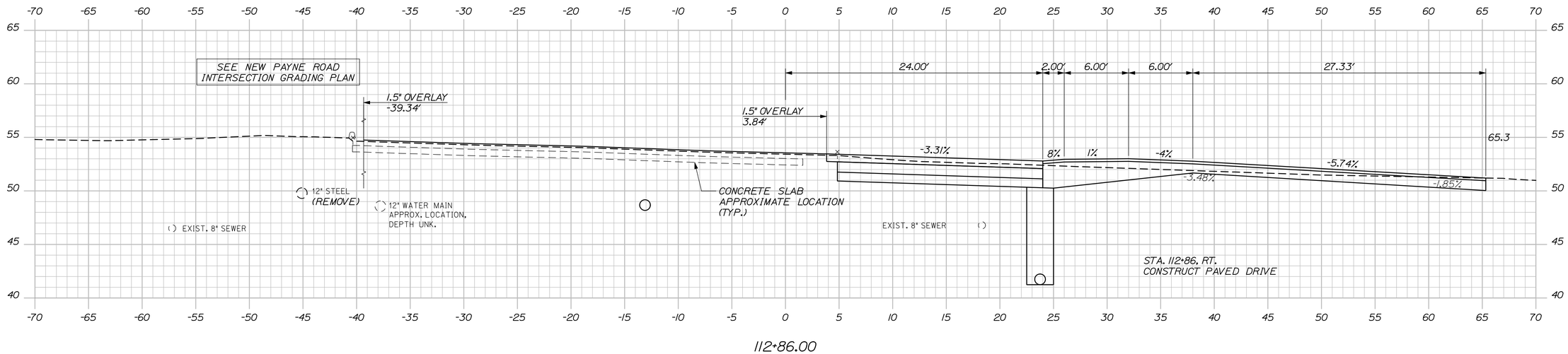
Username: mcundiff
Division: BRIDGE
Filename: 082_xsec24.dgn
Date:6/11/2012

EXISTING HYDRANT
STA. 113+09.44
-50.66 LT.
(REMOVE)

C = 45 CY
F = 0 CY
G = 0 CY



113+00.00



112+86.00

Sta. 112+86.00 to Sta. 113+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

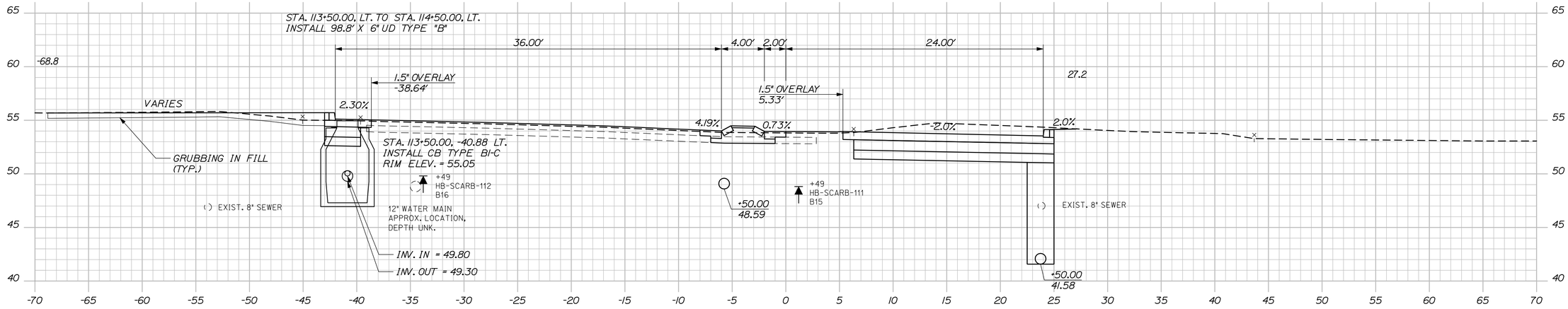
SHEET NUMBER

82

OF 142

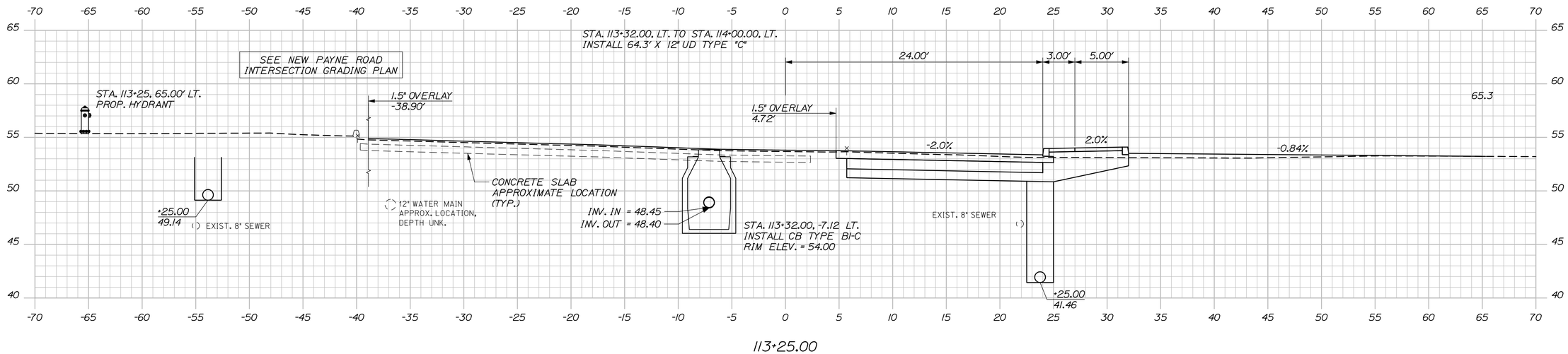
Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 083_xsec25.dgn

C = 68 CY
F = 3 CY
G = 6 CY



113+50.00

C = 65 CY
F = 1 CY
G = 3 CY



113+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

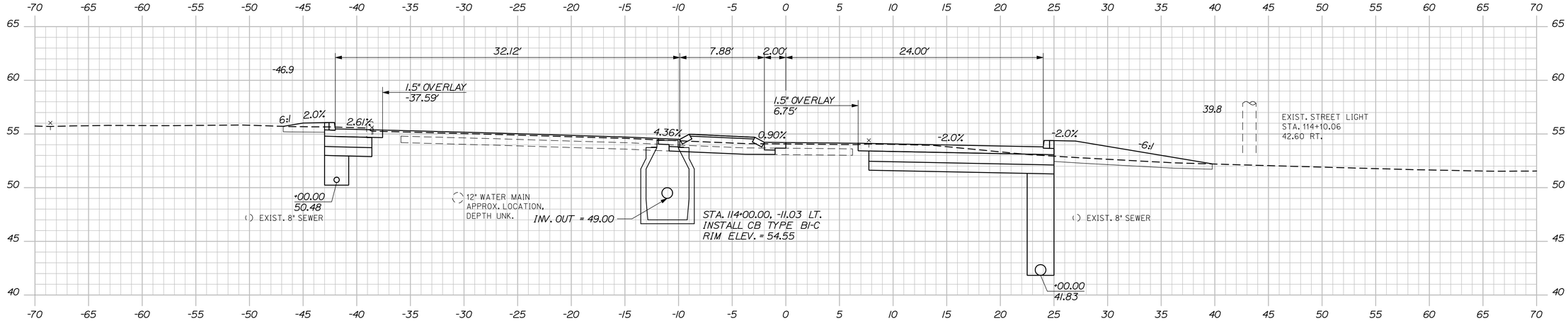
83

OF 142

Sta. 113+25.00 to Sta. 113+50.00

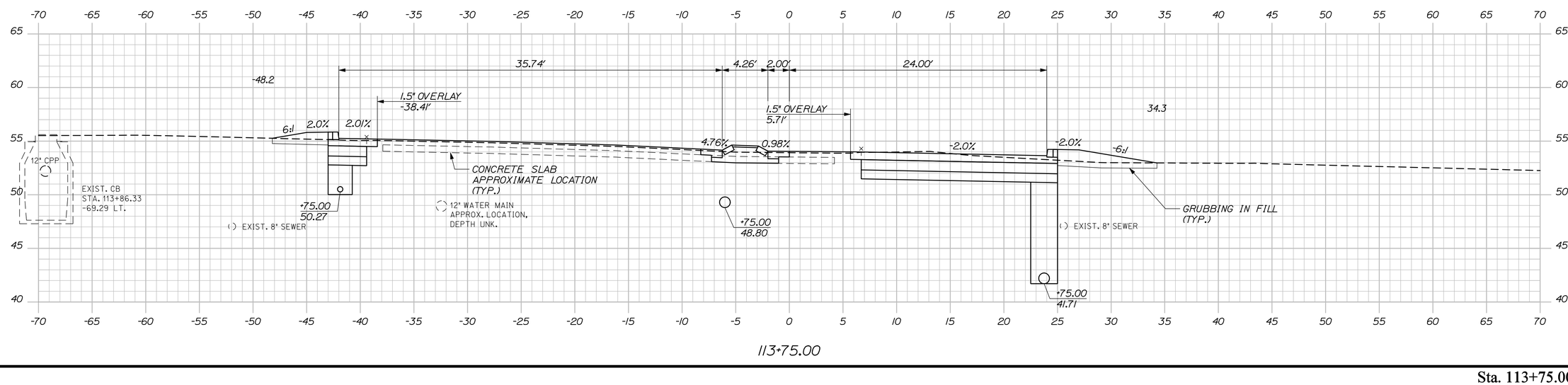
Filename: 084_xsec26.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

C = 69 CY
F = 4 CY
G = 5 CY



114+00.00

C = 57 CY
F = 6 CY
G = 7 CY



113+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

84

OF 142

Sta. 113+75.00 to Sta. 114+00.00

Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 085_xsec27.dgn

STA. 114+50.00, LT. TO STA. 115+46.00, LT.
INSTALL 97.5' X 6" UD TYPE "B"

C = 59 CY
F = 0 CY
G = 0 CY

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

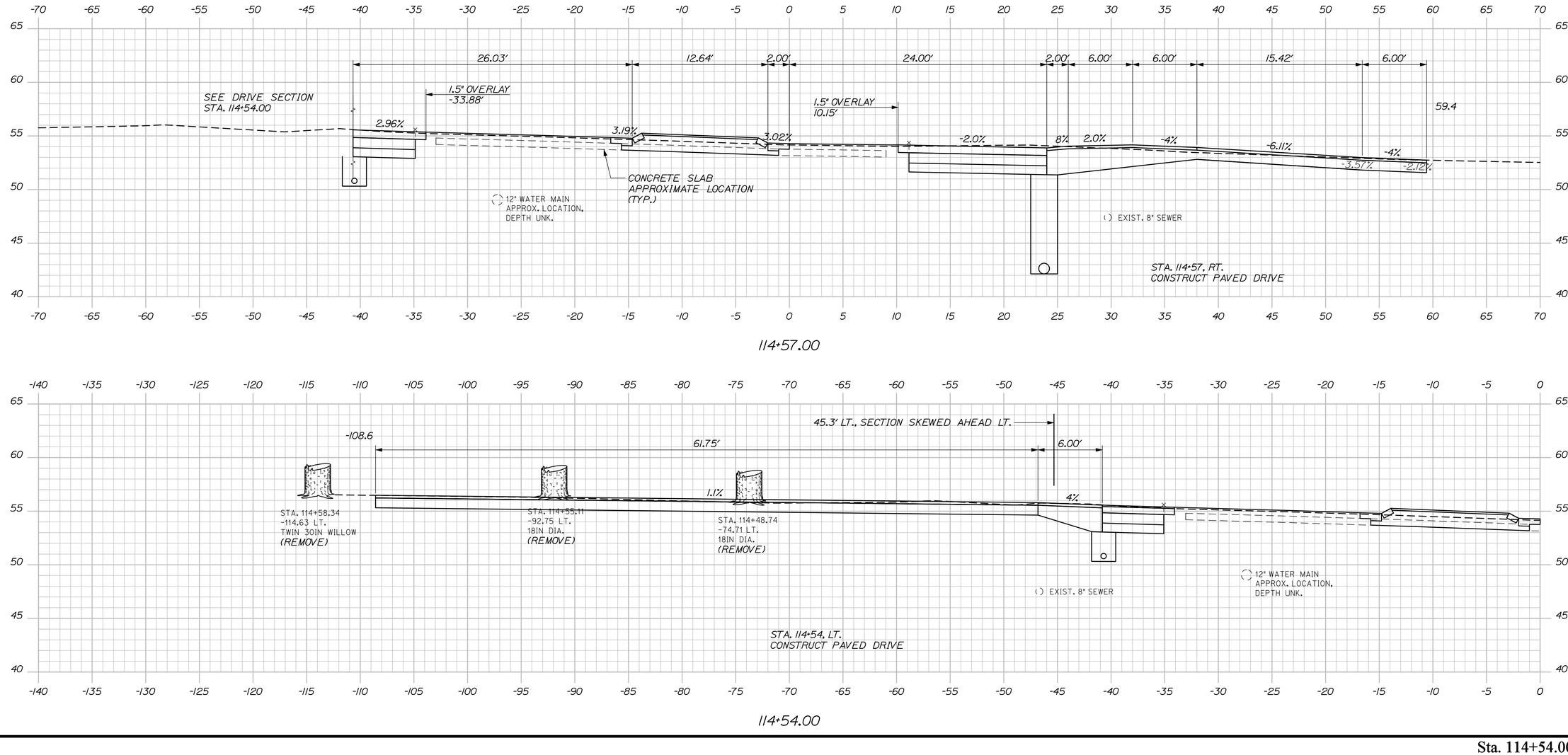
CROSS SECTIONS

SHEET NUMBER

85

OF 142

Sta. 114+25.00 to Sta. 114+50.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

86

OF 142

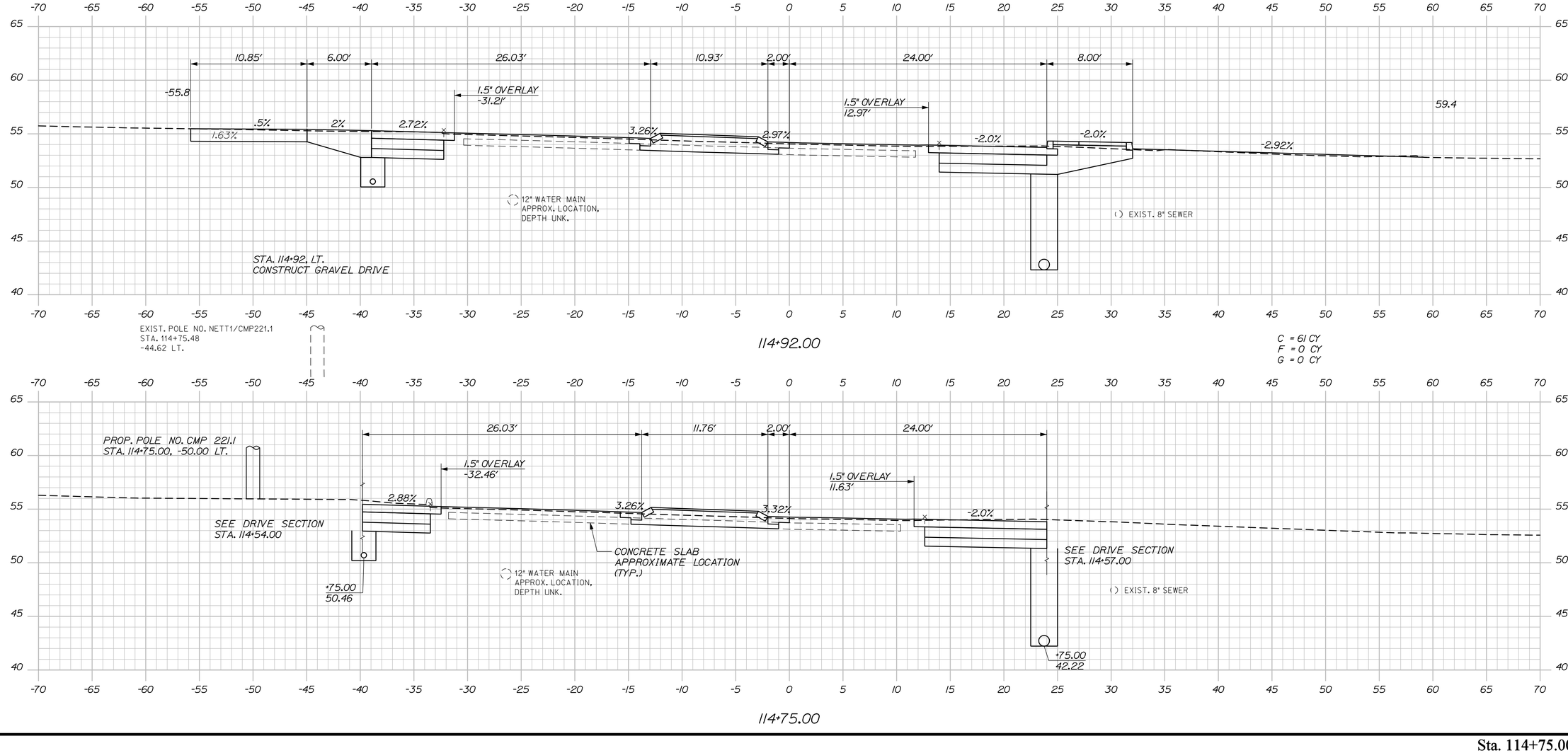
Division: BRIDGE

Username: mcundiff

Date:6/11/2012

Filename: 086_xsec28.dgn

Sta. 114+54.00 to Sta. 114+57.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

87

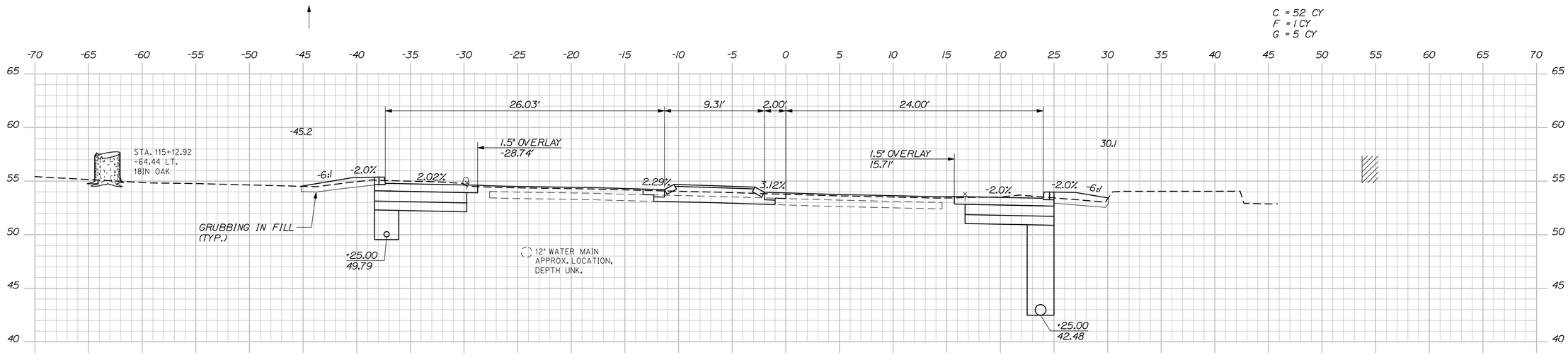
OF 142

Sta. 114+75.00 to Sta. 114+92.00

Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 087_xsec29.dgn

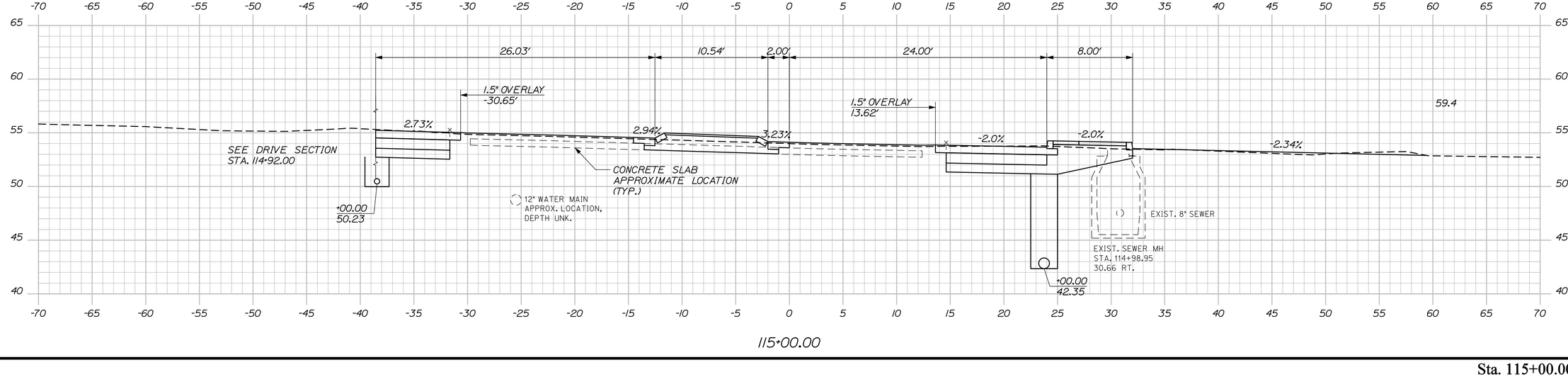
Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 088_xsec30.dgn

C = 52 CY
F = 1 CY
G = 5 CY



115+25.00

C = 60 CY
F = 1 CY
G = 3 CY



115+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

88

OF 142

Sta. 115+00.00 to Sta. 115+25.00

Username: mcundiff
Division: BRIDGE
Filename: 089_xsec31.dgn
Date:6/11/2012

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

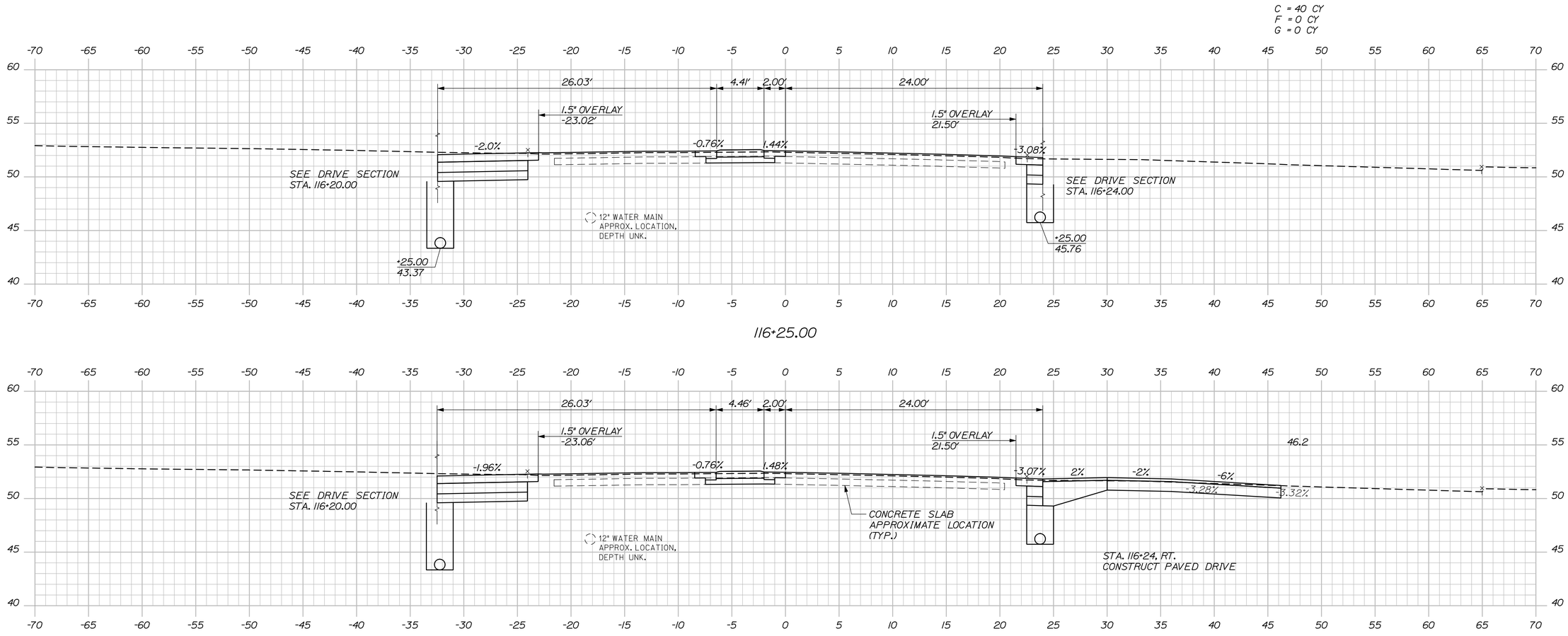
CROSS SECTIONS

SHEET NUMBER

89

OF 142

Sta. 115+50.00 to Sta. 116+00.00



Sta. 116+20.00 to Sta. 116+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SCARBOROUGH
ROUTE 1

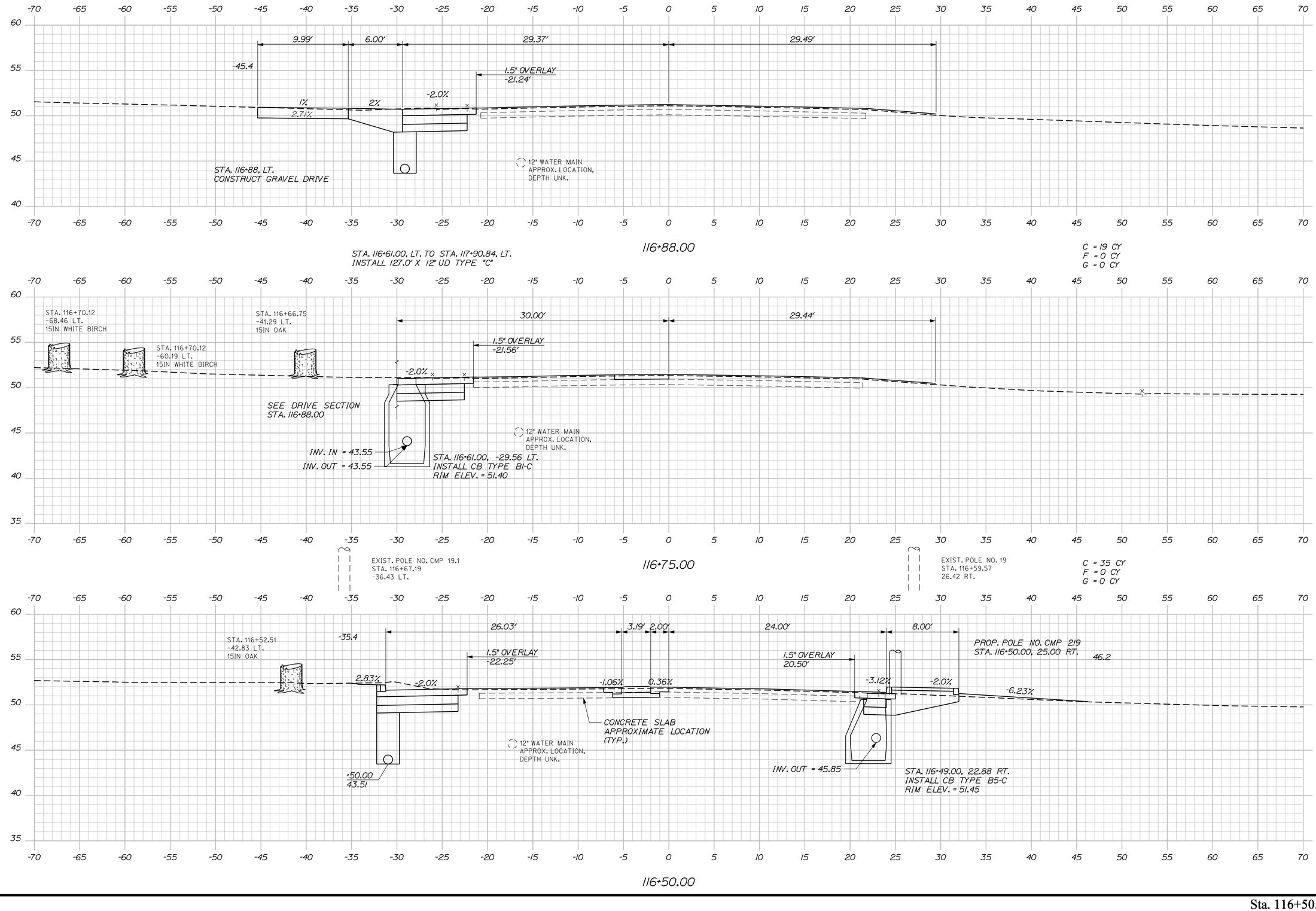
CROSS SECTIONS

SHEET NUMBER

90

OF 142

Filename: 090_xsec32.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

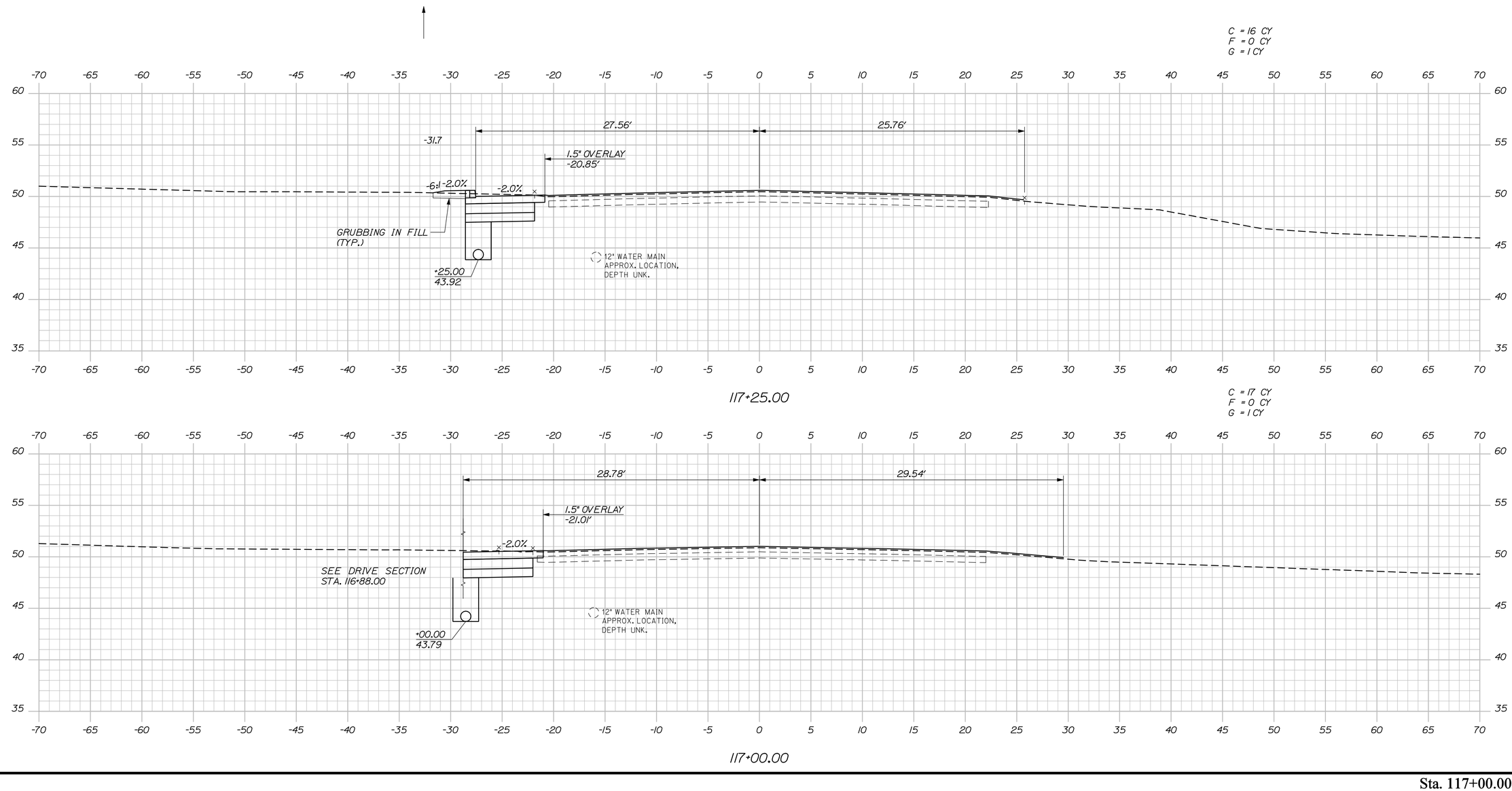
SHEET NUMBER

91

OF 142

Sta. 116+50.00 to Sta. 116+88.00

Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 091_xsec33.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

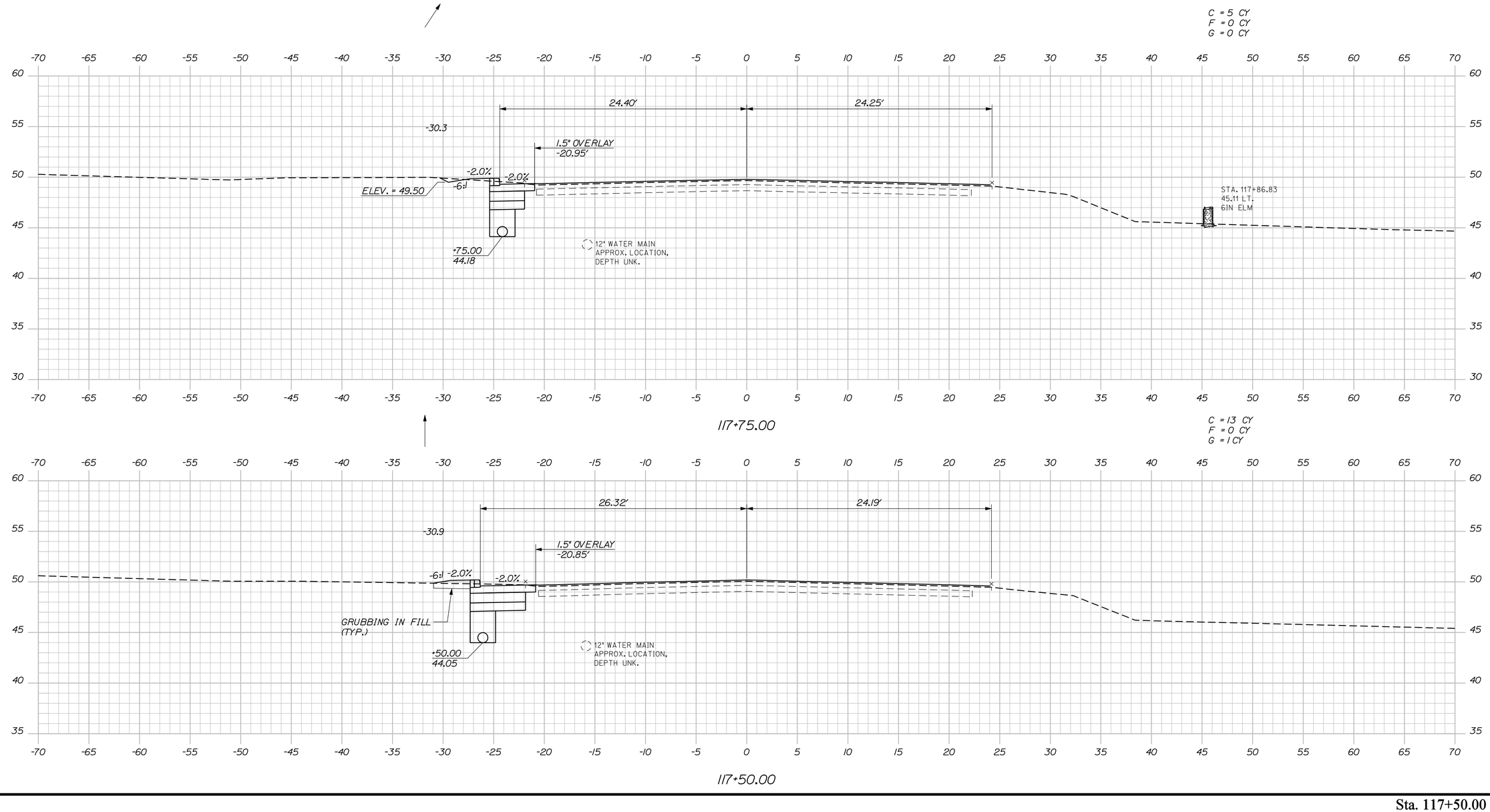
SHEET NUMBER

92

OF 142

Sta. 117+00.00 to Sta. 117+25.00

Filename: 092_xsec34.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



Sta. 117+50.00 to Sta. 117+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	BY	DATE
CHECKED-REVIEWED	DGE	LEM	06\12
DESIGN2-DETAILED2	-	DGE	06\12
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

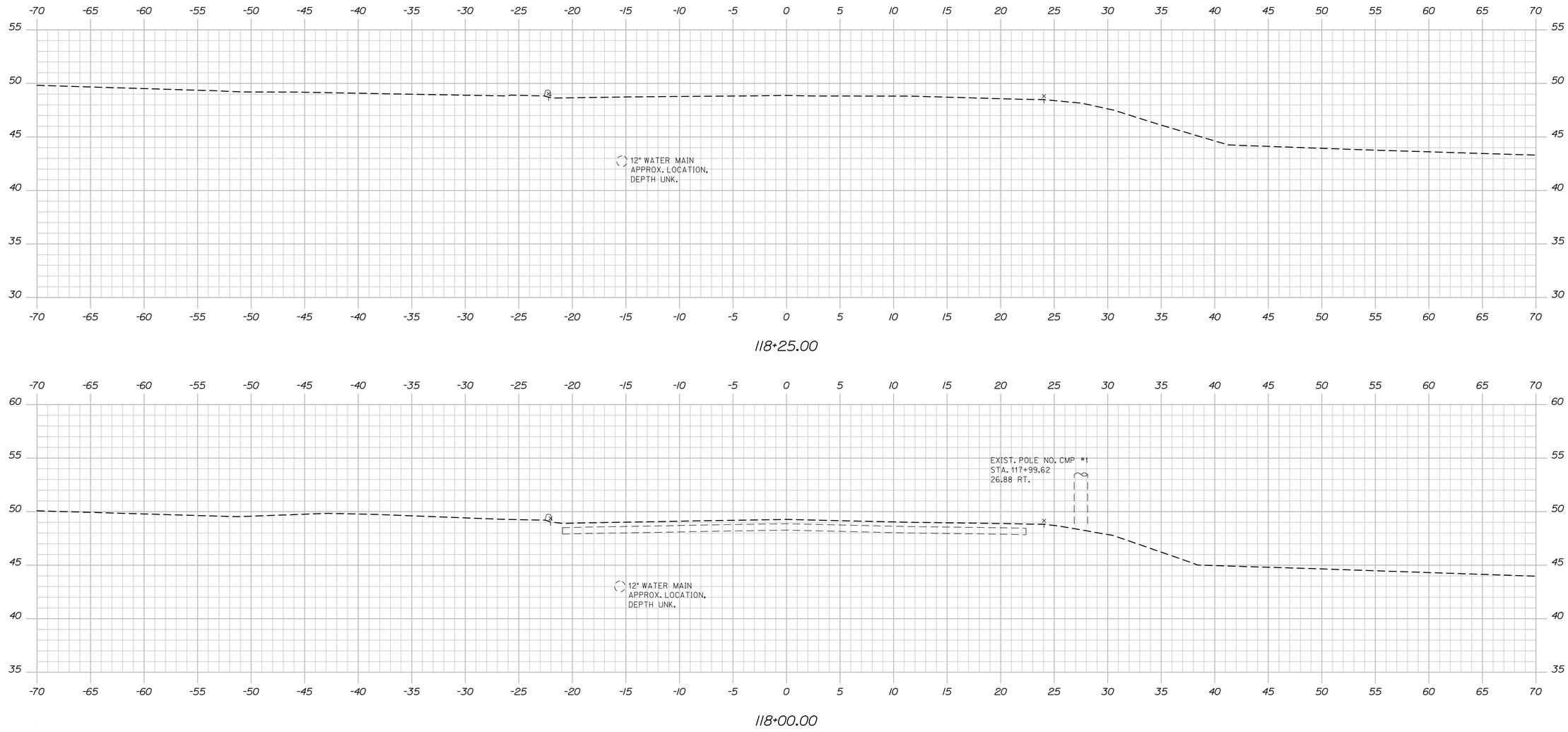
93

OF 142

Username: mcundiff Date:6/11/2012

Division: BRIDGE

Filename: 093_xsec35.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

94

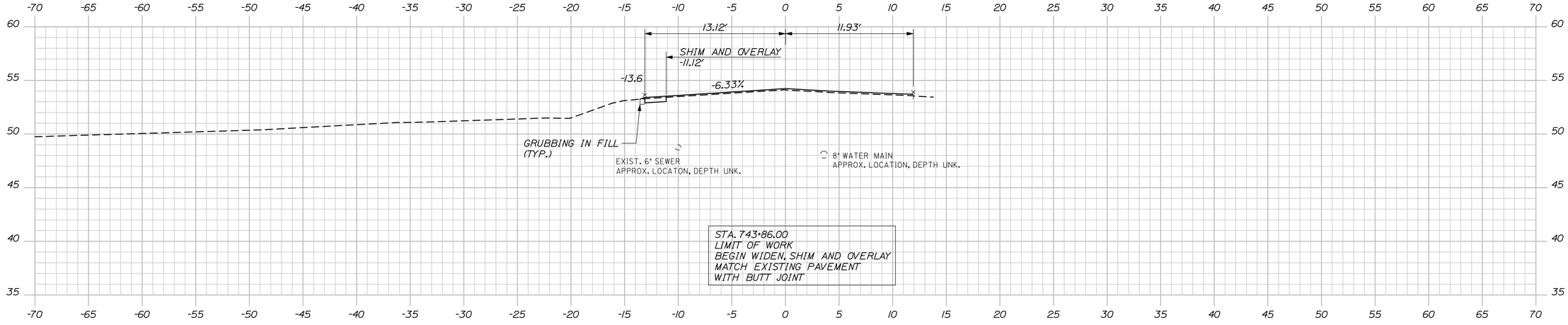
OF 142

Sta. 117+98.00 to Sta. 118+25.00

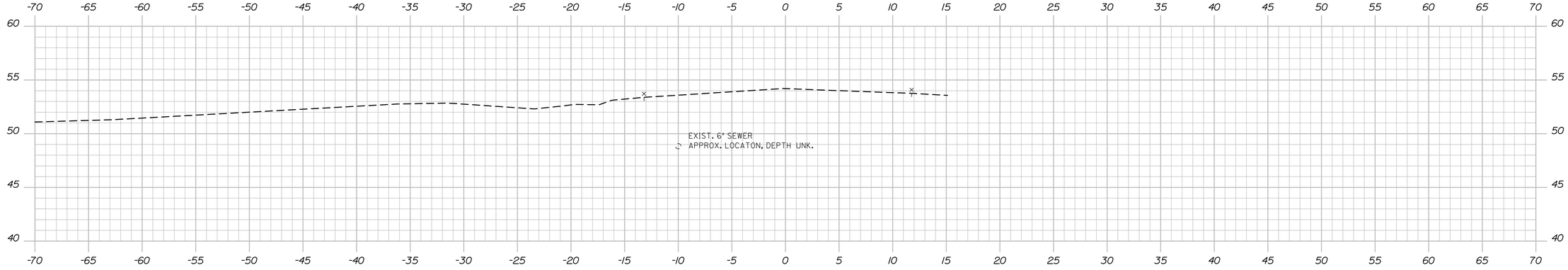
Username: mcundiff
Division: BRIDGE
Filename: 094_xsec36.dgn
Date:6/11/2012

Filename: 095_xsec37.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

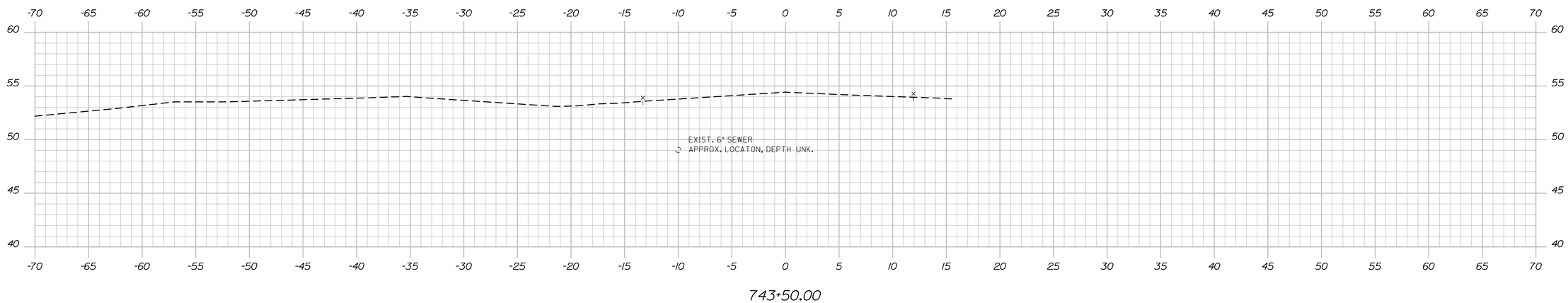
C = 1 CY
F = 0 CY
G = 0 CY



743+86.00



743+75.00



743+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	SIGNATURE	P.E. NUMBER	DATE
	-	-	-

PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	BY	DATE
CHECKED-REVIEWED	DGE	LEM	06\12
DESIGN2-DETAILED2	-	DGE	06\12
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

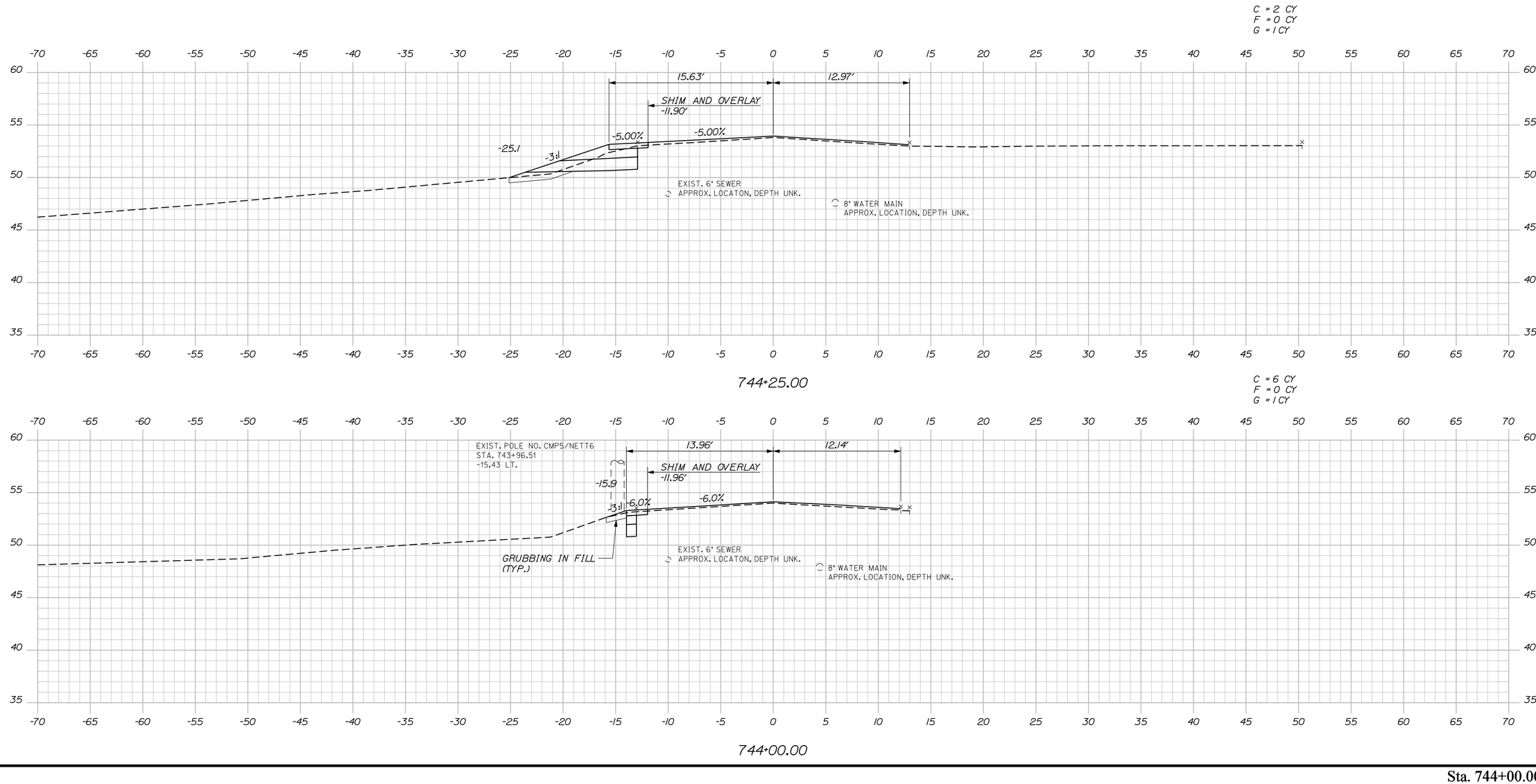
SHEET NUMBER

95

OF 142

Sta. 743+50.00 to Sta. 743+86.00

Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 096_xsec38.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

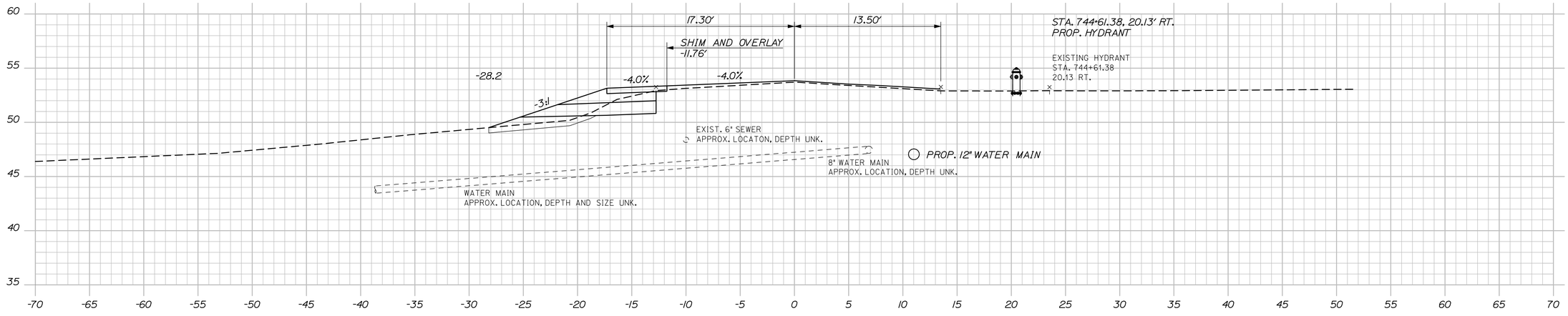
96

OF 142

Sta. 744+00.00 to Sta. 744+25.00

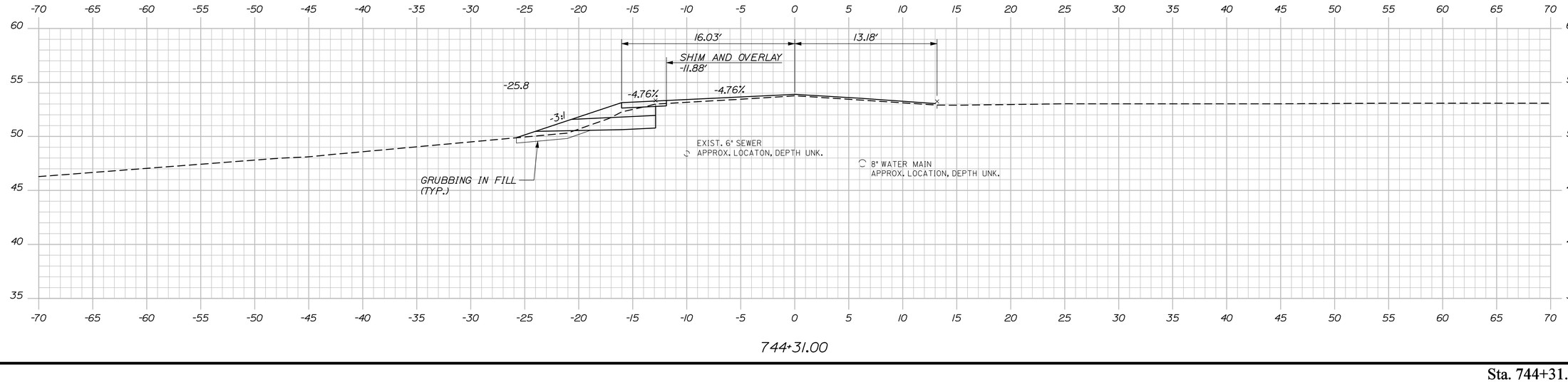
Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 097_xsec39.dgn

C = 7 CY
F = 6 CY
G = 6 CY



744+50.00

C = 7 CY
F = 1 CY
G = 3 CY



744+31.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-		

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

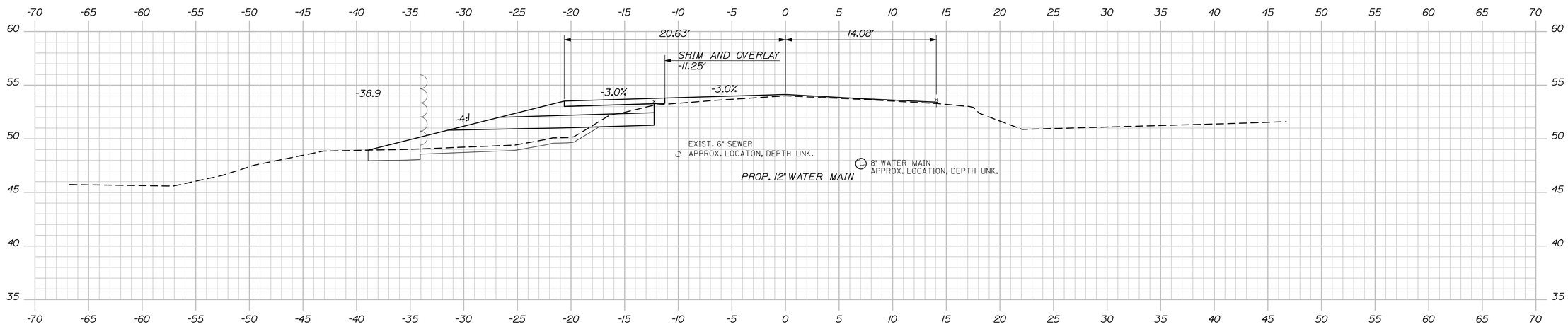
97

OF 142

Sta. 744+31.00 to Sta. 744+50.00

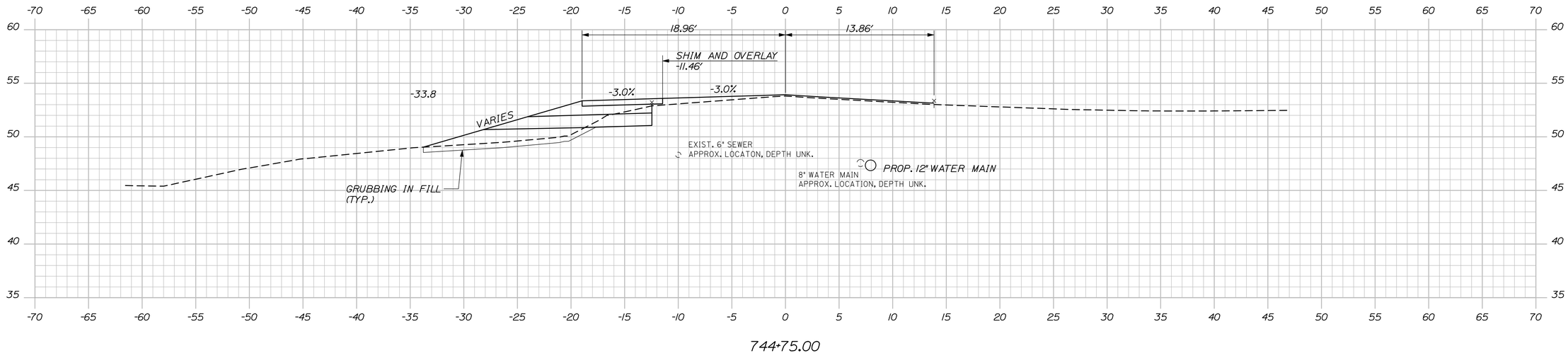
Username: mcundiff
Division: BRIDGE
Filename: 098_xsec40.dgn
Date:6/11/2012

C = 7 CY
F = 17 CY
G = 11 CY



745+00.00

C = 7 CY
F = 14 CY
G = 9 CY



744+75.00

Sta. 744+75.00 to Sta. 745+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

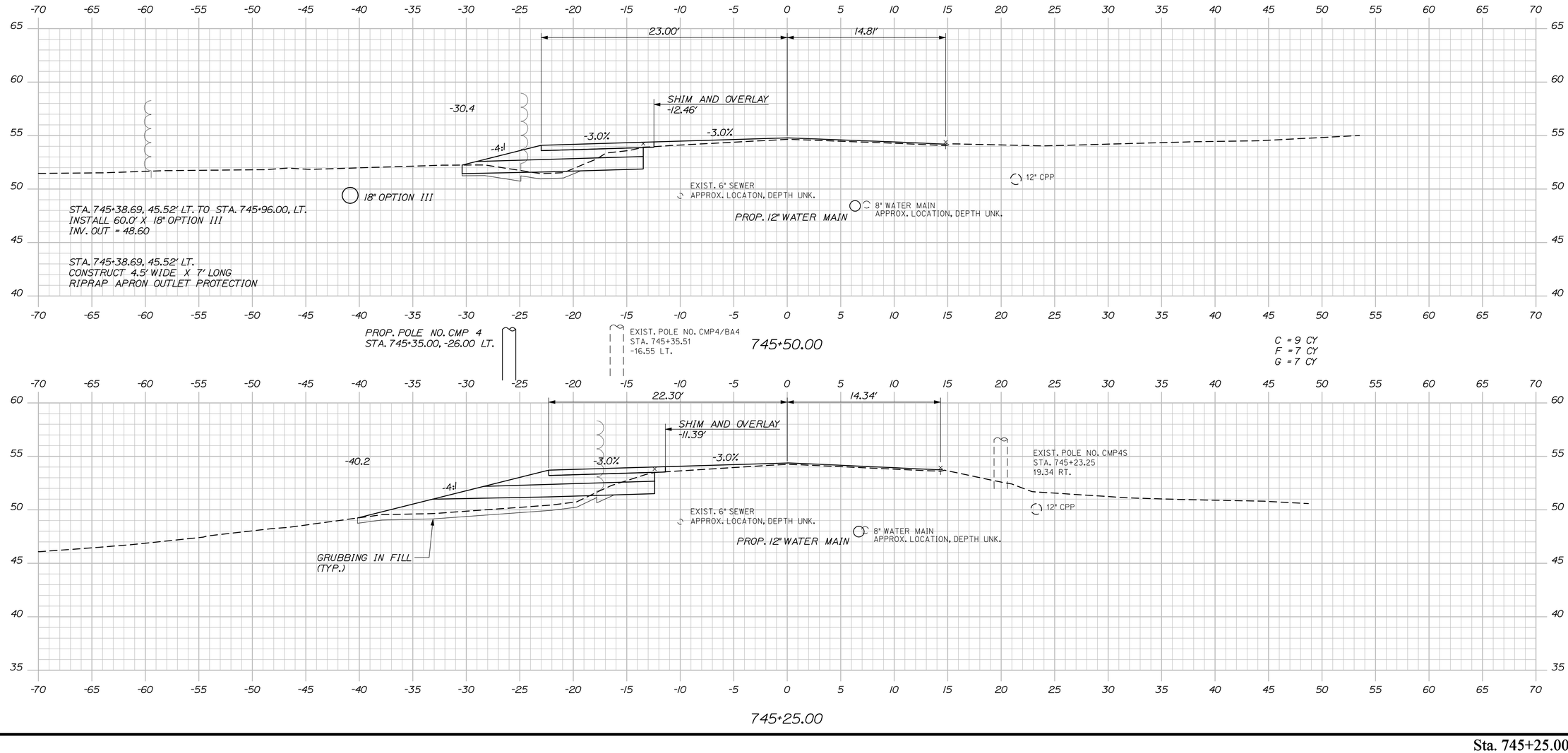
SHEET NUMBER

98

OF 142

Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 099_xsec41.dgn

C = 15 CY
F = 0 CY
G = 2 CY



Sta. 745+25.00 to Sta. 745+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

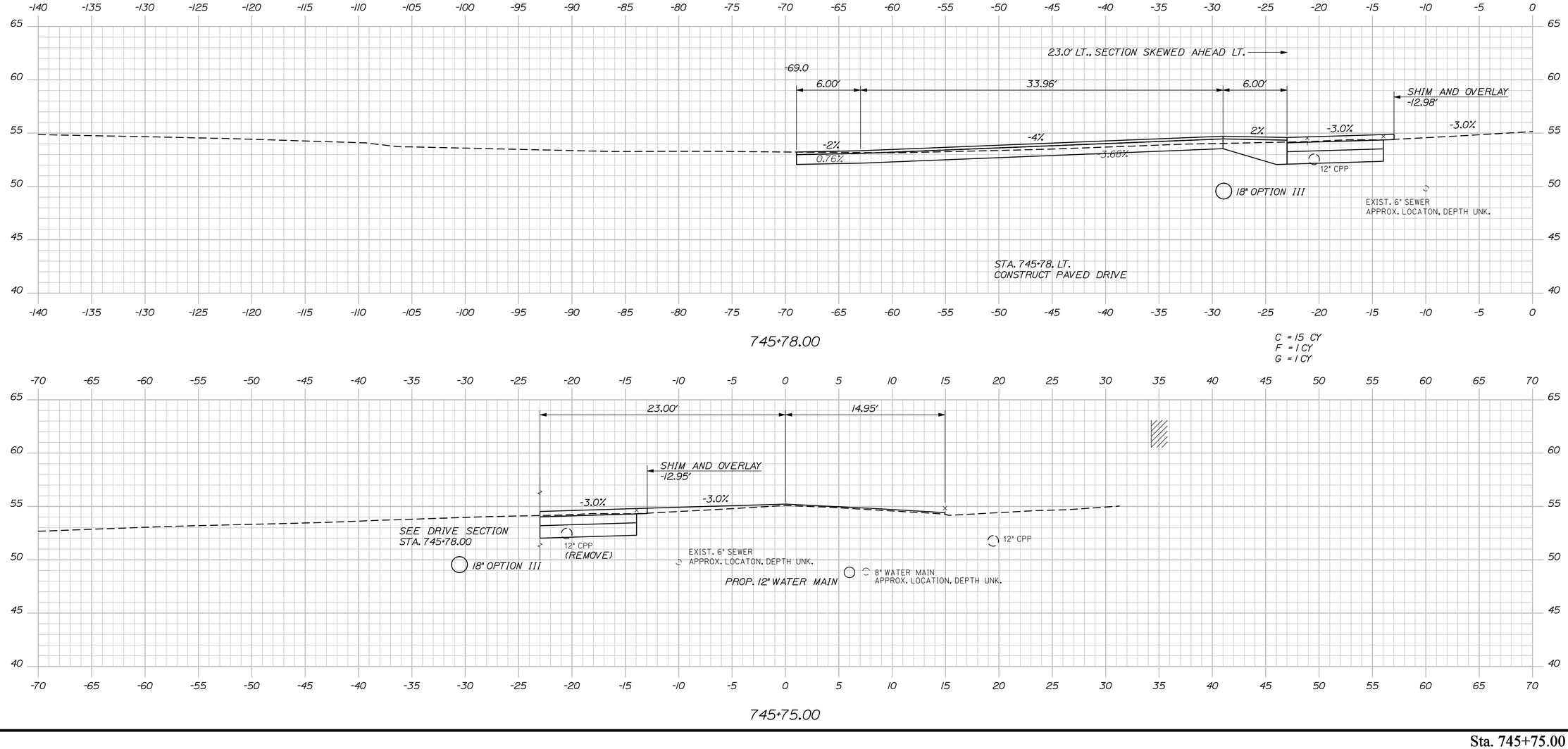
SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

99

OF 142



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

100

OF 142

Sta. 745+75.00 to Sta. 745+78.00

Username: mcundiff Date:6/11/2012

Division: BRIDGE

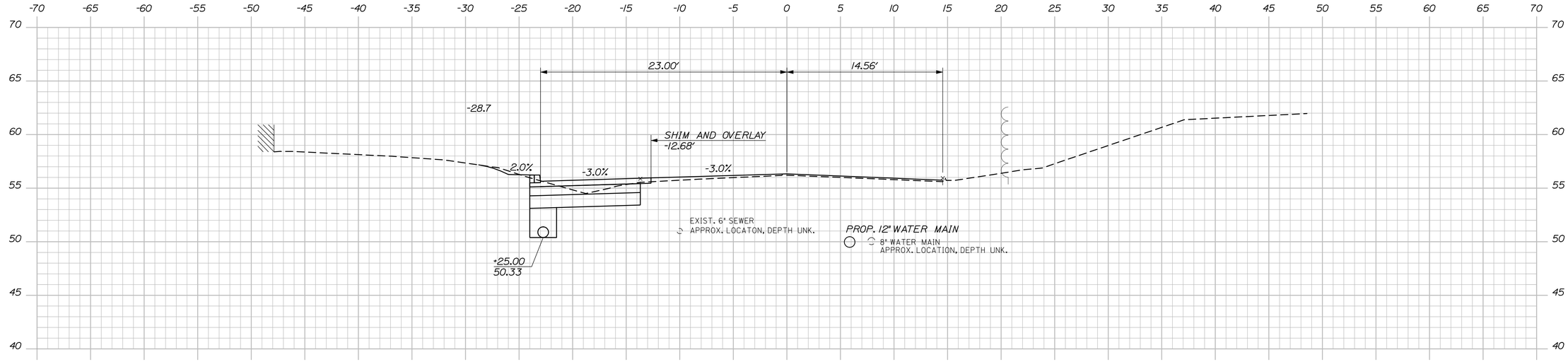
Filename: 100_xsec42.dgn

Filename: 101_xsec43.dgn Username: mcundiff Date:6/11/2012
Division: BRIDGE

PROP. POLE NO. CMP 3
STA. 746+37.00, -26.00 LT.

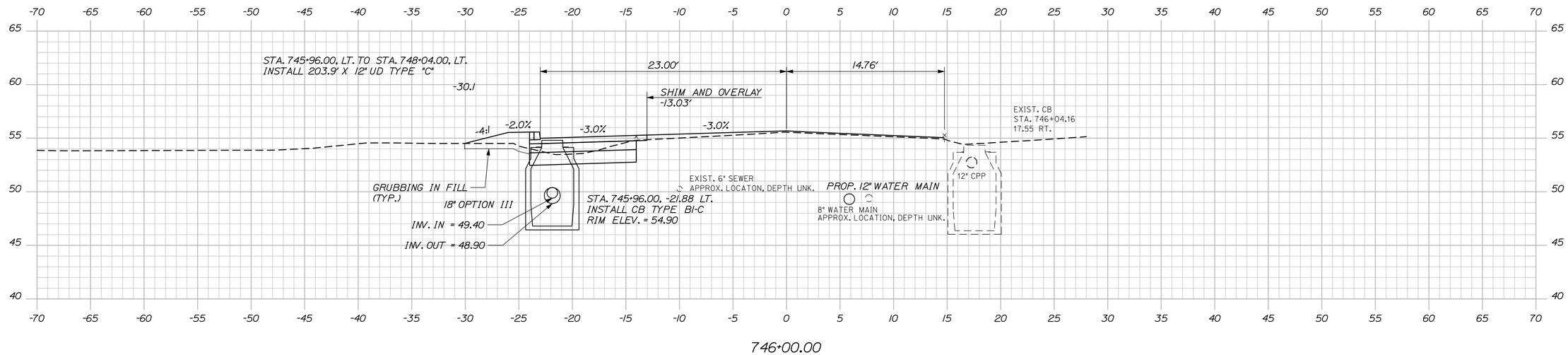
EXIST. POLE NO. BA 3
STA. 746+38.35
-20.07 LT.

C = 25 CY
F = 0 CY
G = 0 CY



746+25.00

C = 16 CY
F = 1 CY
G = 1 CY



746+00.00

Sta. 746+00.00 to Sta. 746+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN	LEM	06\12
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DJE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

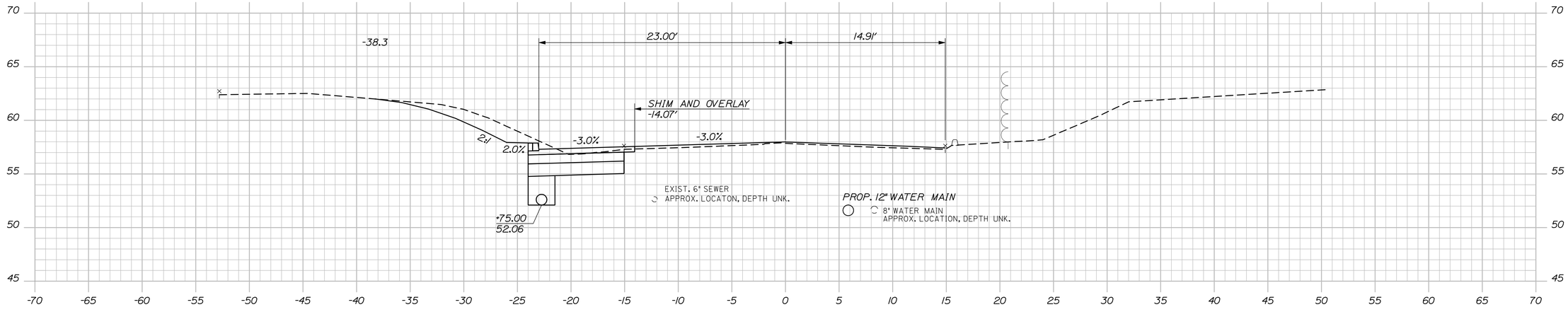
SHEET NUMBER

101

OF 142

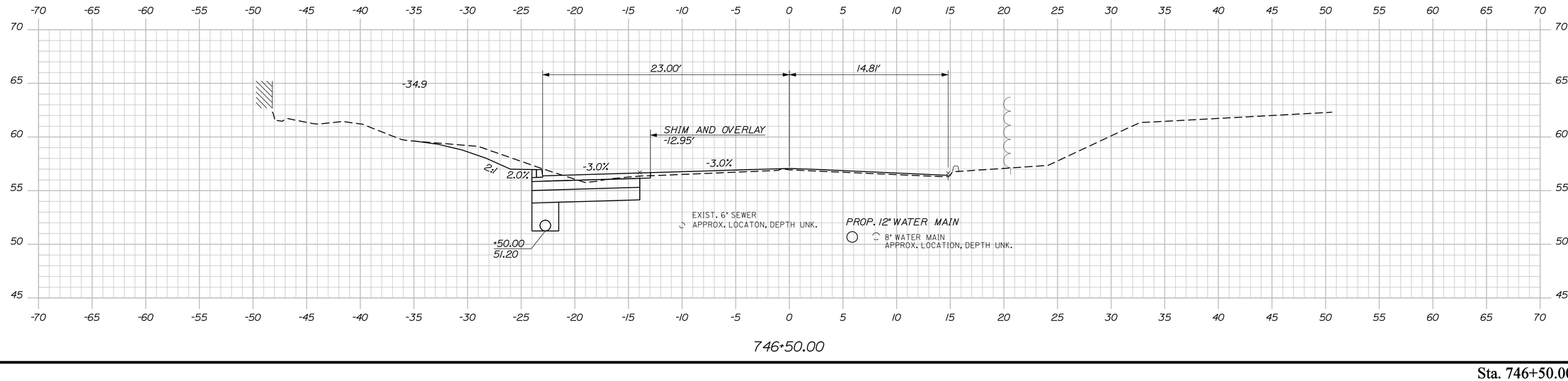
Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 102_xsec44.dgn

C = 31 CY
F = 0 CY
G = 0 CY



746+75.00

C = 33 CY
F = 0 CY
G = 0 CY



746+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

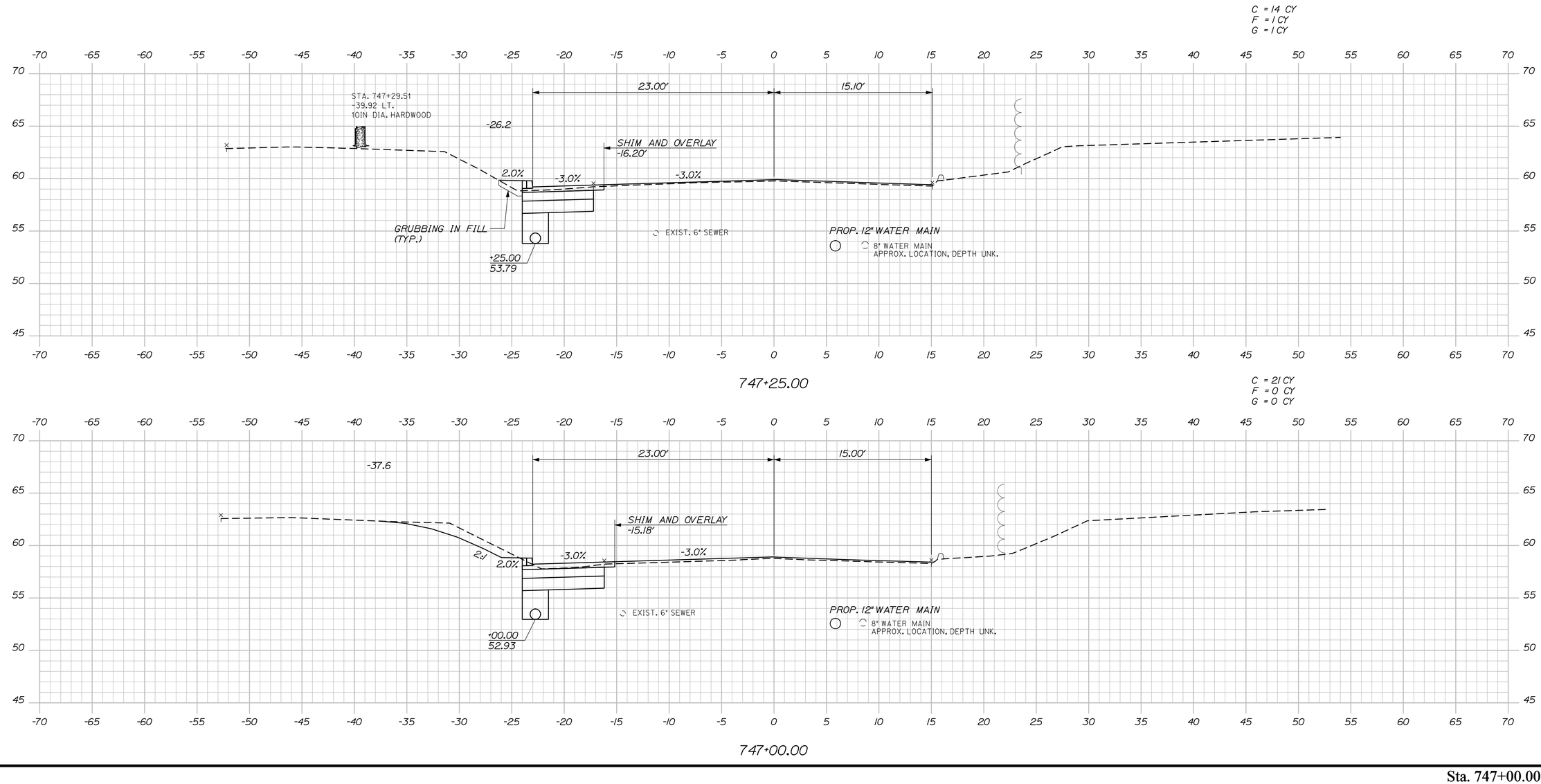
CROSS SECTIONS

SHEET NUMBER

102

OF 142

Sta. 746+50.00 to Sta. 746+75.00



Sta. 747+00.00 to Sta. 747+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

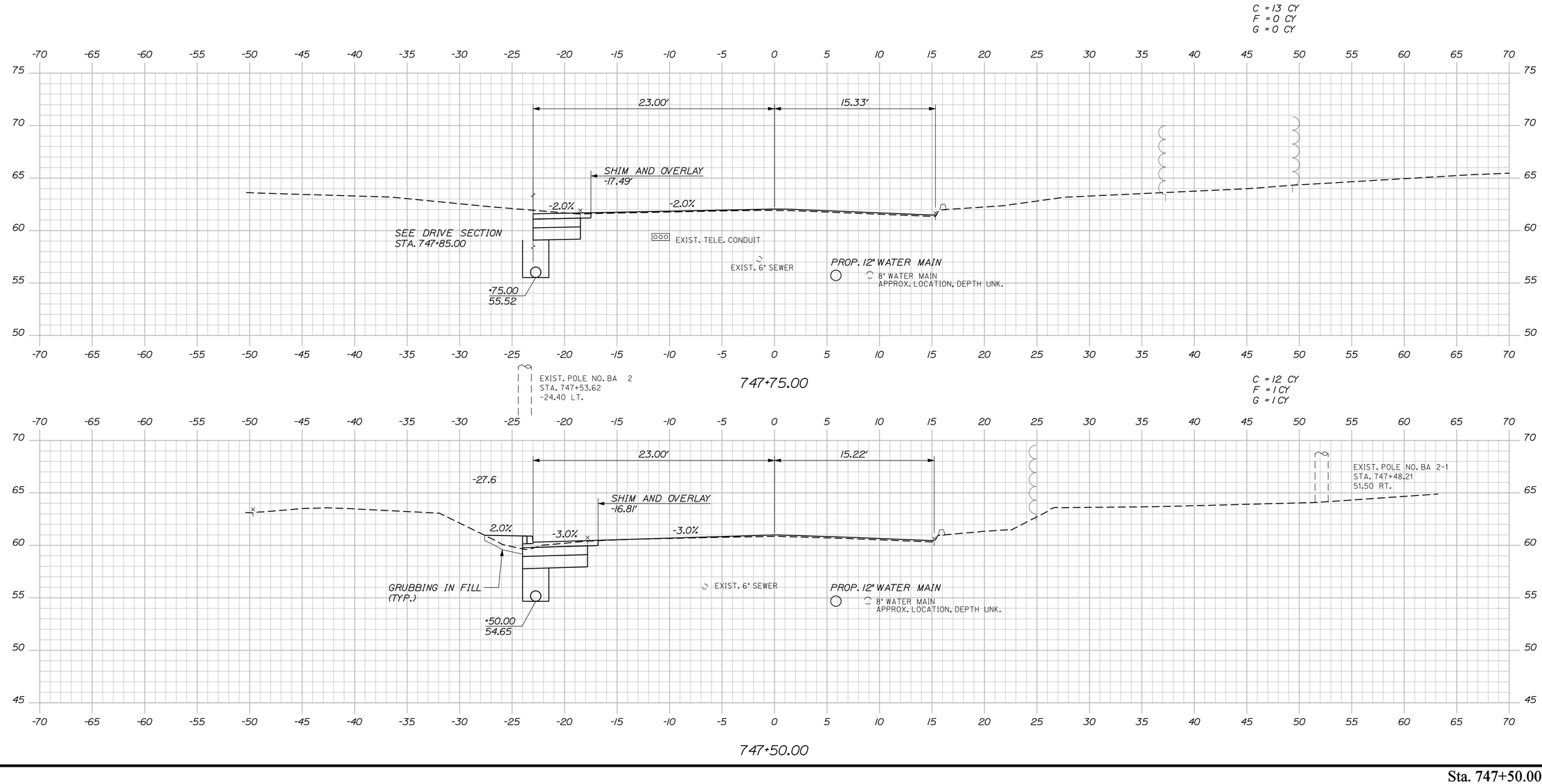
SHEET NUMBER

103

OF 142

Filename: 103_xsec45.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

Username: mcundiff
Division: BRIDGE
Filename: 104_xsec46.dgn
Date:6/11/2012



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER	ERNEST MARTIN	
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

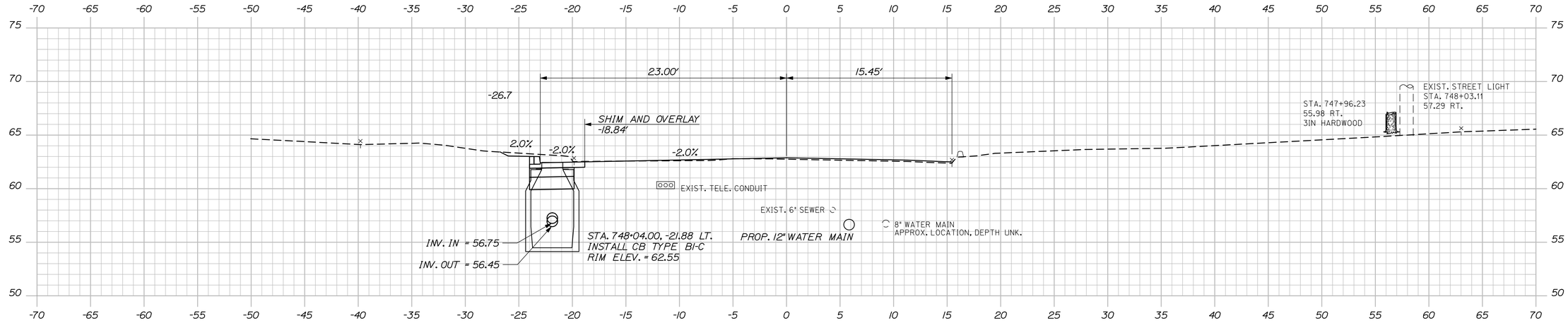
104

OF 142

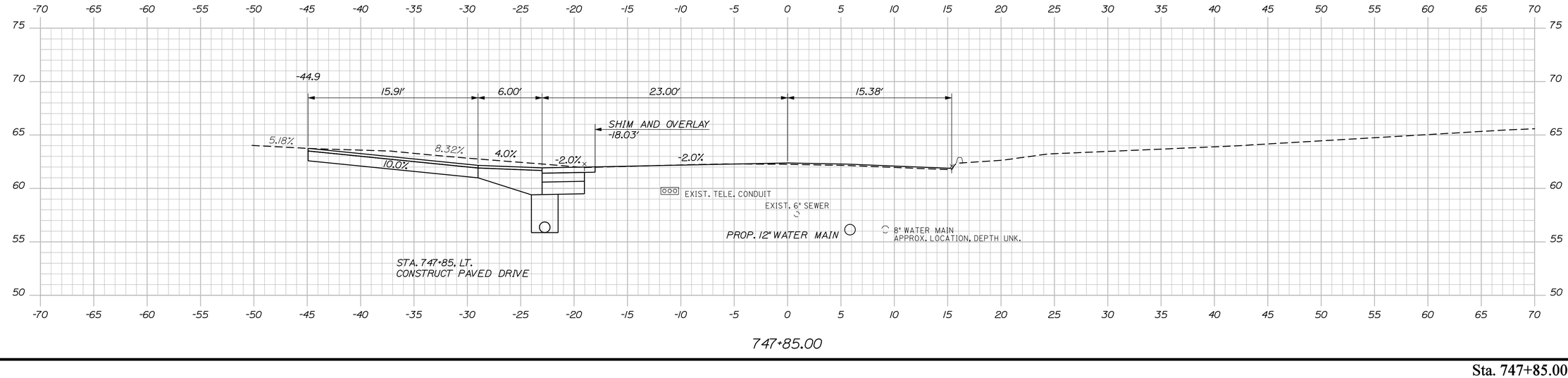
Sta. 747+50.00 to Sta. 747+75.00

STA. 748+04.00, LT. TO STA. 749+30.43, LT.
INSTALL 125.0' X 12" UD TYPE "C"

C = 14 CY
F = 0 CY
G = 0 CY



748+00.00



747+85.00

PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	BY	DATE
CHECKED-REVIEWED	DGE	LEM	06\12
DESIGN2-DETAILED2	-	-	06\12
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

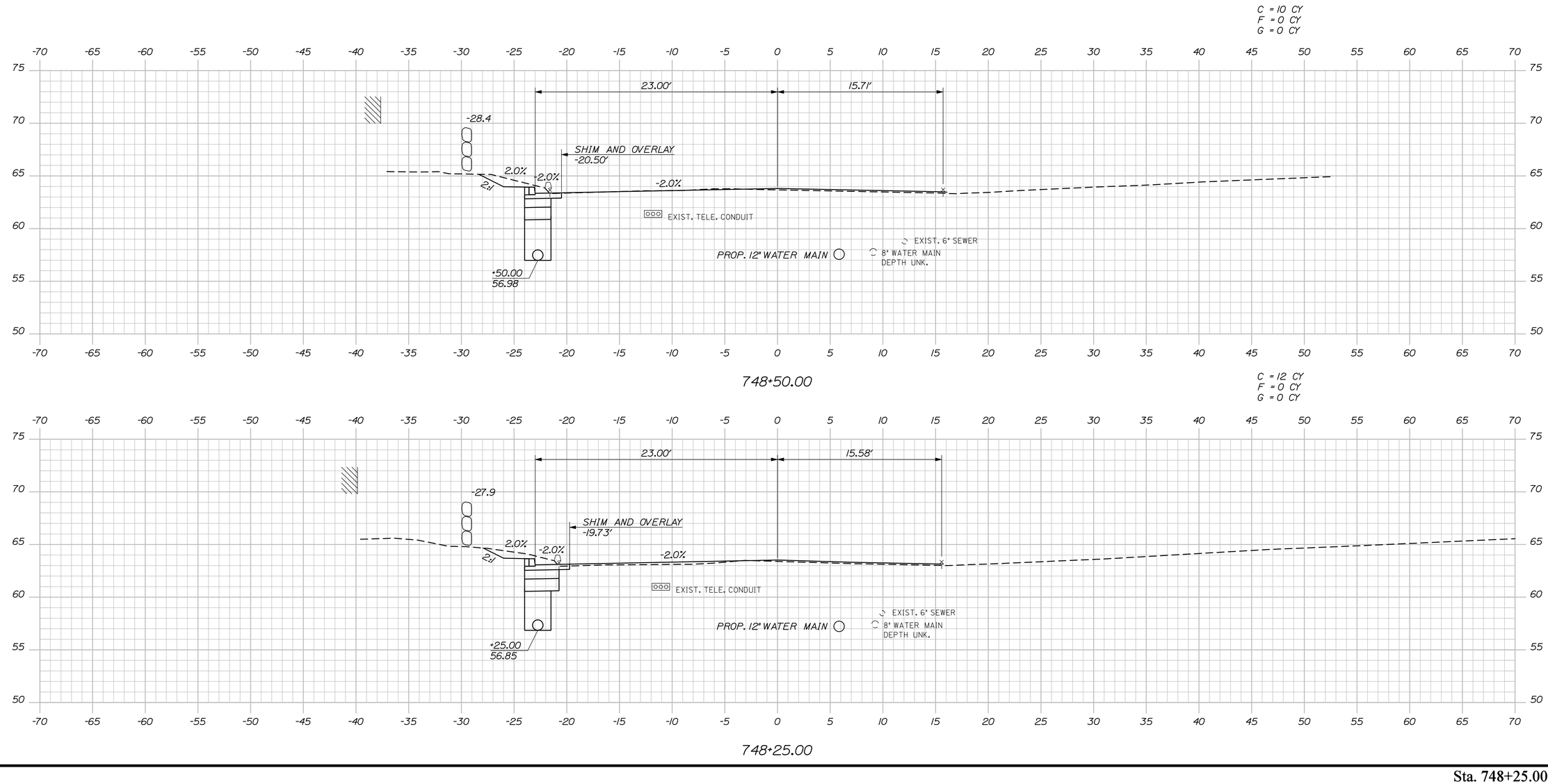
SHEET NUMBER

105

OF 142

Sta. 747+85.00 to Sta. 748+00.00

Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 105_xsec47.dgn



Filename: 106_xsec48.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

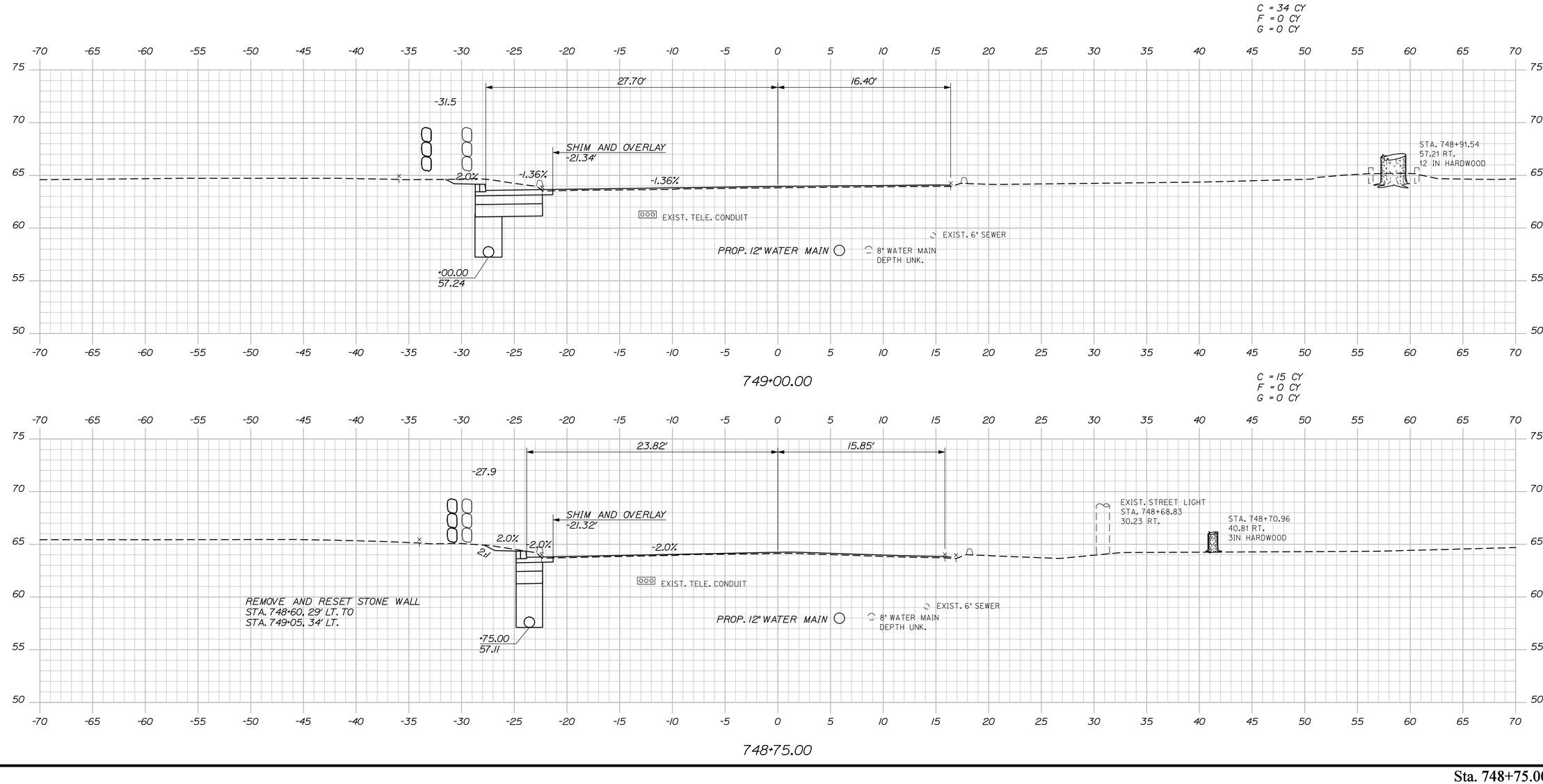
CROSS SECTIONS

SHEET NUMBER

106

OF 142

Sta. 748+25.00 to Sta. 748+50.00



Sta. 748+75.00 to Sta. 749+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

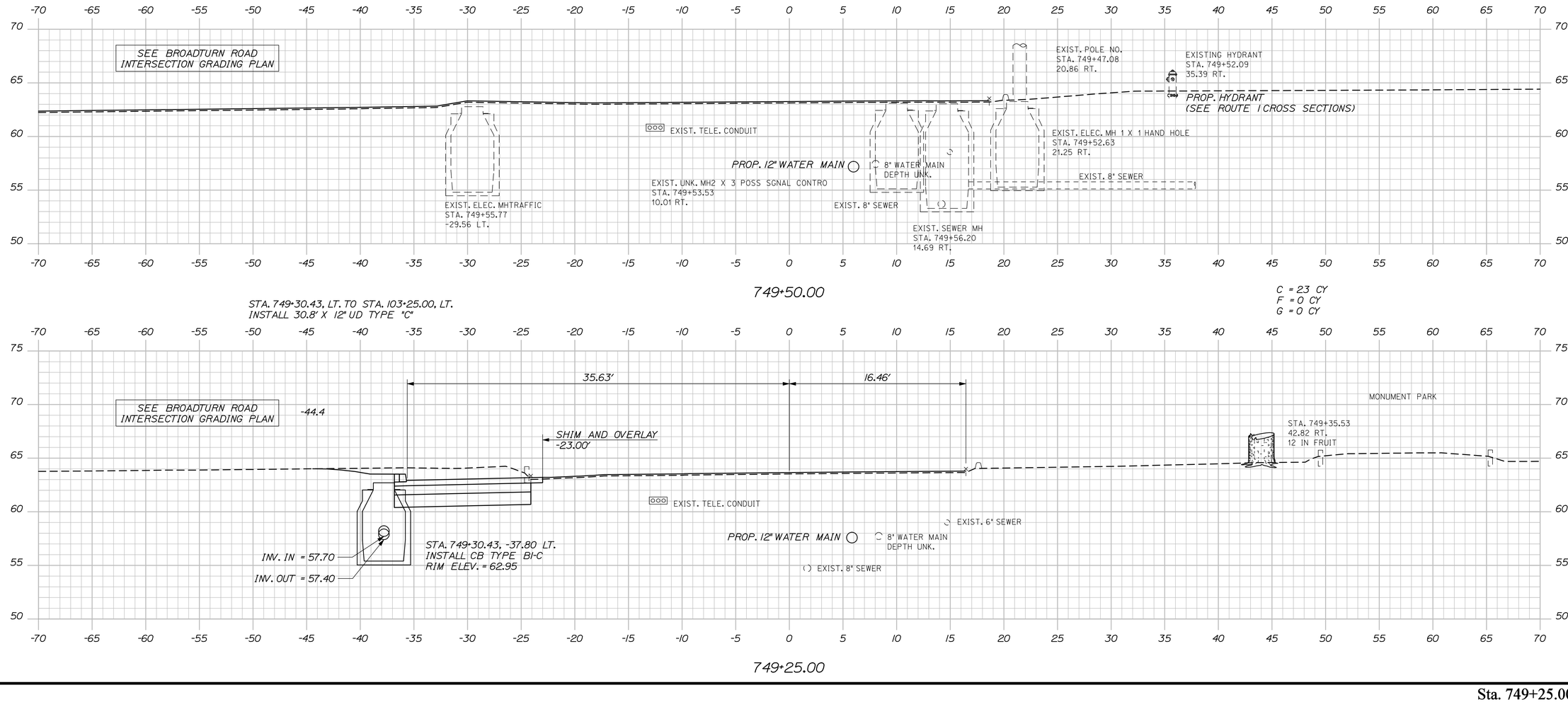
107

OF 142

Username: mcundiff Date:6/11/2012

Division: BRIDGE

Filename: 107_xsec49.dgn



Sta. 749+25.00 to Sta. 749+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		SIGNATURE	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM		06\12
CHECKED-REVIEWED	LEM		06\12
DESIGN2-DETAILED2	DGE	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

108

OF 142

Filename: 108_xsec50.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

Filename: 109_xsec51.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

C = 36 CY
F = 0 CY
G = 0 CY

25.47′ | 3.56′ | 1′ | 16.90′ | 5.00′ | 2.00′ | 40.79′

-33.7 | 64.7

1.5" OVERLAY -21.78′ | 1.5" OVERLAY 14.39′

2.05% | -2.07% | -4.76% | 2.0% | 3.46%

ELEV = 58.87′ | VARIES

+00.00 52.73

SEE PINE POINT ROAD INTERSECTION GRADING PLAN

PROP. 8" WATER MAIN

8" WATER MAIN APPROX. LOCATION, DEPTH UNK.

EXIST. 8" SEWER

15" RCP (REMOVE)

+00.00 52.39

PROP. POLE NO. CMP IS STA. 750+84.00, -36.00 LT.

EXIST. POLE NO. NETT 5-1 STA. 750+82.46 23.46 RT.

751+00.00

C = 45 CY
F = 0 CY
G = 0 CY

32.54′ | 4.22′ | 1′ | 18.46′ | 5.00′ | 2.00′ | 35.36′

-41.0 | 60.8

1.5" OVERLAY -21.66′ | 1.5" OVERLAY 15.96′

-0.66% | -2.16% | 2.0%

ELEV = 60.16′ | VARIES

GRUBBING IN FILL (TYP.)

+75.00 54.13

SEE PINE POINT ROAD INTERSECTION GRADING PLAN

PROP. 8" WATER MAIN

8" WATER MAIN APPROX. LOCATION, DEPTH UNK.

EXIST. 8" SEWER

EXIST. TELE. CONDUIT

15" RCP (REMOVE)

+75.00 53.60

STA. 750+75, RT. CONSTRUCT PAVED DRIVE

750+75.00

C = 45 CY
F = 0 CY
G = 0 CY

SEE PINE POINT ROAD INTERSECTION GRADING PLAN

23.41′ | 4.93′ | 1′ | 20.87′ | 5.00′ | 2.00′ | 34.61′

62.5

1.5" OVERLAY -17.93′ | 1.5" OVERLAY 18.33′

1.28% | -0.75% | -0.42% | 2.0%

ELEV = 61.64′ | VARIES

ROUTE 1 STA. 103+42.53, 30.58′ RT. TO STA. 751+22.15, LT. INSTALL 102.0′ X 6" UD TYPE "B"

PROP. 8" WATER MAIN

8" WATER MAIN DEPTH UNK.

EXIST. 8" SEWER

EXIST. TELE. CONDUIT

15" RCP (REMOVE)

+50.00 54.82

750+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

	SIGNATURE	P.E. NUMBER	DATE
PROJ. MANAGER ERNEST MARTIN			
DESIGN-DETAILED LEM			
CHECKED-REVIEWED DJE			
DESIGN2-DETAILED2 -			
DESIGN3-DETAILED3 -			
REVISIONS 1 -			
REVISIONS 2 -			
REVISIONS 3 -			
REVISIONS 4 -			
FIELD CHANGES -			

BY	DATE
LEM	06\12
-	06\12
-	-
-	-
-	-

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

109

OF 142

Sta. 750+50.00 to Sta. 751+00.00

PROP. POLE NO. CMP ID
STA. 751+35.00, -31.00 LT.

EXIST. POLE NO.
STA. 751+28.40
-27.51 LT.

STA. 751+36.53
21.07 RT.
40 IN MAPLE
(REMOVE)

STA. 751+45.31
77.28 RT.
15IN LOCUST
(REMOVE)

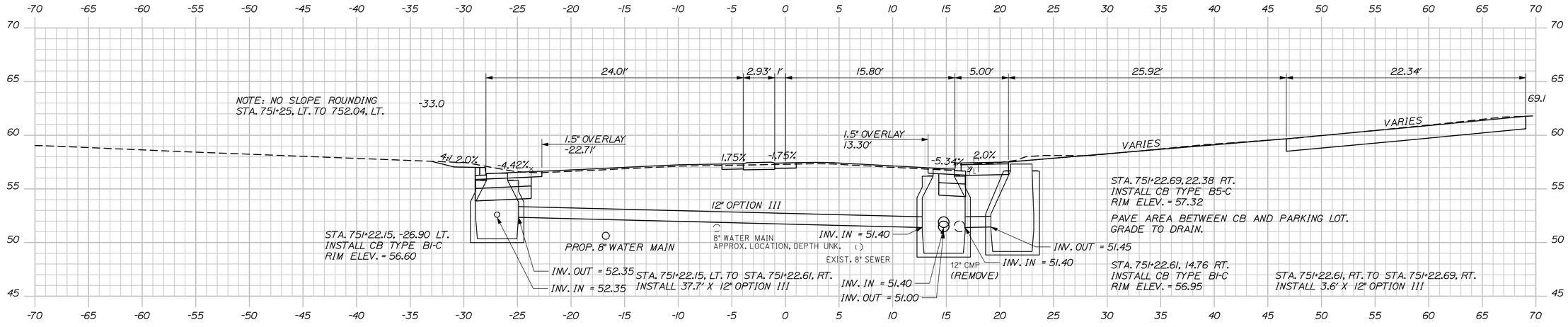
STA. 751+41.20
69.96 RT.
18IN LOCUST
(REMOVE)

STA. 751+31.36
68.05 RT.
10IN LOCUST
(REMOVE)

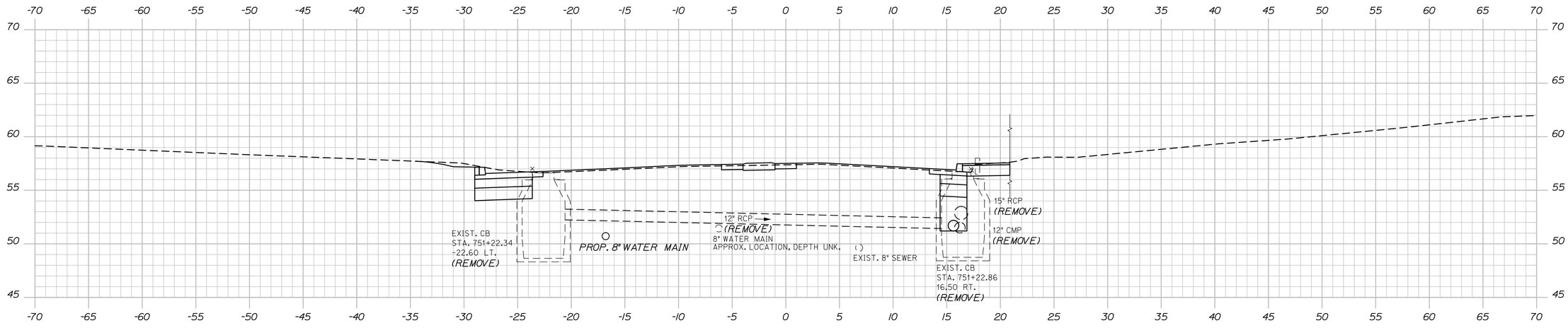
STA. 751+31.36
75.57 RT.
12IN LOCUST

STA. 751+22.61, RT. TO STA. 752+46.00, RT.
INSTALL 122.7' X 12" UD TYPE "C"

C = 29 CY
F = 0 CY
G = 0 CY



751+25.00



751+22.45 (SKEWED)

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

110

OF 142

Sta. 751+22.45 to Sta. 751+25.00

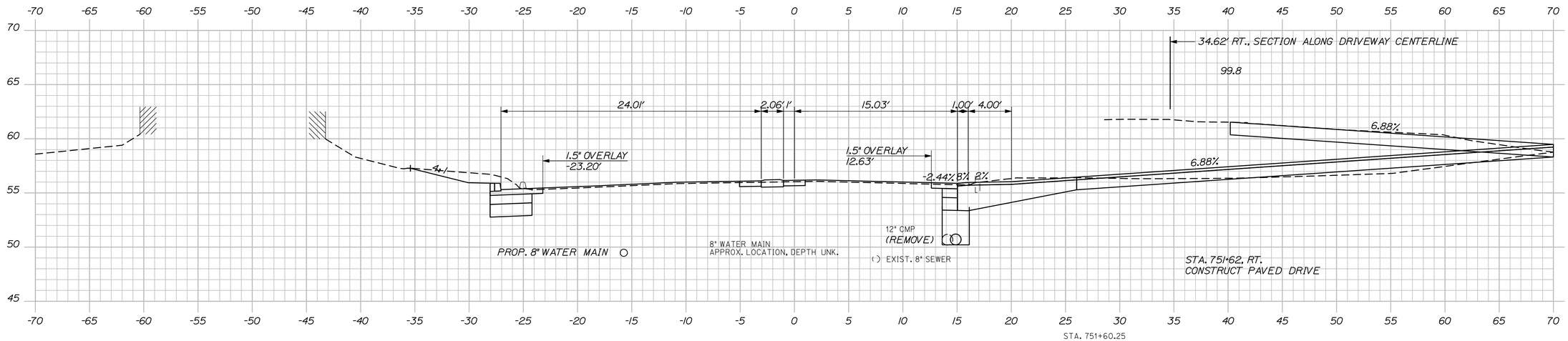
Division: BRIDGE

Username: mcundiff

Date:6/11/2012

Filename: 111_xsec53.dgn

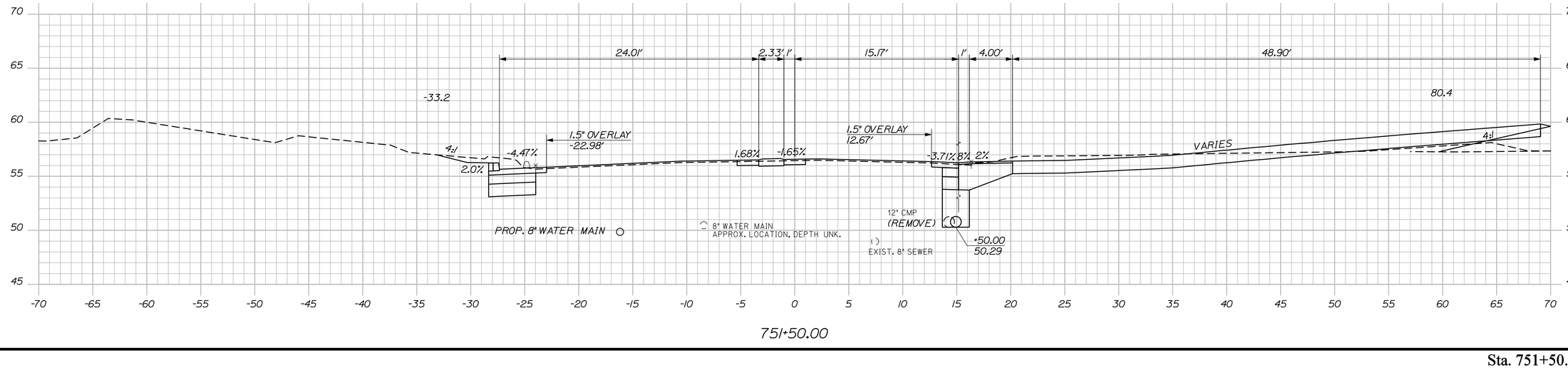
STA. 751+63.65
71.44 RT.
101N LOCUST
(REMOVE)



751+62.00

STA. 751+60.25
21.15 RT.
40 IN MAPLE
(REMOVE)

C = 25 CY
F = 0 CY
G = 1 CY



751+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

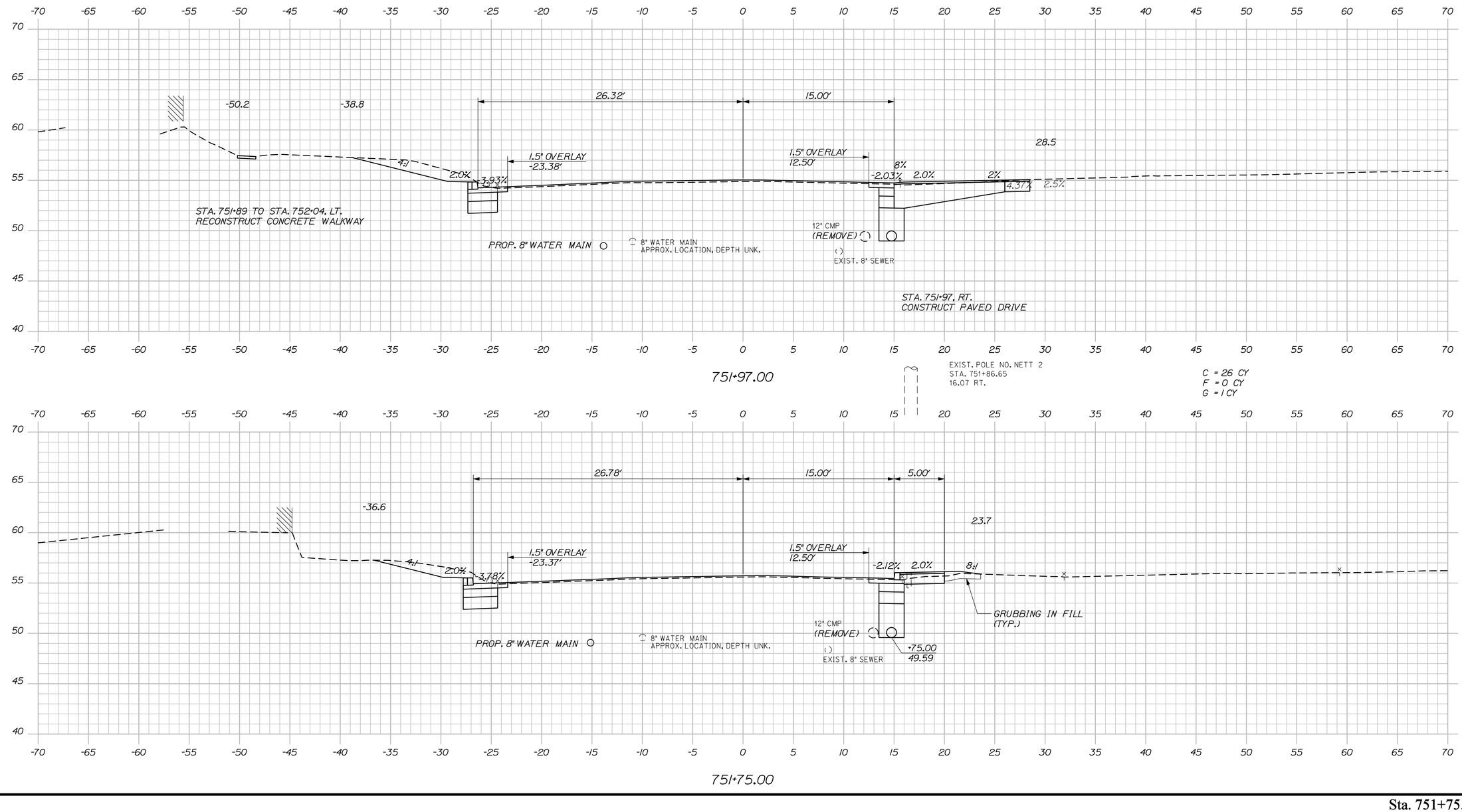
SHEET NUMBER

111

OF 142

Sta. 751+50.00 to Sta. 751+62.00

Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 112_xsec54.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

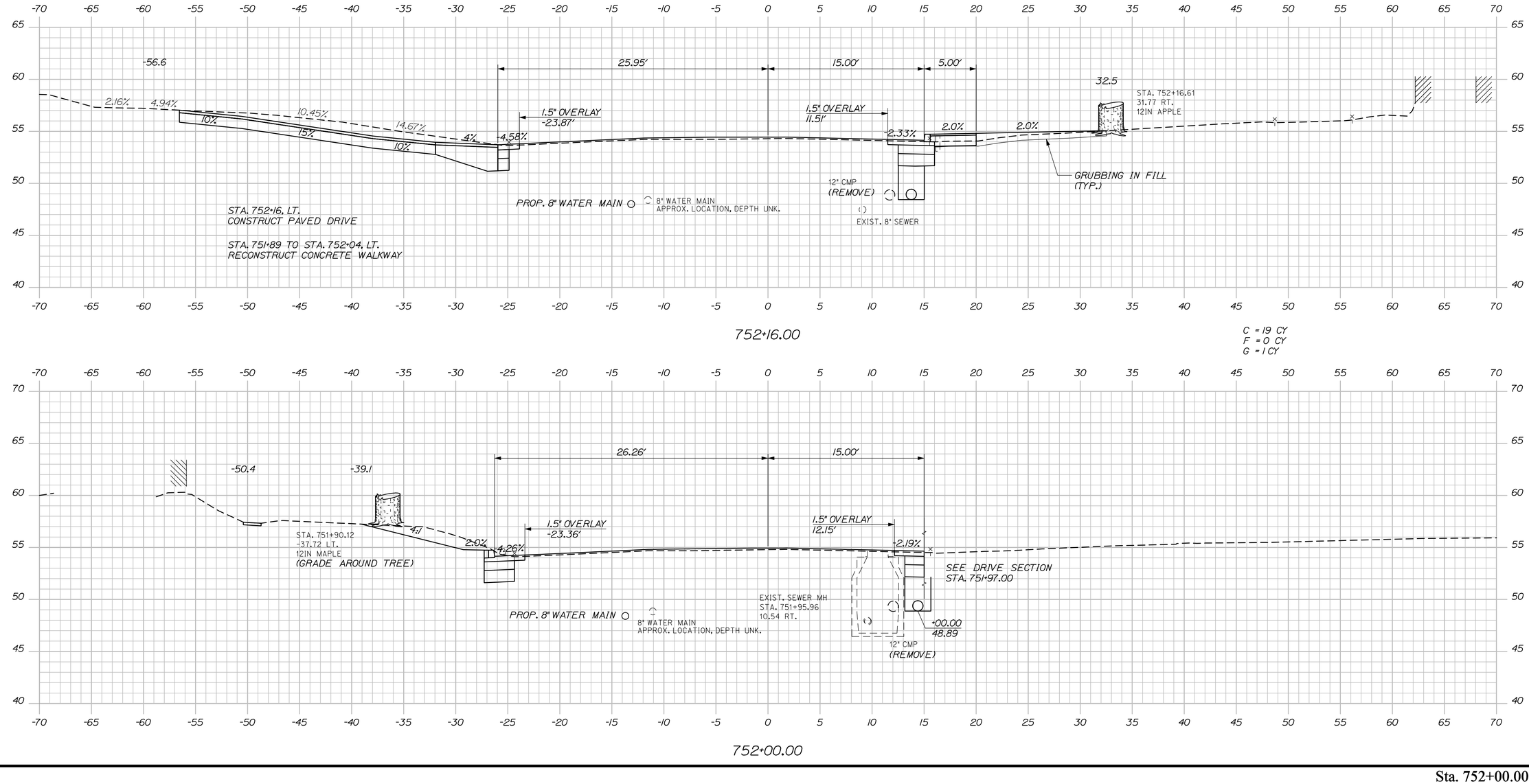
CROSS SECTIONS

SHEET NUMBER

112

OF 142

Sta. 751+75.00 to Sta. 751+97.00



Sta. 752+00.00 to Sta. 752+16.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

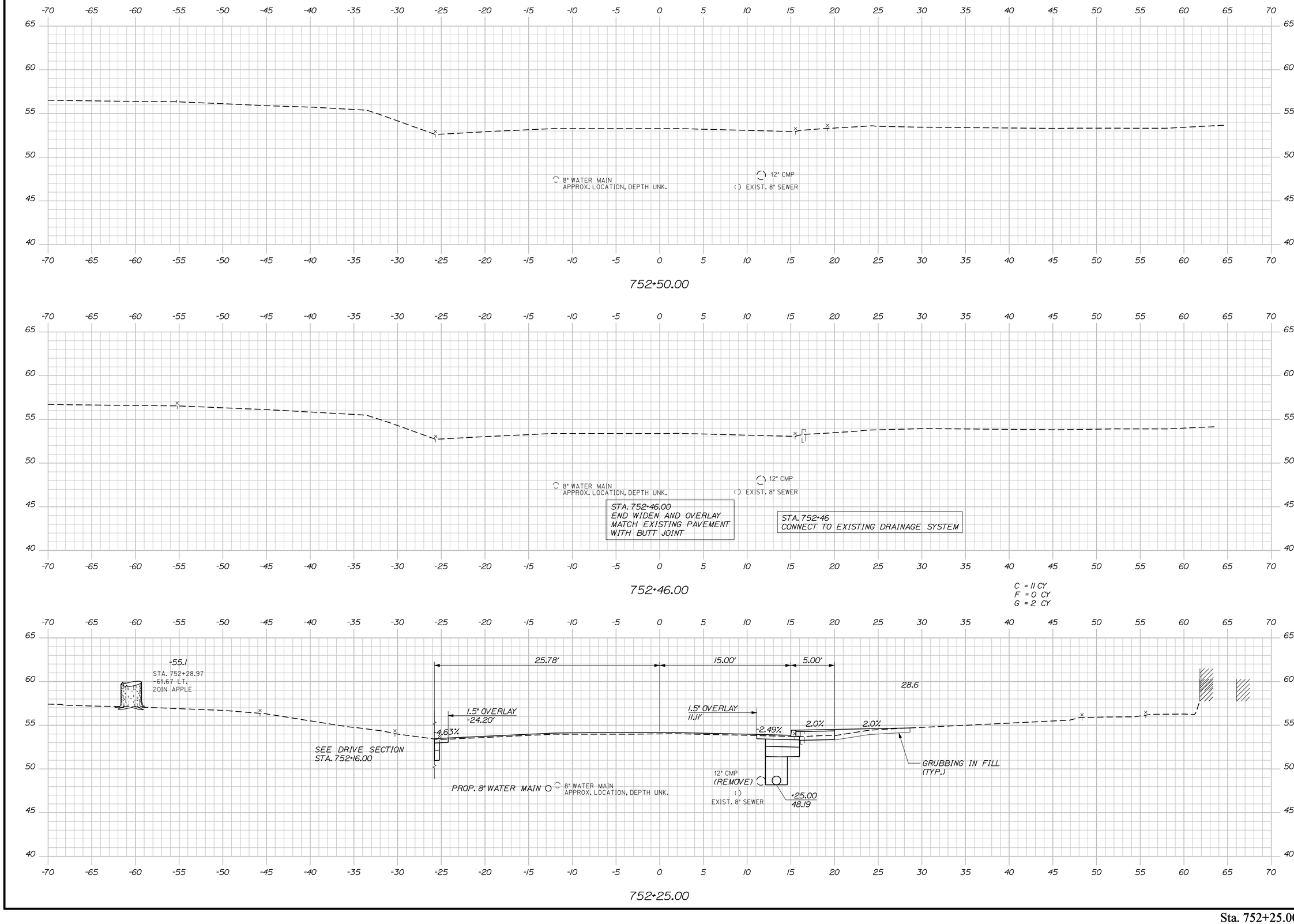
CROSS SECTIONS

SHEET NUMBER

113

OF 142

Filename: 113_xsec55.dgn Division: BRIDGE Username: mcundiff Date:6/26/2012



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

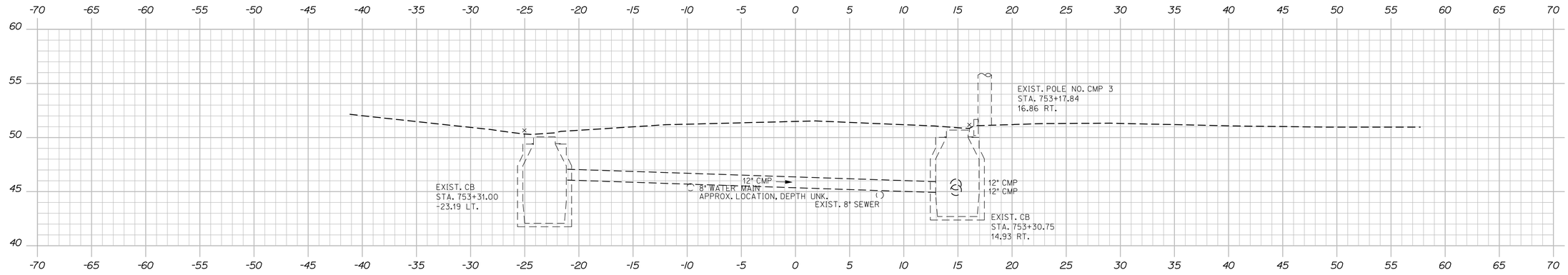
114

OF 142

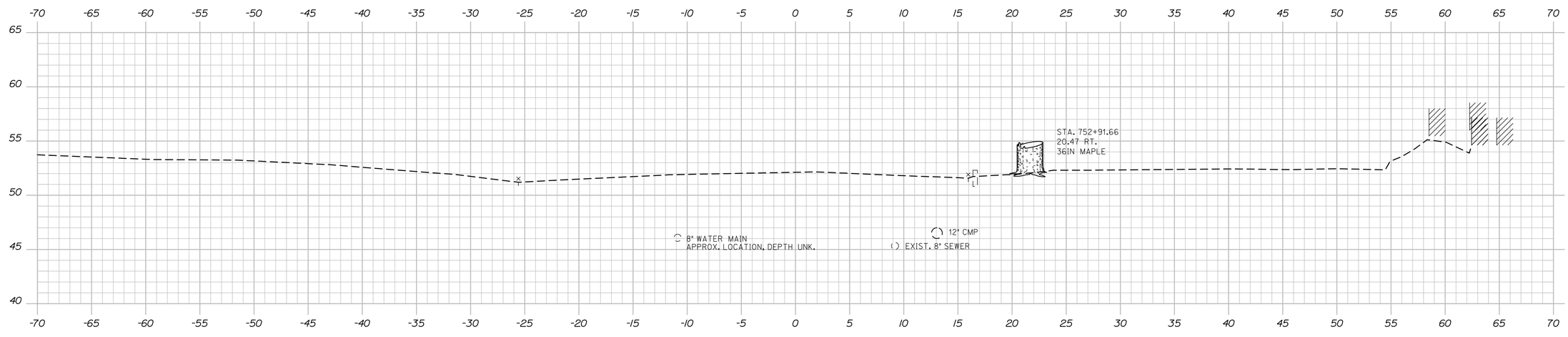
Sta. 752+25.00 to Sta. 752+50.00

Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 114_xsec56.dgn

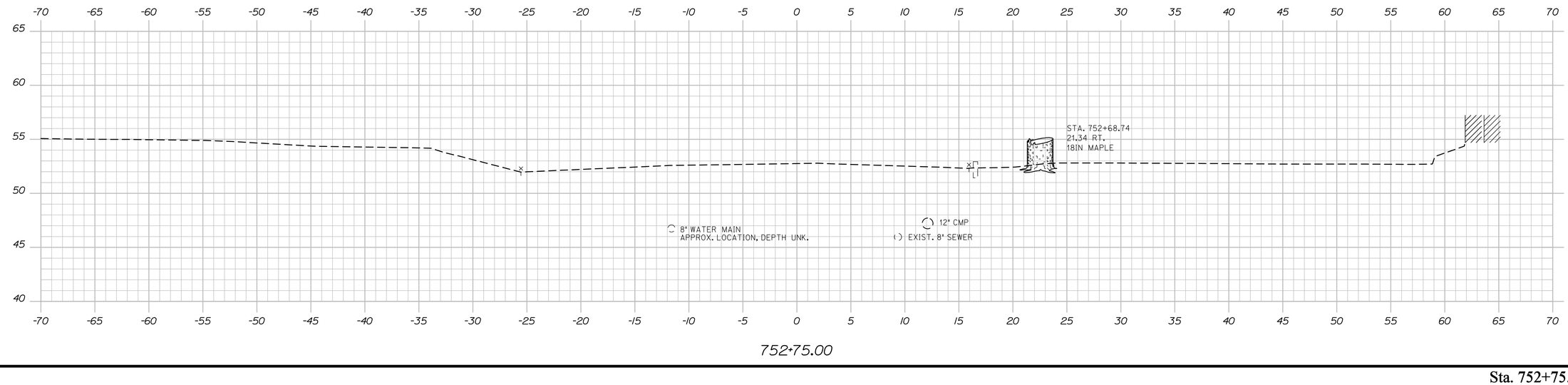
STA. 755+23.82
LIMIT OF WORK
END STRIPING



753+25.00



753+00.00



752+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

115

OF 142

Sta. 752+75.00 to Sta. 753+25.00

Username: mcundiff
Division: BRIDGE
Filename: 115_xsec57.dgn
Date:6/11/2012

STA. 800+56.00, RT. TO STA. 800+72.51, RT.
INSTALL 13.5' X 12" UD TYPE "C"
IN GEOTEXTILE LINED TRENCH

STA. 800+56.00, 23.54 RT.
INSTALL 5' DIA. CB TYPE BI-C
RIM ELEV. = 43.90

24" OPTION III

24" OPTION III

INV. OUT = 37.70

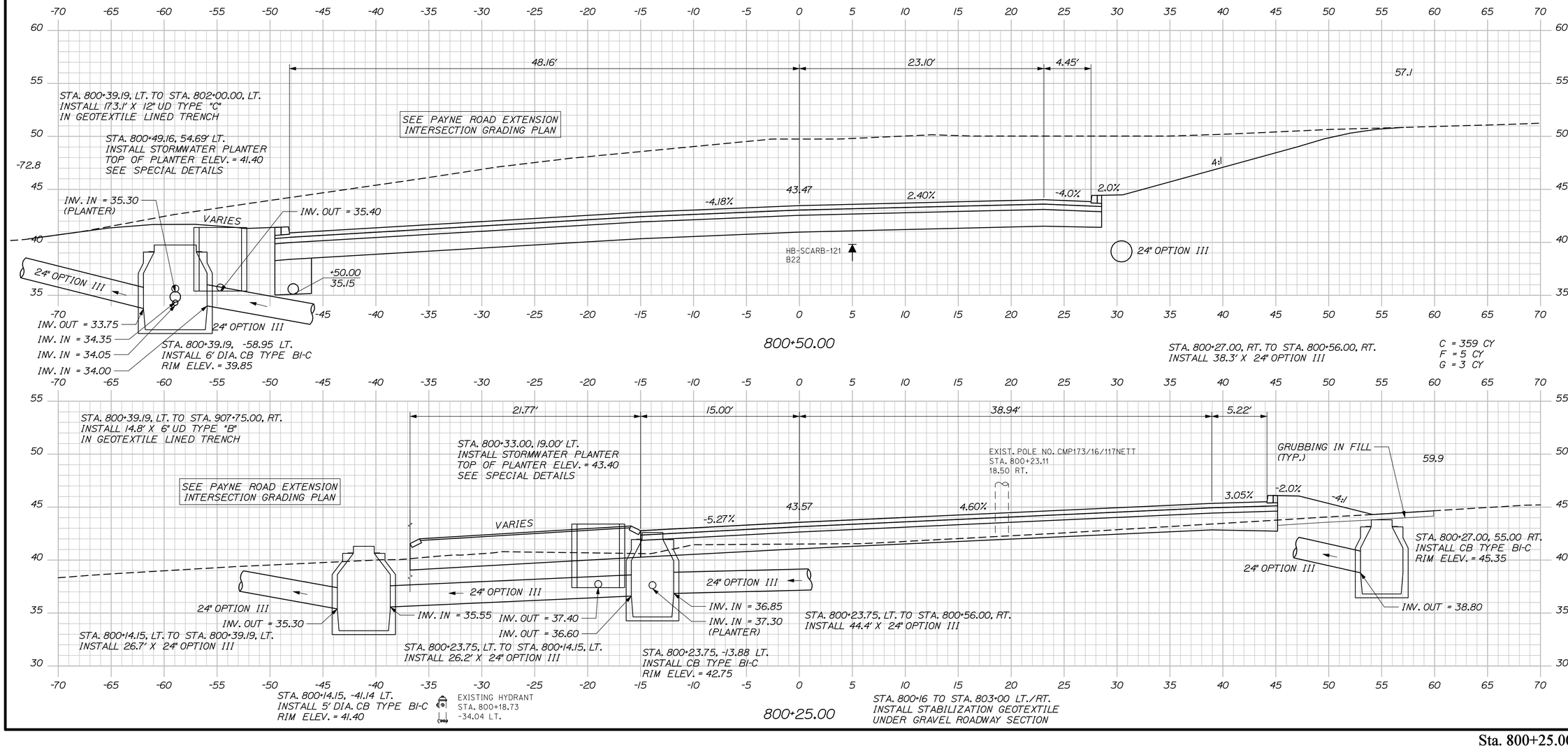
INV. IN = 38.70

INV. IN = 38.00

STA. 800+39.19, LT. TO STA. 800+72.99, 91.60' LT.
INSTALL 45.0' X 24" OPTION III
INV. OUT = 33.50

STA. 800+72.99, 91.60' LT.
INSTALL RIPRAP APRON OUTLET
PROTECTION AND LEVEL LIP SPREADER
SEE SPECIAL DETAILS

C = 651 CY
F = 0 CY
G = 0 CY



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

116

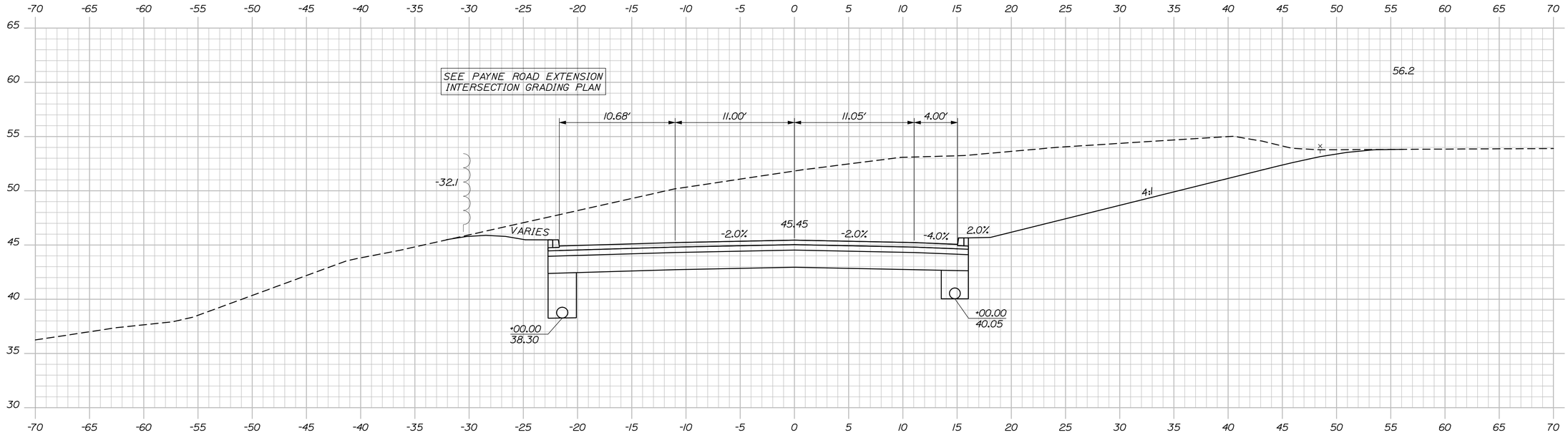
OF 142

Sta. 800+25.00 to Sta. 800+50.00

Date:6/11/2012
Username: mcundiff
Division: BRIDGE
Filename: 116_xsec58.dgn

Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 117_xsec59.dgn

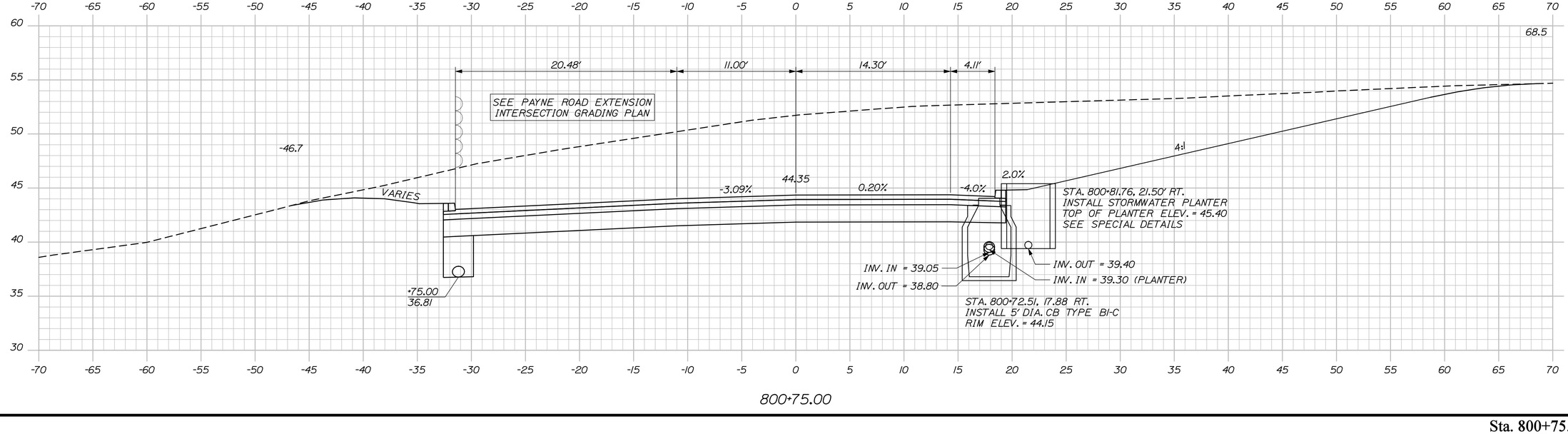
C = 430 CY
F = 0 CY
G = 0 CY



801+00.00

STA. 800+72.51, RT. TO STA. 802+00.00, RT.
INSTALL 120.7' X 12" UD TYPE "C"
IN GEOTEXTILE LINED TRENCH

C = 551 CY
F = 0 CY
G = 0 CY



800+75.00

Sta. 800+75.00 to Sta. 801+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

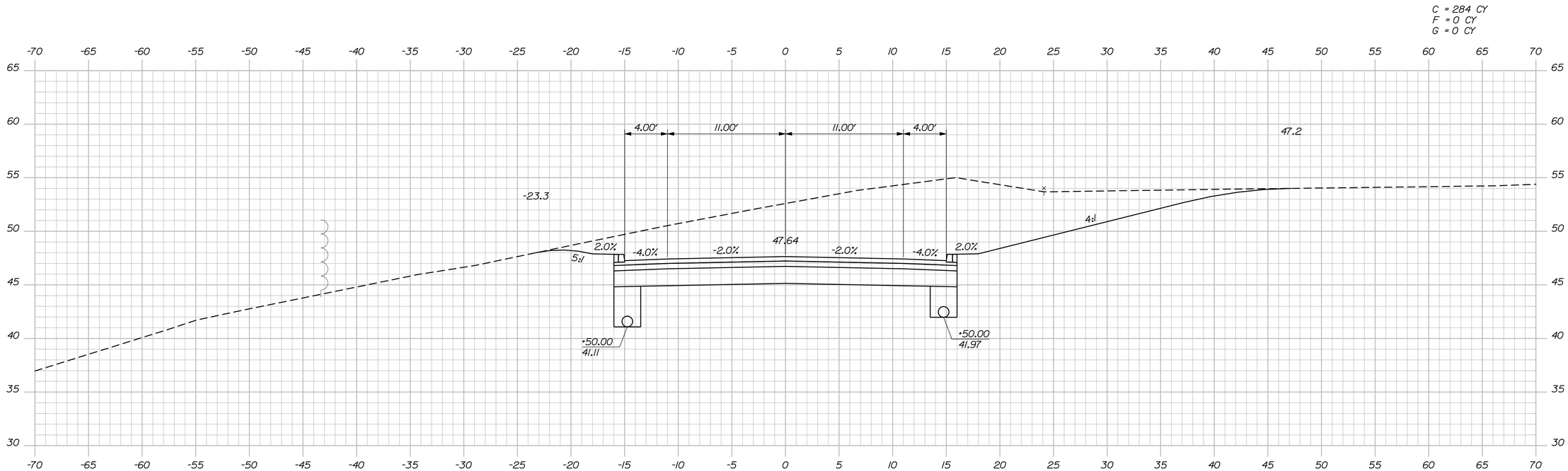
SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

117

OF 142



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

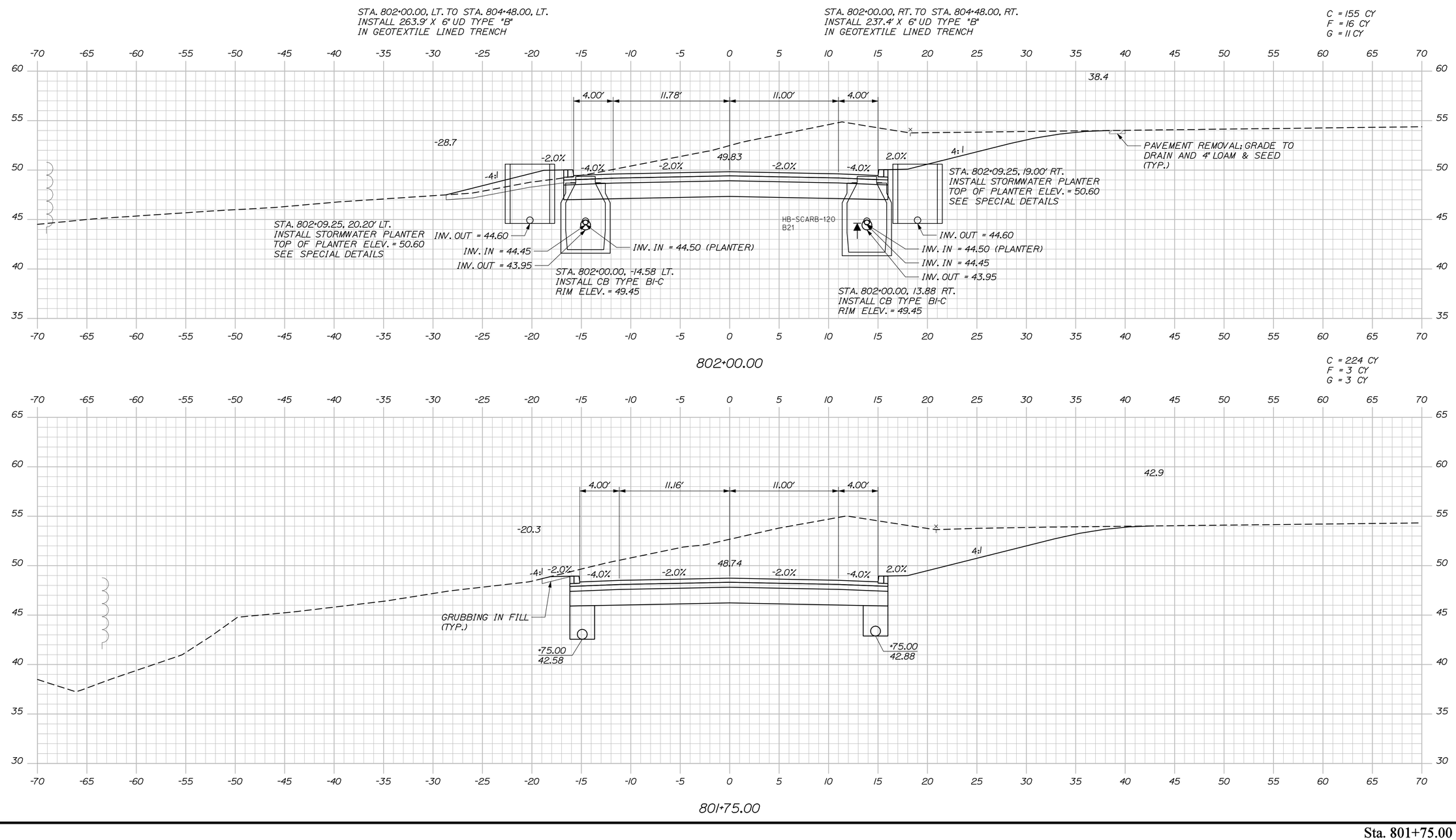
SHEET NUMBER

118

OF 142

Sta. 801+25.00 to Sta. 801+50.00

Filename: 118_xsec60.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

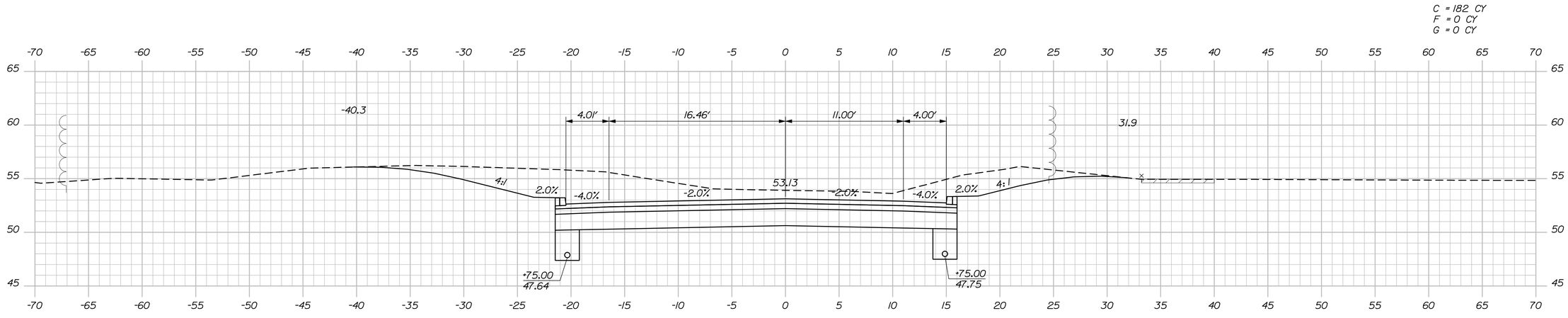
SHEET NUMBER

119

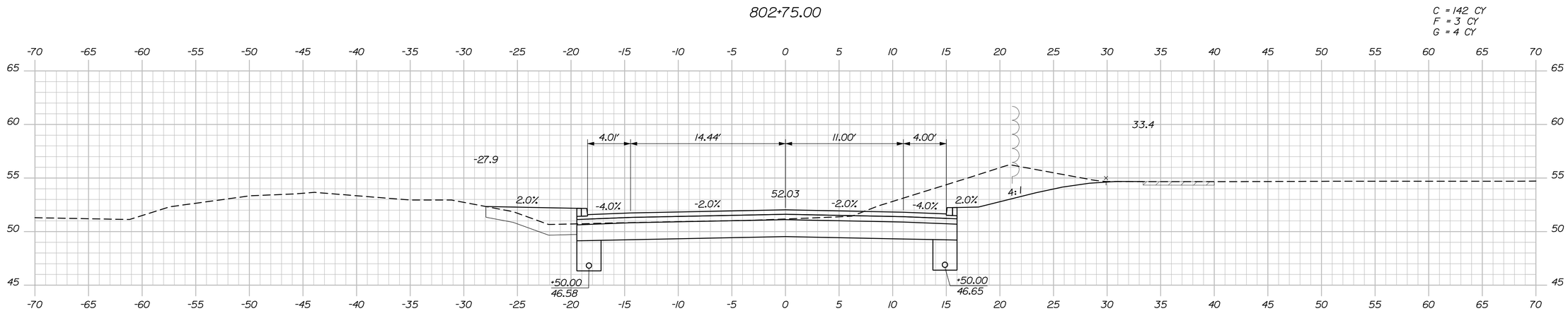
OF 142

Sta. 801+75.00 to Sta. 802+00.00

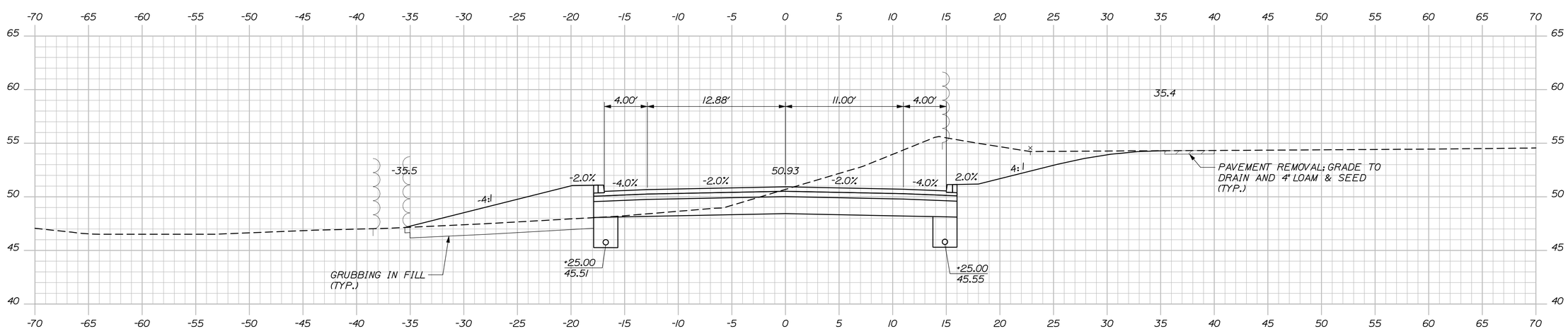
Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 119_xsec61.dgn



802+75.00



802+50.00



802+25.00

Sta. 802+25.00 to Sta. 802+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

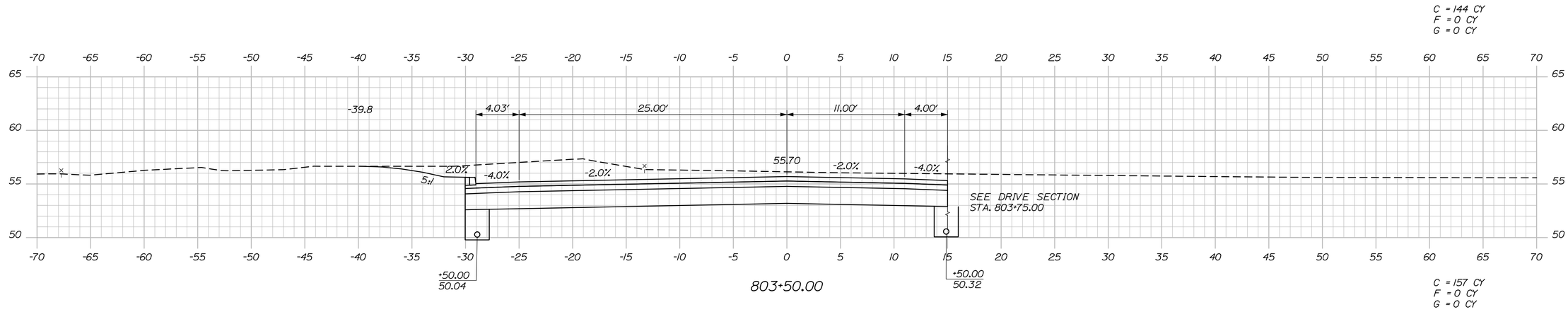
SHEET NUMBER

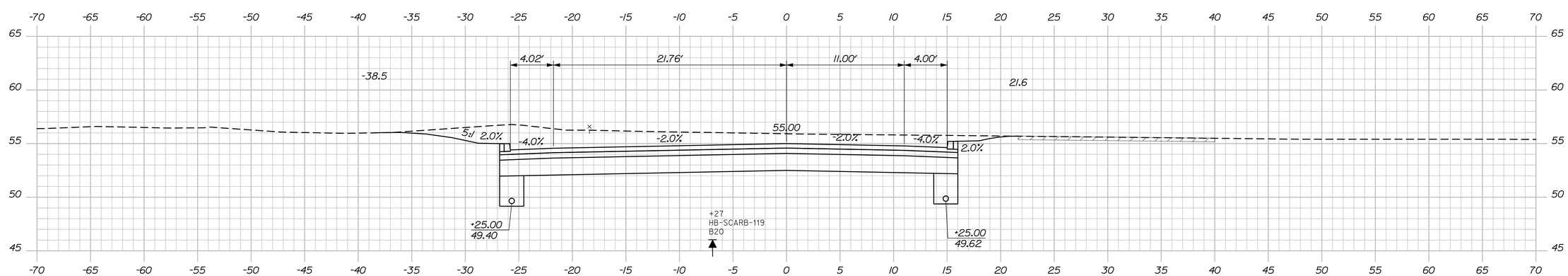
120

OF 142

Filename: 120_xsec62.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

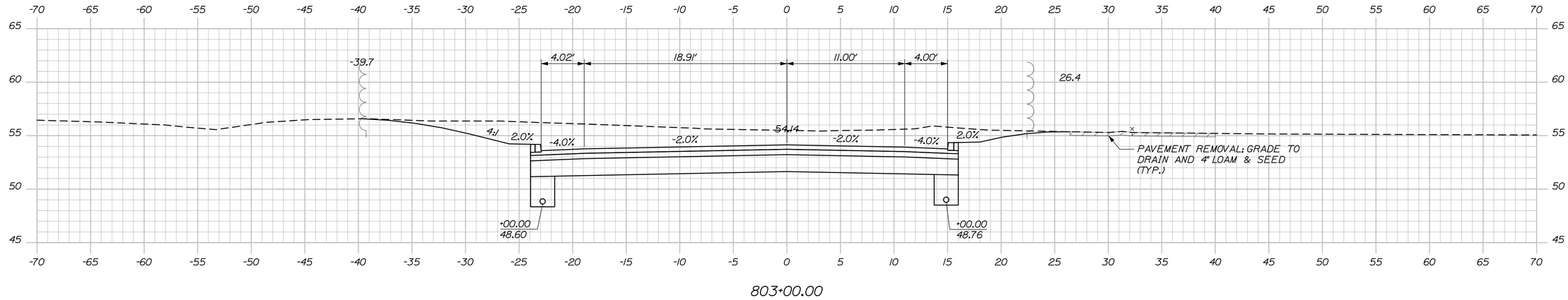
Filename: 121_xsec63.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012





EXIST. POLE NO. NETT562/3 W/LIGHT
STA. 803+19.85
-26.88 LT.

STA. 803+10±
REMOVE BUILDING NO. 1



Sta. 803+00.00 to Sta. 803+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

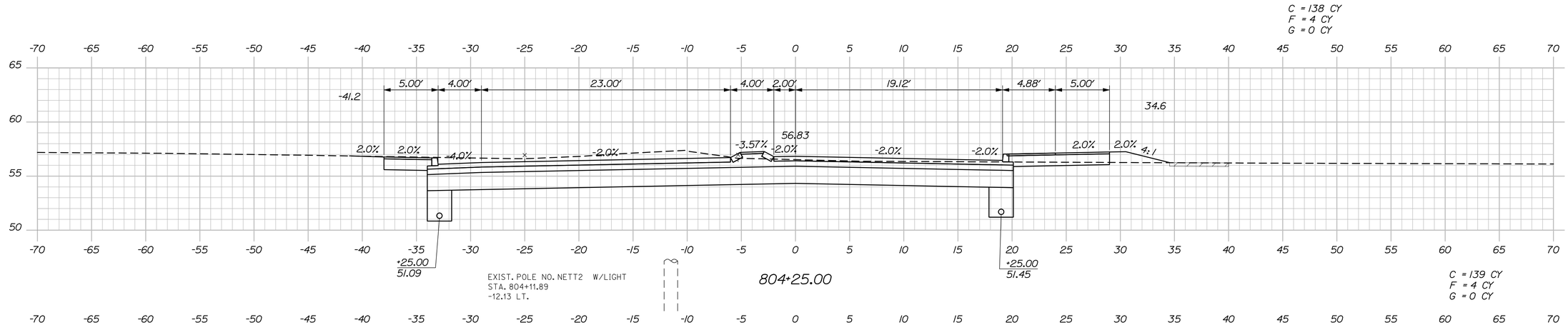
SCARBOROUGH
ROUTE 1

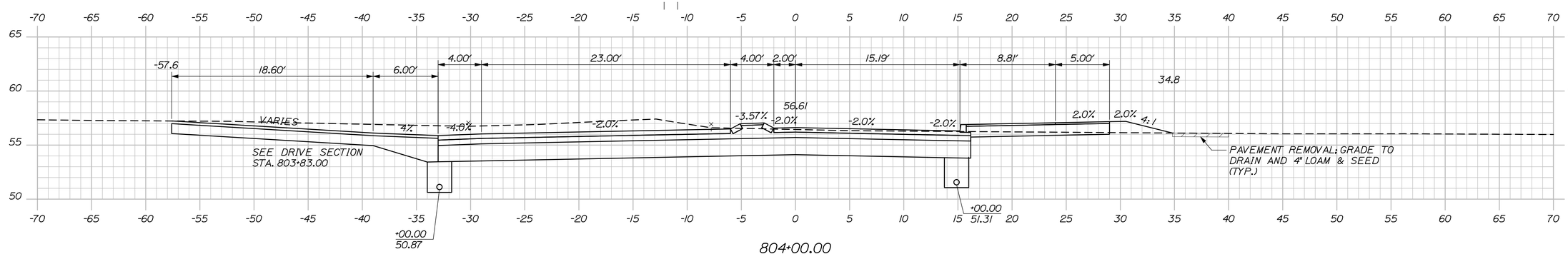
CROSS SECTIONS

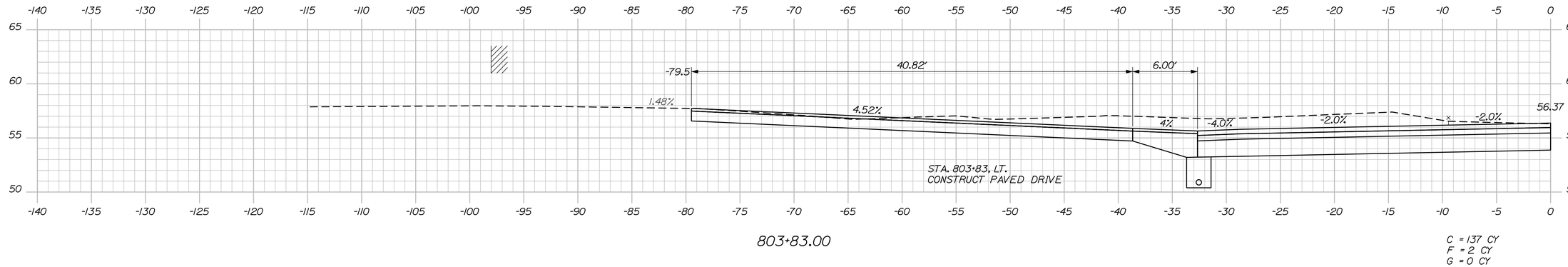
SHEET NUMBER

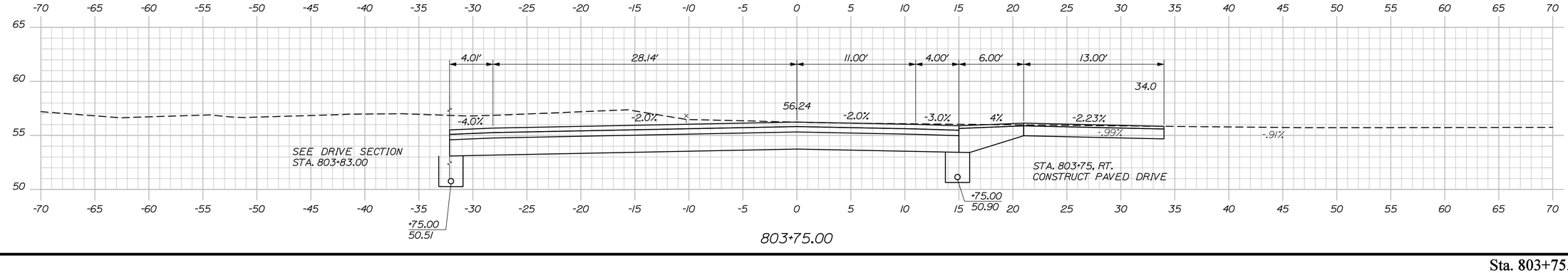
121

OF 142









STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

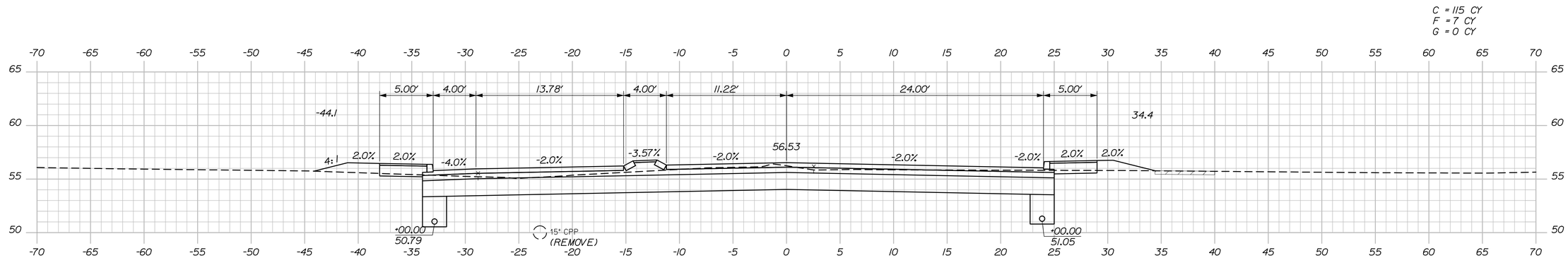
SHEET NUMBER

122

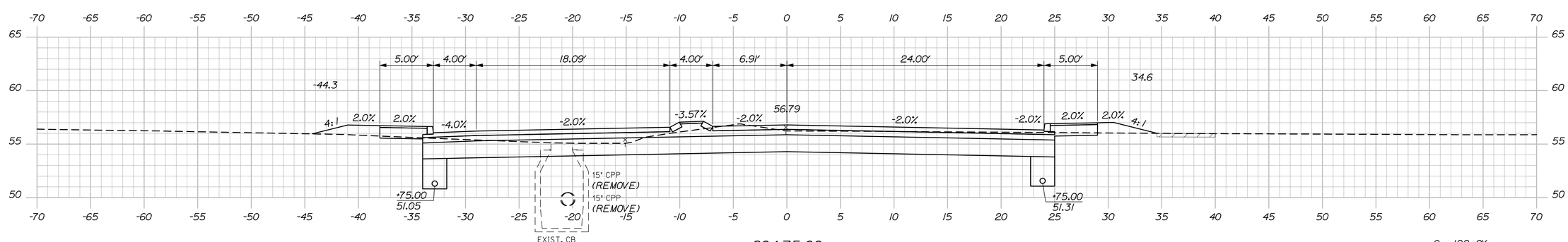
OF 142

Sta. 803+75.00 to Sta. 804+25.00

Filename: 122_xsec64.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



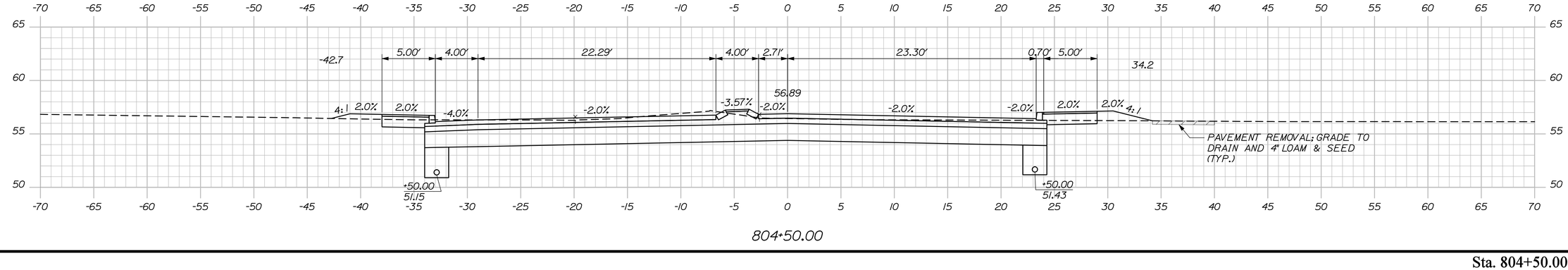
805+00.00



804+75.00

STA. 804+52.00, LT. TO STA. 805+70.00, LT.
INSTALL 119.2' X 6" UD TYPE "B"

STA. 804+52.00, RT. TO STA. 805+70.00, RT.
INSTALL 119.2' X 6" UD TYPE "B"



804+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

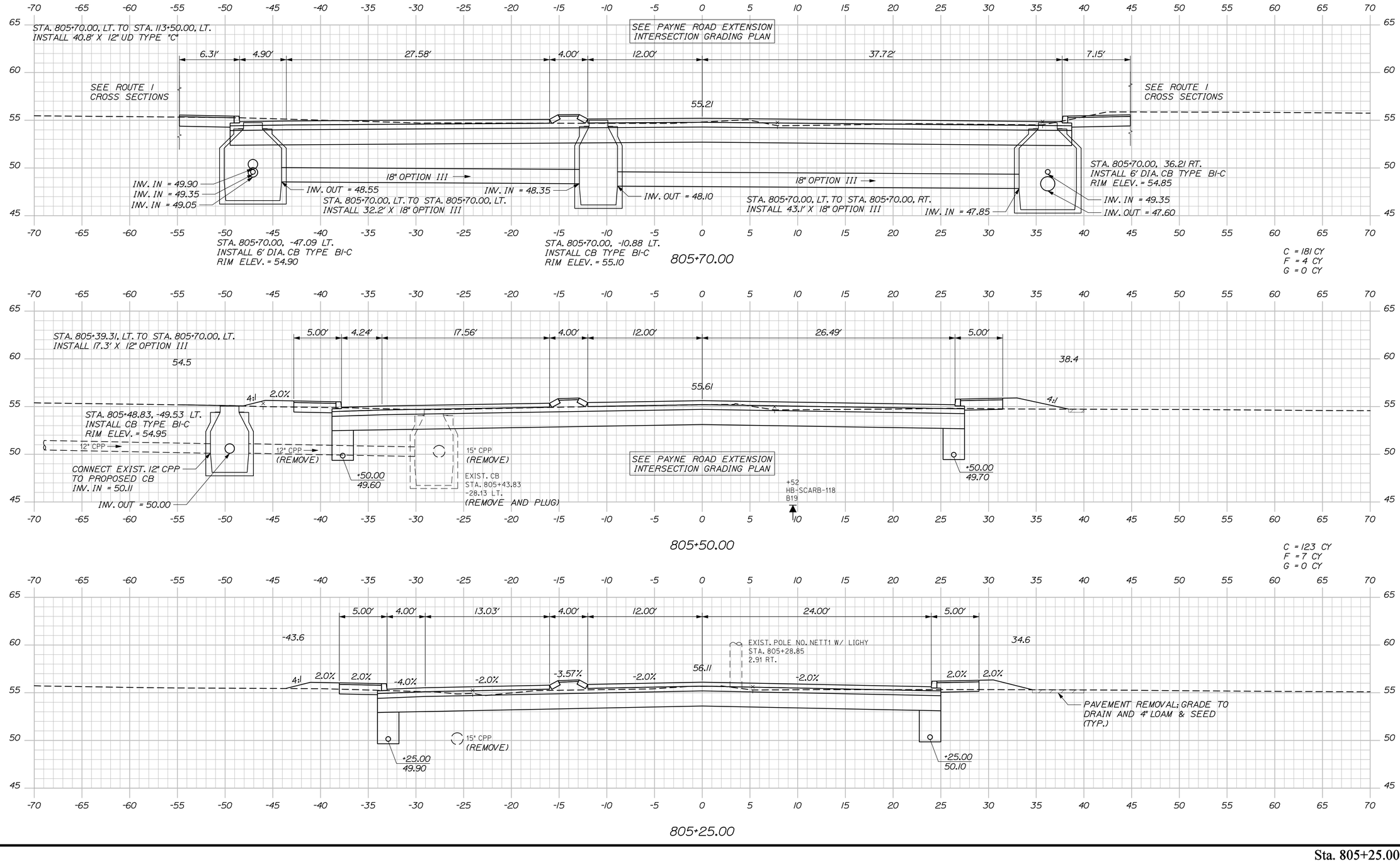
123

OF 142

Sta. 804+50.00 to Sta. 805+00.00

Filename: 123_xsec65.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

Filename: 124_xsec66.dgn Username: mcundiff Division: BRIDGE Date:6/11/2012



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DJE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

PROJ. MANAGER ERNEST MARTIN

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

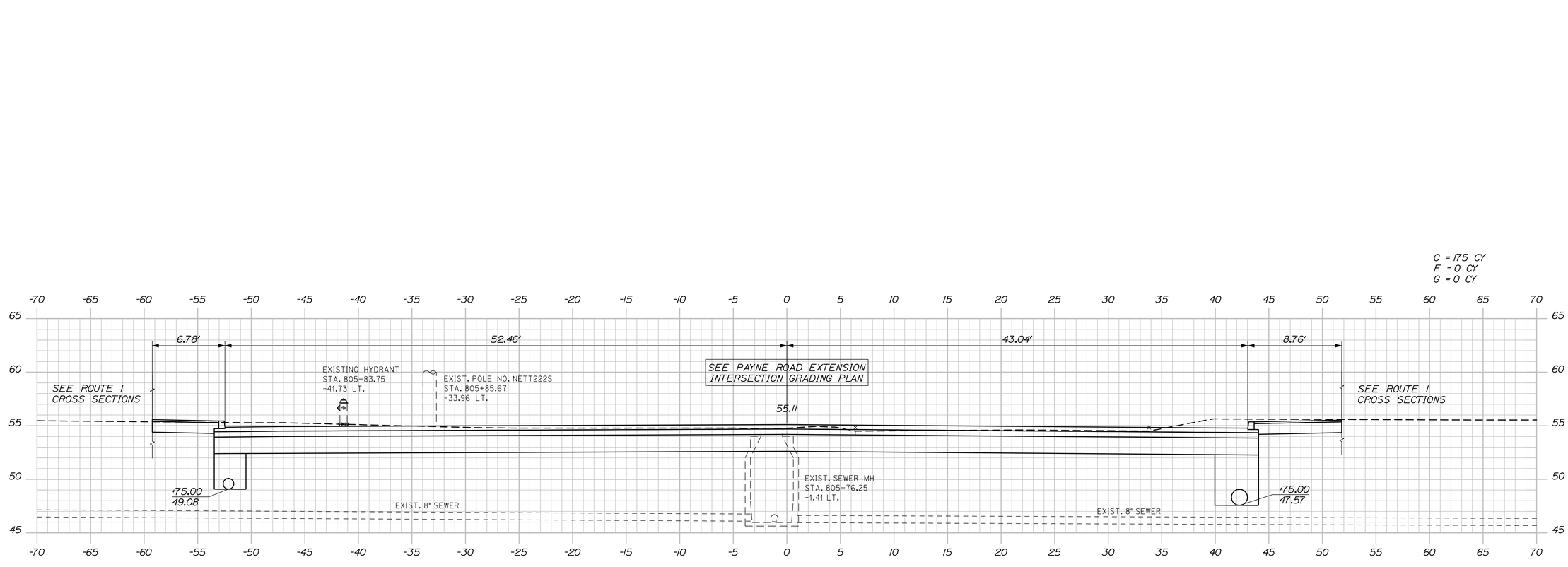
SHEET NUMBER

124

OF 142

Sta. 805+25.00 to Sta. 805+70.00

Filename: 125_xsec67.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

SIGNATURE

P.E. NUMBER

DATE

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

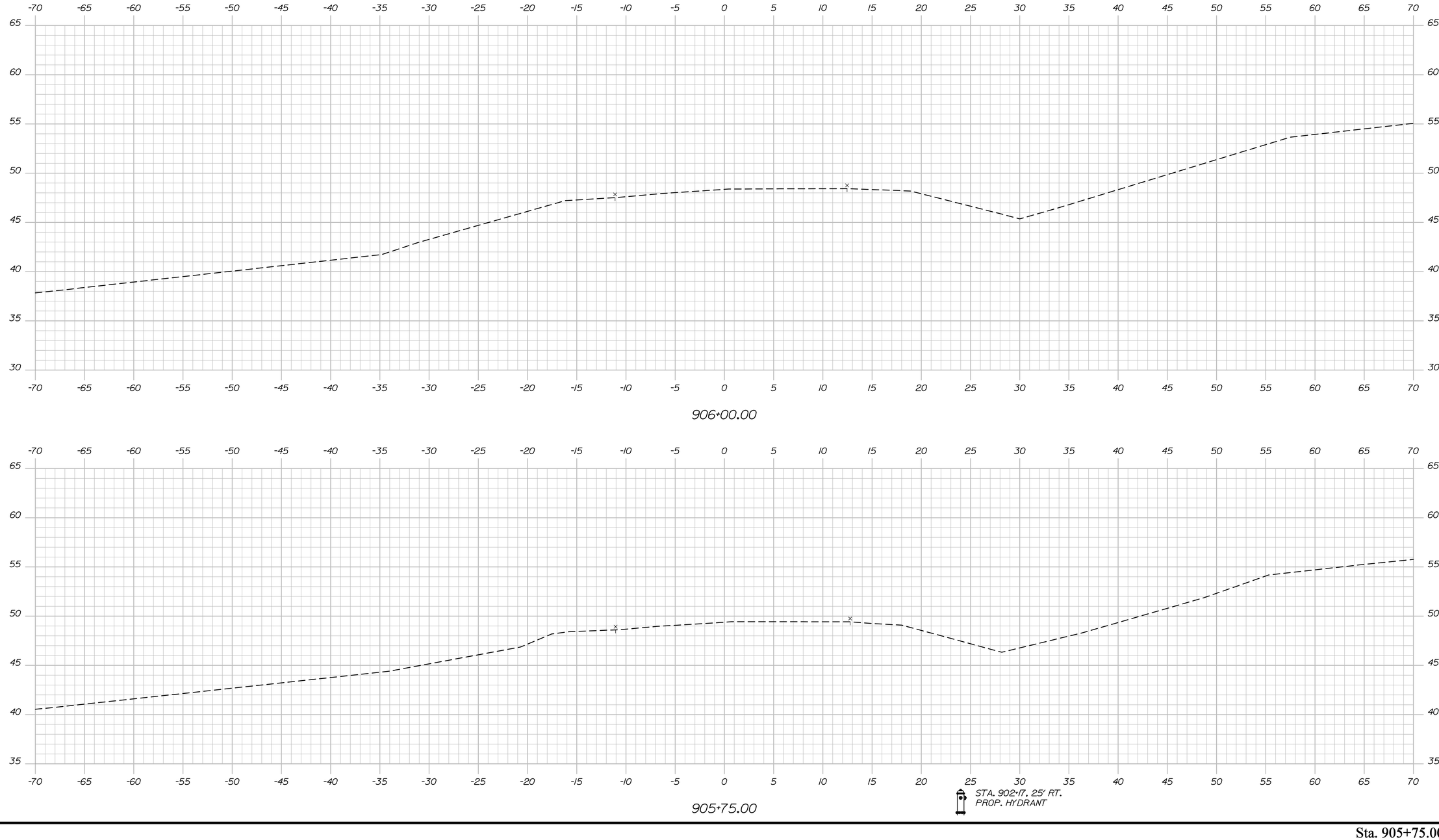
SHEET NUMBER

125

OF 142

Sta. 805+75.00 to Sta. 805+75.00

Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 126_xsec68.dgn



Sta. 905+75.00 to Sta. 906+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

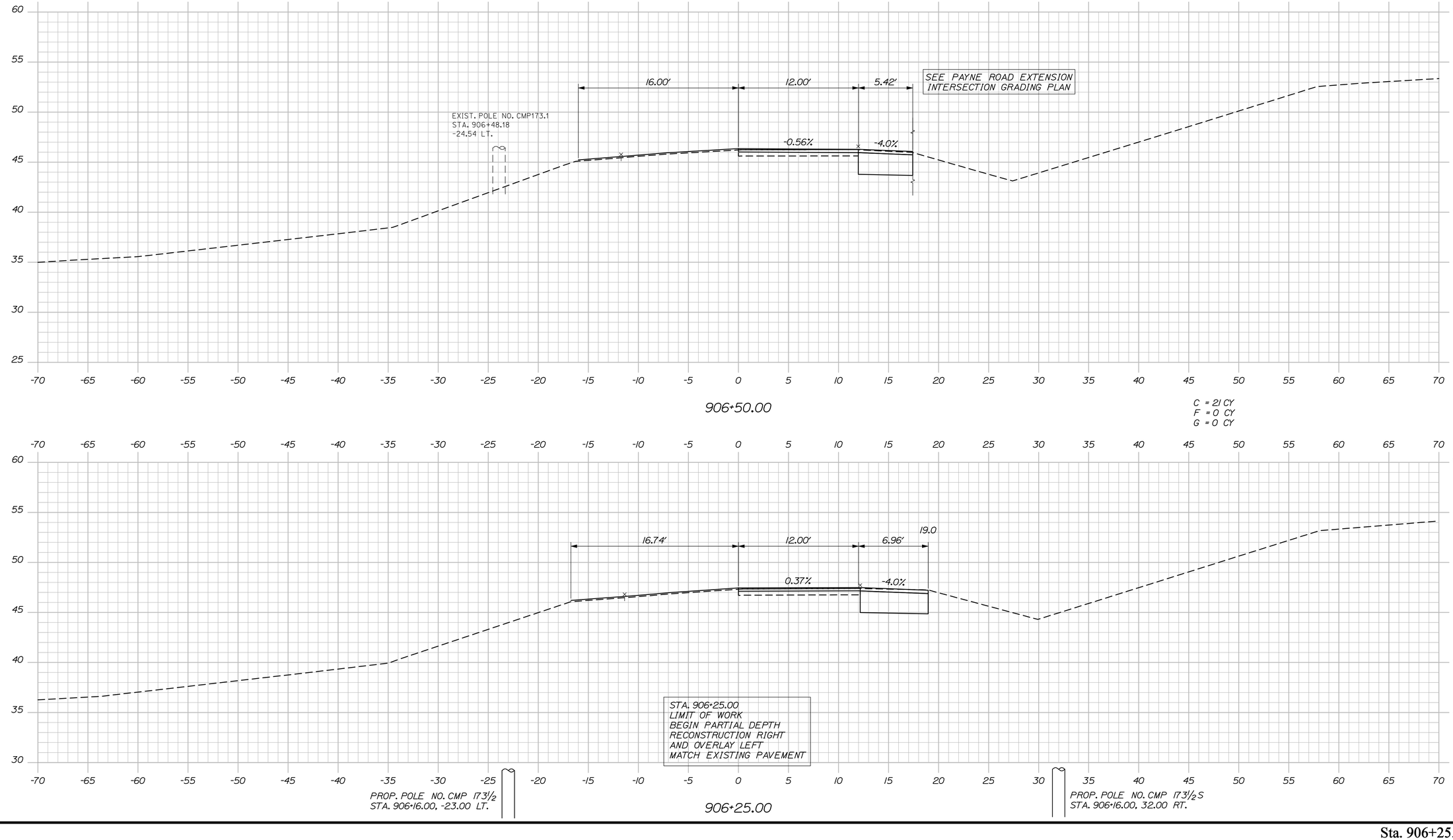
SHEET NUMBER

126

OF 142

Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 127_xsec69.dgn

C = 18 CY
F = 0 CY
G = 0 CY



C = 21 CY
F = 0 CY
G = 0 CY

Sta. 906+25.00 to Sta. 906+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

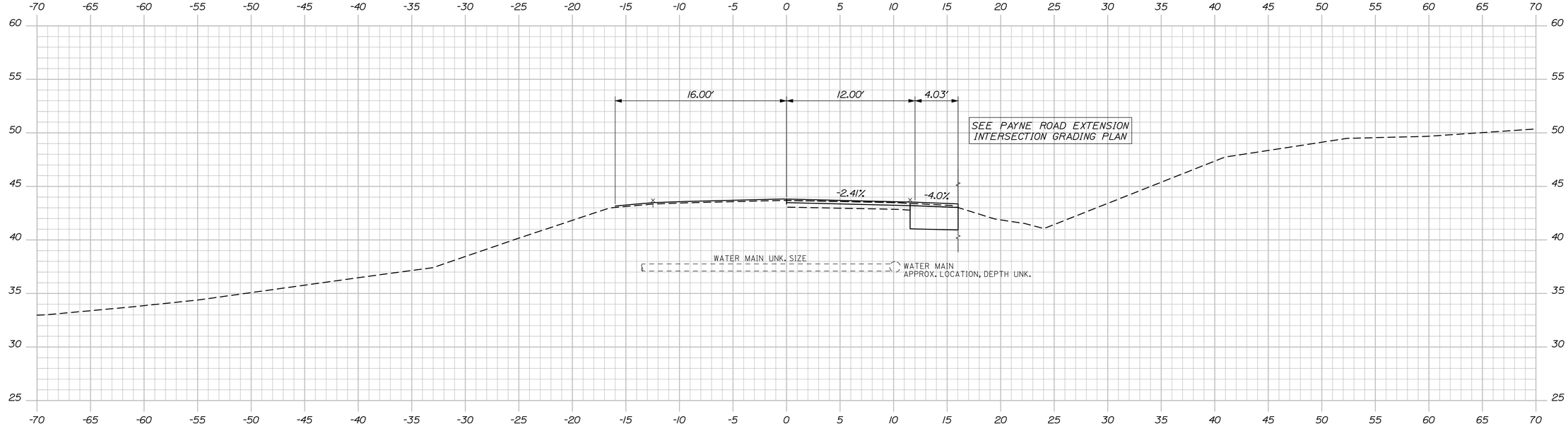
CROSS SECTIONS

SHEET NUMBER

127

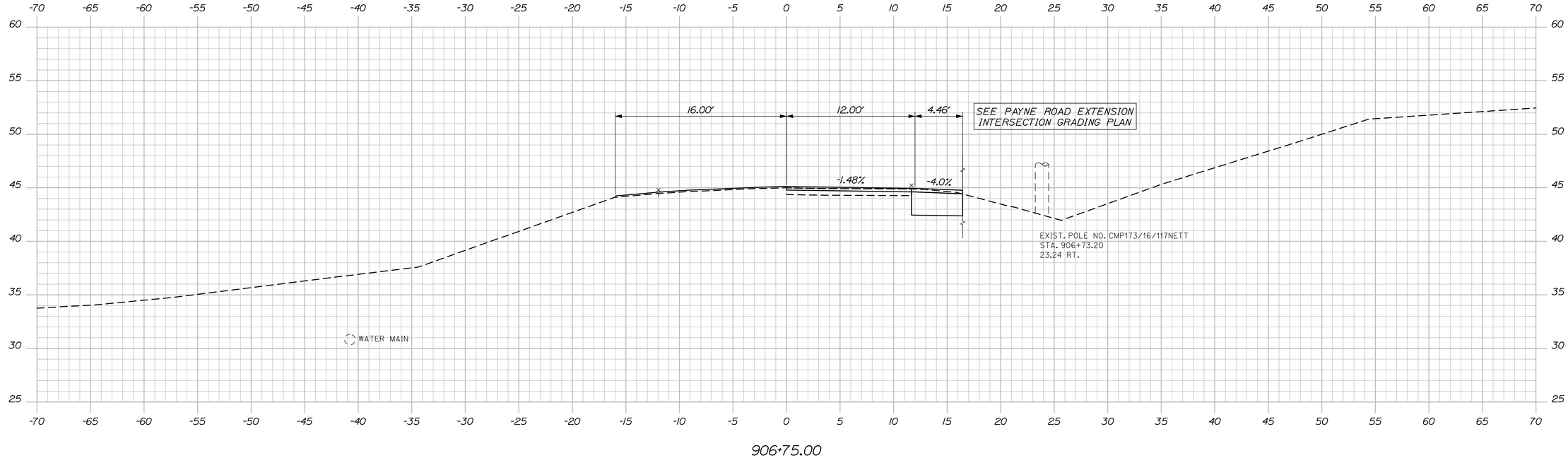
OF 142

C = 23 CY
F = 0 CY
G = 0 CY



907+00.00

C = 17 CY
F = 0 CY
G = 0 CY



906+75.00

Sta. 906+75.00 to Sta. 907+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

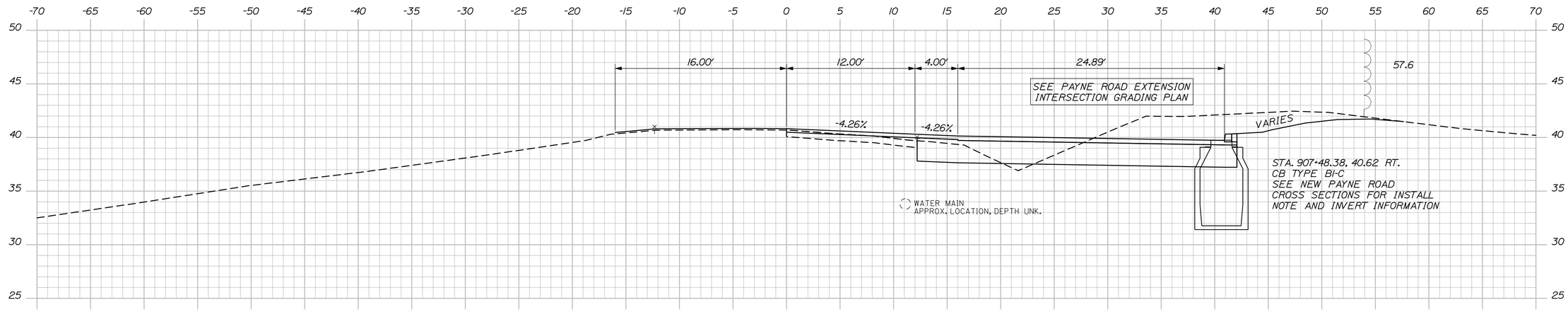
128

OF 142

Filename: 128_xsec70.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012

Username: mcundiff
Date:6/11/2012
Division: BRIDGE
Filename: 129_xsec71.dgn

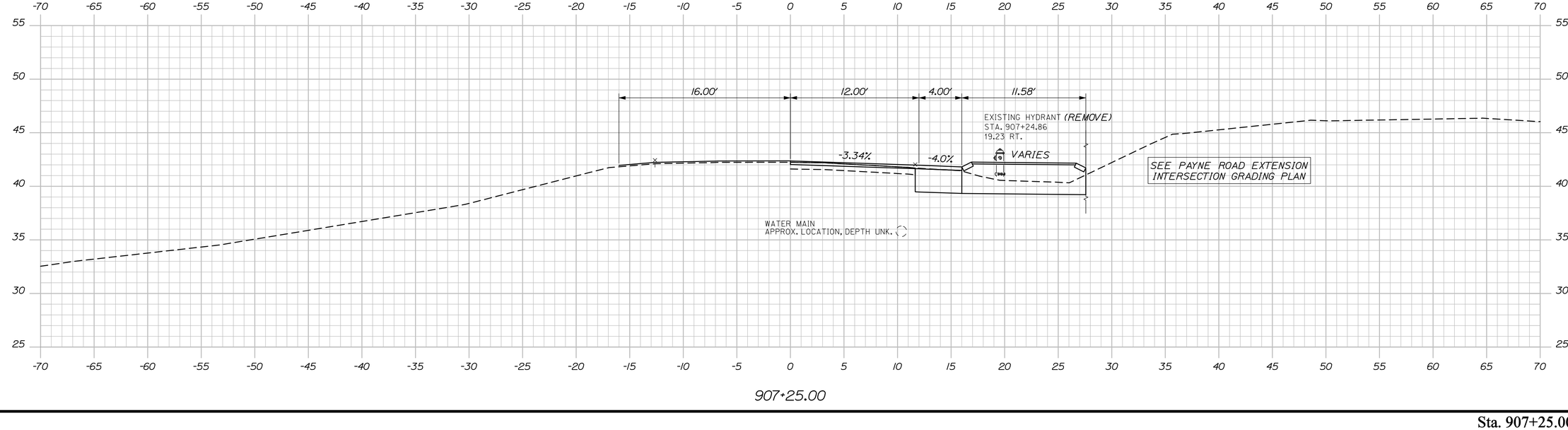
C = 64 CY
F = 1 CY
G = 1 CY



907+50.00

STA. 907+47, 52.5' RT.
PROP. HYDRANT

C = 61 CY
F = 0 CY
G = 0 CY



907+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

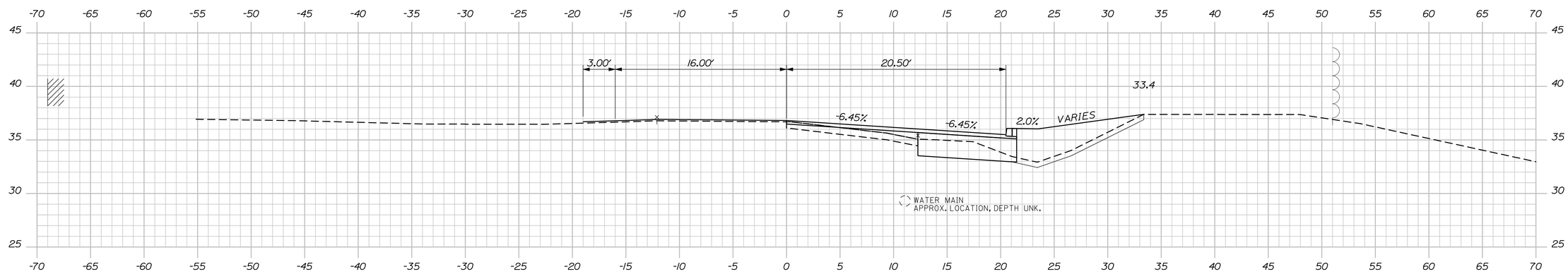
CROSS SECTIONS

SHEET NUMBER

129

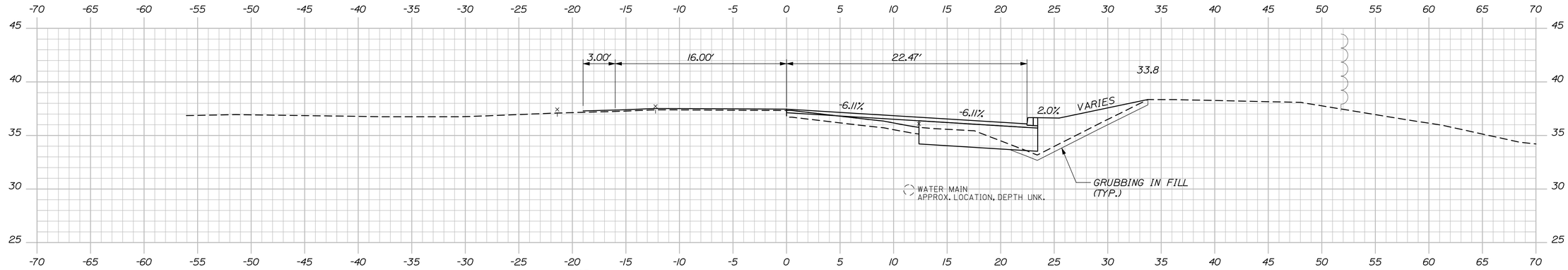
OF 142

Sta. 907+25.00 to Sta. 907+50.00



908+09.00

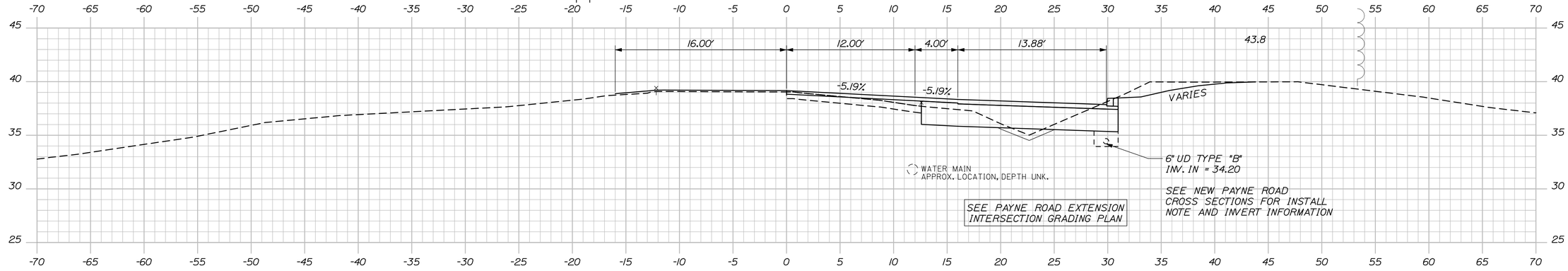
C = 21 CY
F = 14 CY
G = 4 CY



PROP. POLE NO. CMP 173
STA. 907+83.00, -19.00 LT.

908+00.00

C = 28 CY
F = 6 CY
G = 3 CY



907+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER: ERNEST MARTIN	LEM	06\12
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DOE	-
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

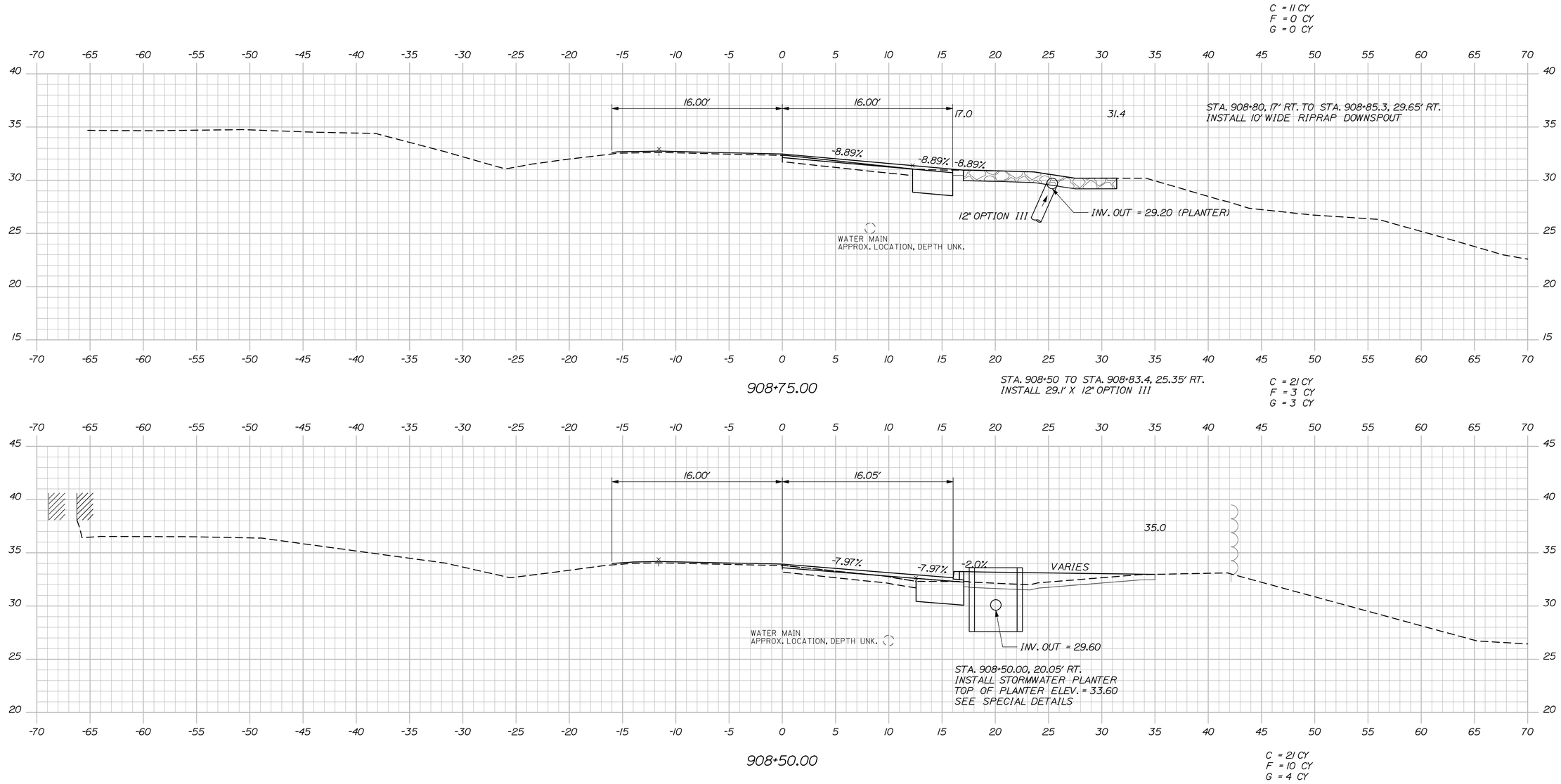
SHEET NUMBER

130

OF 142

Sta. 907+75.00 to Sta. 908+09.00

Filename: 130_xsec72.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

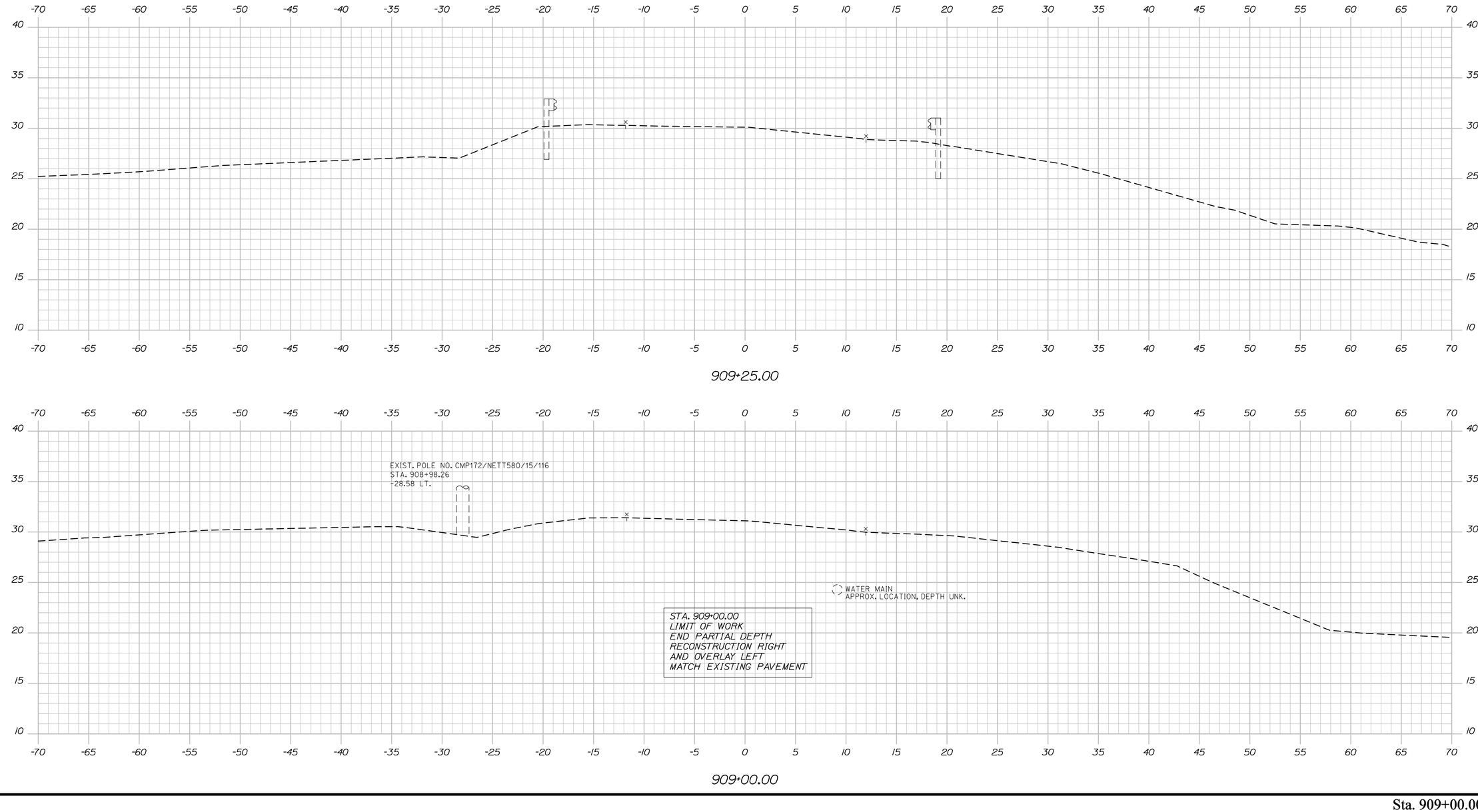
SHEET NUMBER

131

OF 142

Sta. 908+25.00 to Sta. 908+75.00

Filename: 131_xsec73.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



Sta. 909+00.00 to Sta. 909+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	DGE	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

132

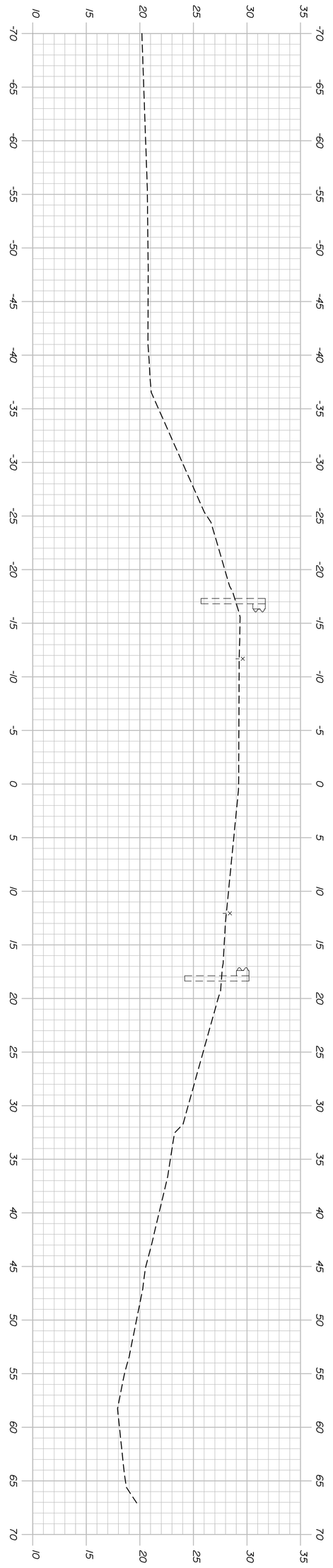
OF 142

Username: mcundiff Date:6/11/2012

Division: BRIDGE

Filename: 132_xsec74.dgn

Filename: 133_xsec75.dgn Division: BRIDGE Username: mcundiff Date:6/11/2012



Sta. 909+50.00 to Sta. 909+50.00

SHEET NUMBER 133 OF 142

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

PROJ. MANAGER ERNEST MARTIN		BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-		-
REVISIONS 2	-		-
REVISIONS 3	-		-
REVISIONS 4	-		-
FIELD CHANGES	-		-

SIGNATURE

P.E. NUMBER

DATE

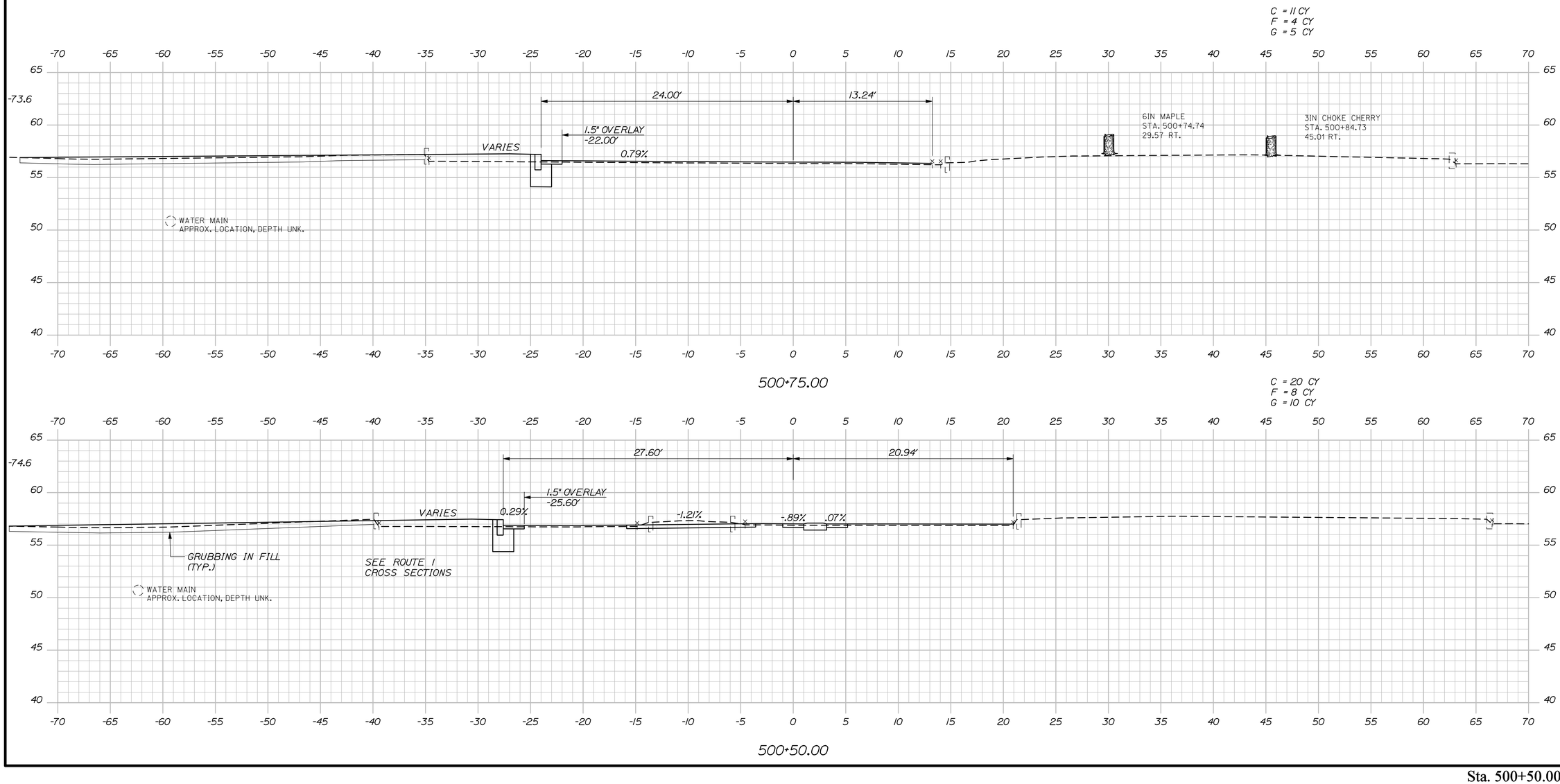
STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 134_xsec76.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN 17343.00

HIGHWAY PLANS

		BY	DATE
PROJ. MANAGER	ERNEST MARTIN		
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

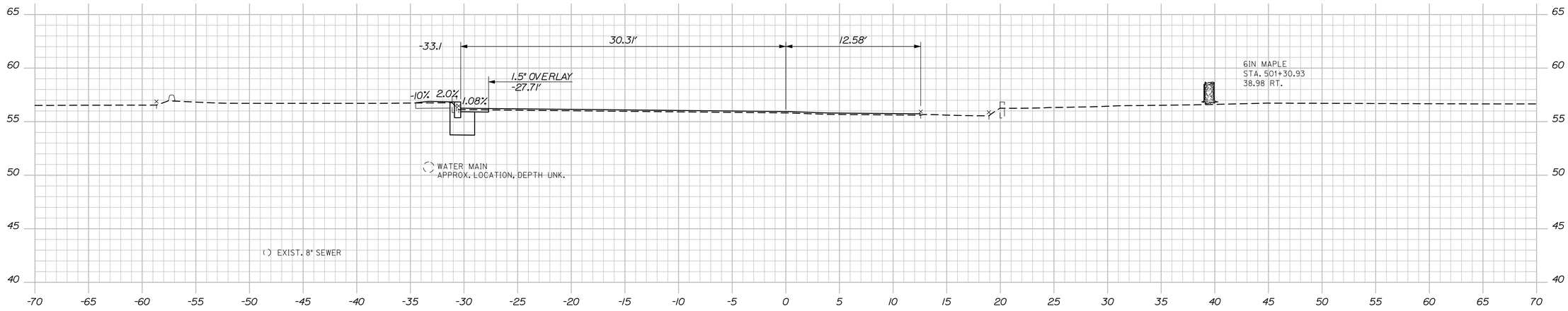
134

OF 142

Sta. 500+50.00 to Sta. 500+75.00

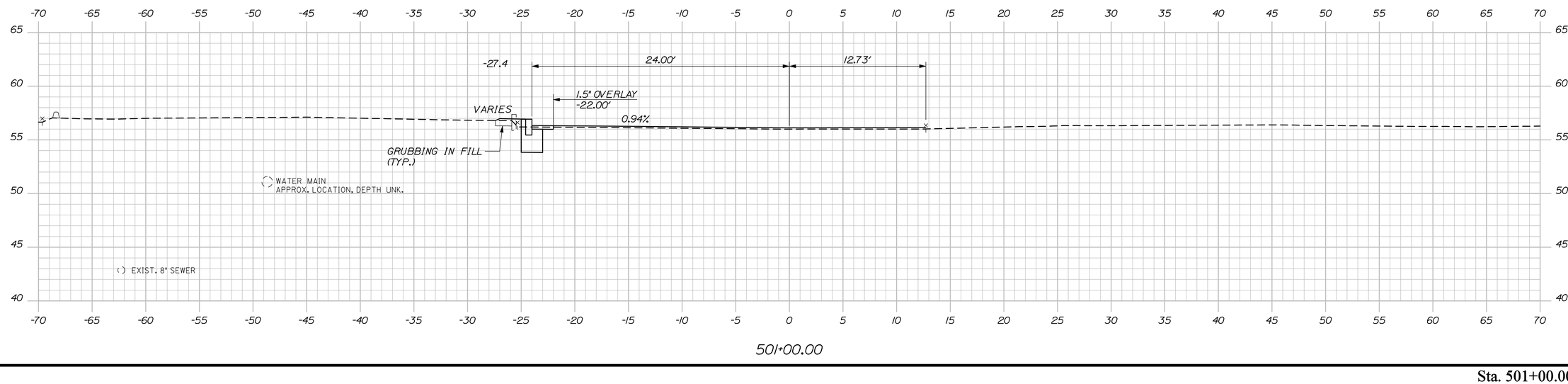
Username: mcundiff Date:6/11/2012
Division: BRIDGE
Filename: 135_xsec77.dgn

C = 3 CY
F = 0 CY
G = 0 CY



501+25.00

C = 6 CY
F = 0 CY
G = 1 CY



501+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

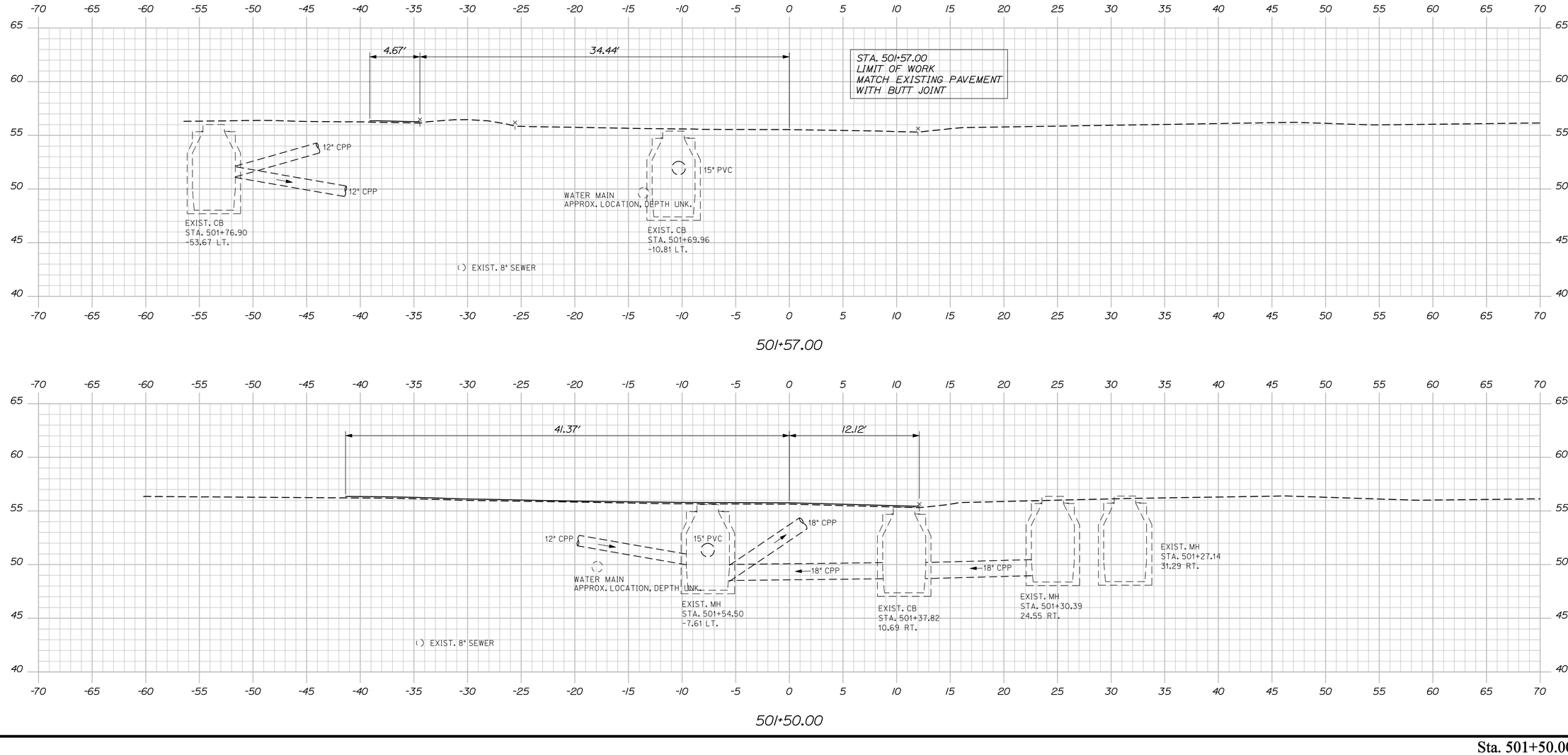
CROSS SECTIONS

SHEET NUMBER

135

OF 142

Sta. 501+00.00 to Sta. 501+25.00



Sta. 501+50.00 to Sta. 501+57.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

	BY	DATE
PROJ. MANAGER ERNEST MARTIN		
DESIGN-DETAILED	LEM	06\12
CHECKED-REVIEWED	DGE	06\12
DESIGN2-DETAILED2	-	-
DESIGN3-DETAILED3	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

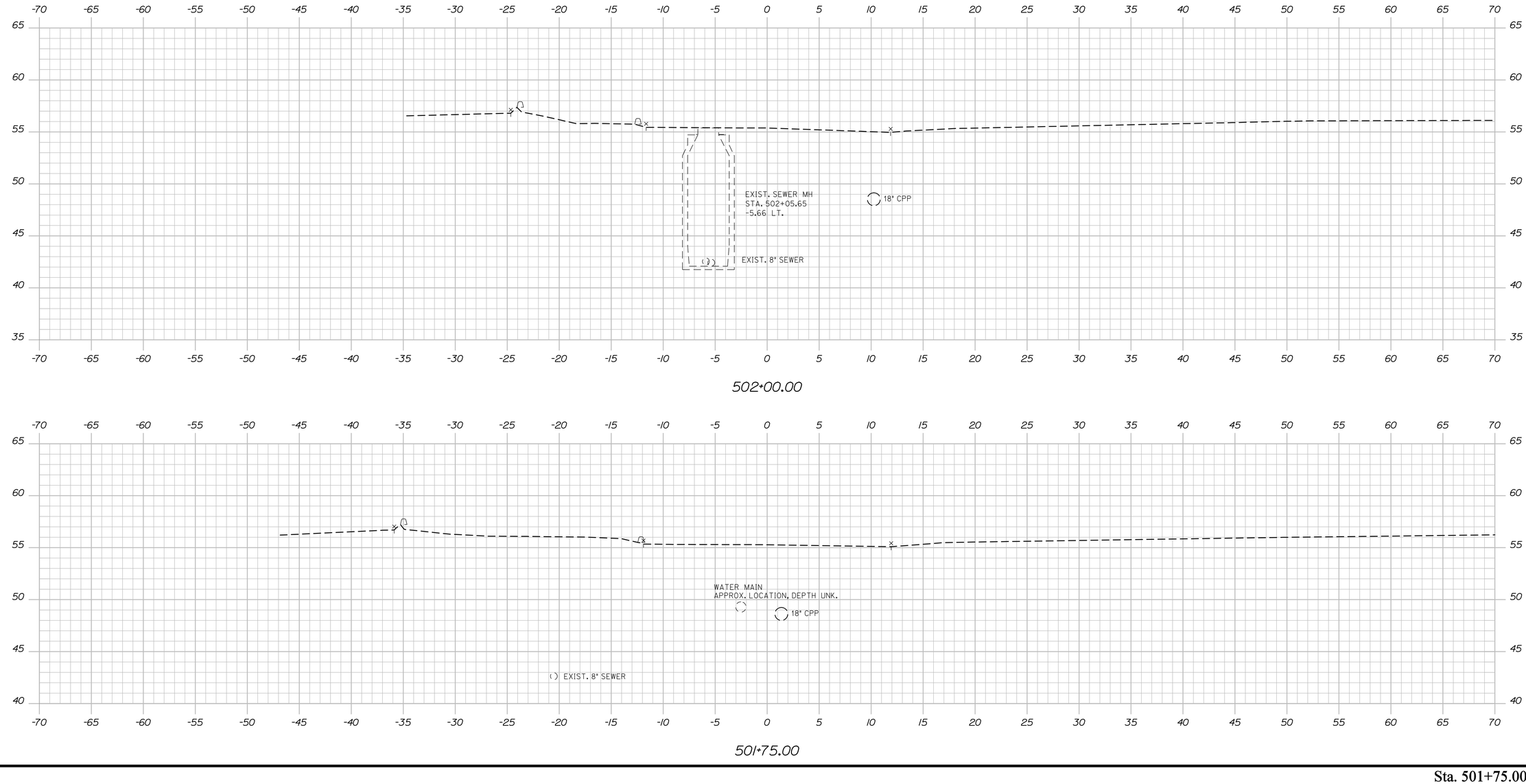
136

OF 142

Username: mcundiff Date:6/11/2012

Division: BRIDGE

Filename: 136_xsec78.dgn



Sta. 501+75.00 to Sta. 502+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-1734(300)X

WIN
17343.00

HIGHWAY PLANS

PROJ. MANAGER	ERNEST MARTIN	BY	DATE
DESIGN-DETAILED	LEM	LEM	06\12
CHECKED-REVIEWED	DGE	-	06\12
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SIGNATURE

P.E. NUMBER

DATE

SCARBOROUGH
ROUTE 1

CROSS SECTIONS

SHEET NUMBER

137

OF 142

Username: mcundiff Date:6/11/2012

Division: BRIDGE

Filename: 137_xsec79.dgn

Filename: ...\00\row\mnsto\001_RWPLAN1.dgn Division: ROW Username: terri.kelley Date:7/10/2012

EXISTING RIGHT OF WAY REFERENCES

1) U.S. ROUTE 1
A) STATE OF MAINE - DEPARTMANT OF TRANSPORTATION (D.O.T.)
RIGHT OF WAY MAP
STATE HIGHWAY "1"
US ROUTE 1 & BROADTURN ROAD
SCARBOROUGH, CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. STP-1207(900)X
P.I.N. 12079.00
PLAN DATE - APRIL 2005
D.O.T. FILE NO. 3-512
CUMBERLAND COUNTY REGISTRY OF DEEDS (C.C.R.D.)
1) RECORDED PLAN
PLAN BOOK 208, PAGE 287
PLAN RECORDING DATE - JUNE 16, 2008
2) CONDEMNATION DOCUMENT
BOOK 22896, PAGE 249
RECORDING DATE - JULY 18, 2005
B) STATE OF MAINE - DEPARTMENT OF TRANSPORTATION (D.O.T.)
RIGHT OF WAY MAP
STATE HIGHWAY "1"
SCARBOROUGH, CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. F-01-1(68) SECT. 1
PLAN DATE - AUGUST 1984
D.O.T. FILE NO. 3-324, SHEET 1 OF 3
CUMBERLAND COUNTY REGISTRY OF DEEDS (C.C.R.D.)
1) RECORED PLAN
PLAN BOOK 170, PAGE 11
PLAN RECORDING DATE - APRIL 1988
2) CONDEMNATION DOCUMENT
BOOK 6715, PAGE 100
RECORDING DATE - MARCH 26, 1985
C) D.O.T. FILE NO. 3-324 OFFICE USE ONLY
D) STATE OF MAINE - DEPARTMENT OF TRANSPORTATION (D.O.T.)
RIGHT OF MAINE MAP
STATE HIGHWAY "1"
SCARBOROUGH, CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. RS-0128(1)
PLAN DATE - NOVEMBER 1981
D.O.T FILE NO. 3-302, ALL 3 SHEETS
CUMBERLAND COUNTY REGISTRY OF DEEDS (C.C.R.D.)
1) RECORED PLAN
PLAN BOOK 137, PAGES 47, 48 & 49
PLAN RECORDING DATE - APRIL 27, 1983
2) CONDEMNATION DOCUMENT
BOOK 4918, PAGE 27
RECORDING DATE - FEBRUARY 9, 1982
E) MAINE STATE HIGHWAY COMMISSION (S.H.C.)
RIGHT OF WAY MAP
STATE HIGHWAY "1 & 112"
SCARBOROUGH, CUMBERLAND COUNTY
LAND OF THE MAIN SCARBOROUGH REALTY TRUST
PLAN DATE - MARCH 1968
S.H.C. FILE NO. 3-206
CUMBERLAND COUNTY REGISTRY OF DEEDS (C.C.R.D.)
1) RECORDED PLAN
PLAN BOOK 82, PAGE 34
RECORDED PLAN DATE - APRIL 21, 1970
2) QUIT-CLAIM DEED
BOOK 3087, PAGE 504
RECORDING DATE - MAY 29, 1969
F) MAINE STATE HIGHWAY COMMISSION (S.H.C.)
RIGHT OF WAY MAP
STATE HIGHWAY "A"
SCARBORO, CUMBERLAND COUNTY
FEDERAL AID PROJECT F-118-A(3)
PLAN DATE - JUNE 1939
S.H.C FILE NO. 3-106 SHEET 2 OF 2
G) MAINE STATE HIGHWAY COMMISSION (S.H.C.)
PLAN OF PROPOSED RELOCATION
STATE HIGHWAY "a"
SCARBORO, CUMBERLAND COUNTY
F.A. PROJ. # 118-A(2)
S.H.C. FILE NO. 3-44, SHEET 1 OF 6

2) BROADTURN ROAD
A) STATE OF MAINE DEPARTMENT OF TRANSPORTATION (D.O.T.)
RIGHT OF WAY MAP
STATE AID HIGHWAY NO. 2
SCARBOROUGH, CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. CM-6879(00)X
P.I.N. 006879.00
PLAN DATE - JUNE 1997
D.O.T. FILE NO. 3-343
CUMBERLAND COUNTY REGISTRY OF DEEDS (C.C.R.D)
1) RECORDED PLAN
PLAN BOOK 202, PAGE 170
PLAN RECORDING DATE - APRIL 2002
2) CONDEMNATION DOCUMENT
BOOK 13306, PAGE 81
RECORDING DATE - SEPTEMBER 8, 1997

3) PINE POINT ROAD
A) MAINE STATE HIGHWAY COMMISSION (S.H.C.)
RIGHT OF WAY MAP
STATE AID HIGHWAY NO. 2
SCARBORO, CUMBERLAND COUNTY
FEDERAL AID PROJECT NO S-0112(2)
PLAN DATE - APRIL 1954
S.H.C FILE NO. 3-83, SHEET 1 OF 8
CUMBERLND COUNTY REGISTRY OF DEEDS
1) RECORED PLAN
PLAN BOOK 48, PAGE 14
PLAN RECORDING DATE - MARCH 24, 1958
B) PRESCRIPTIVE EASEMENT FOR
HIGHWAY PURPOSES WITHIN LIMITS OF
WROUGHT PORTION (L.O.W.P.)
D) PAYNE ROAD
MAINE STATE HIGHWAY COMMISSION
RIGHT OF WAY MAP
STATE HIGHWAY "1"
SCARBORO, CUMBERLAND COUNTY
DRAINAGE EASEMENT
PLAN DATE - FEBRUARY 1963
S.H.C. FILE NO. 3-163
CUMBERLAND COUNTY REGISTRY OF DEEDS
1) RECORDED PLAN
PLAN BOOK, 84, PAGE 23
PLAN RECORDING DATE -
2) EASEMENT DOCUMENT
BOOK 2582/229
RECORDING DATE - JANUARY 11, 1961

S.A.H. NO. 2
CURVE DATA
PI = 752+31.62
D = 4° - 12' - 46.5"
Δ = 25° - 01' - 31.9" Lt.
R = 1360.00'
L = 594.02'
T = 301.82'
E = 33.09'

STA. 102+60.57 ROUTE 1 ℄
STA. 750+00.00 BROADTURN RD. ℄
AND PINE POINT RD. ℄

TO SACO
BEGIN B.L.
N 31°-26'-42.1" E
STATE HIGHWAY "1"
U.S. ROUTE 1
ROUTE 1
ROUTE 9
CONSTRUCTION ℄
EXISTING SIDEWALK EASE. LIMITS
TOWN OF SCARBOROUGH
S.A.H. NO. 2
BROADTURN ROAD
PINE POINT RD.
ROUTE 9
EXISTING PC = STA. 749+29.80
CONST.
MAINT.
EASE.
CMP 230S
CMP 230 /VZ 123
CMP 228 /VZ 122
STA. 106+94.70 ROUTE 1 ℄
STA. 900+00.00 PAYNE RD. ℄
STA. 107+15.36 ROUTE 1 ℄
STA. 500+00.00 HARLOW ST.
PC=STA. 101+44.11
PT=STA. 104+44.11
1305.02'
444.11'
1260'±
229'±
279'±
222'±
230'±
105'+00
106+00
104+00
103+00
102+00
101+00
100+00
750+00
370.20'
TEMP. CONST. LIMITS
3080± S.F.
1510± S.F.
2851± S.F.
450± S.F.
7325± S.F.
1725± S.F.
103'±
94.11'
181'±
TEMP.
P.L.
PTF
PIPE
PTF-LYDIA 6-6-13
PTF-LYDIA 6-5-13
PTF-LYDIA 6-5-17
PTF-LYDIA 6-5-15
PTF-LYDIA 6-5-2
PTF-LYDIA 6-5-1
PTF-LYDIA 6-5-18
PTF-LYDIA 6-5-16
PTF-LYDIA 6-5-9
PTF-LYDIA 6-5-8
PTF-LYDIA 6-5-7
PTF-LYDIA 6-5-6
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PTF-LYDIA 6-5-9
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PTF-LYDIA 6-5-7
PTF-LYDIA 6-5-6
PTF-LYDIA 6-5-5
PTF-LYDIA 6-5-4
PTF-LYDIA 6-5-3
PTF-LYDIA 6-5-2
PTF-LYDIA 6-5-1

ROBERT J. HARRISBURG
PARCEL NO. (5)
LAND TAKEN = 4863± S.F.
DRAINAGE EASE. = (1)
TEMP. CONST. RIGHTS = 4420± S.F. (4)
TOTAL AREA = 6.9± AC.
REM. AREA = 6.8± AC.

F.R.O., L.L.C. III
PARCEL NO. (4)
LAND TAKEN = 3080± S.F. (1)
TEMP. CONST. RIGHTS = 1510± S.F. (1)
TOTAL AREA = 80,257± S.F.
REM. AREA = 77,177± S.F..

TOWN OF SCARBOROUGH
PARCEL NO. (15)
LAND TAKEN = 2819± S.F.
TEMP. CONST. RIGHTS = 330± S.F. (2)
TOTAL AREA = 9,110± S.F.
50±S.F. (CALC.)
REM. AREA = 6,291± S.F.

THE DAIRY CORNER, LLC
PARCEL NO. (1)
LAND TAKEN = 156± S.F. (2)(PRESC. EASE.)
LAND TAKEN = 450± S.F. (1)(OTHER)
TOTAL LAND TAKEN = 606± S.F. (3)
TEMP. CONST. RIGHTS = 7235± S.F. (1)
TOTAL AREA = 20,105± S.F.
REM. AREA = 19,499± S.F.

BERESST HOLDINGS, LLC
PARCEL NO. (3)
LAND TAKEN = 45± S.F. (1)
TEMP. CONST. RIGHTS = 1725± S.F. (1)
TOTAL AREA = 16,837± S.F.
REM. AREA = 16,796± S.F.

DAVID J. PROVENCHER
ROBIN R. PROVENCHER
PARCEL NO. (2)
LAND TAKEN = 250± S.F. (1)(PRESC. EASE.)
LAND TAKEN = 121± S.F. (1)(OTHER)
TOTAL LAND TAKEN = 371± S.F. (2)
TEMP. CONST. RIGHTS = 550± S.F. (1)
TOTAL AREA = 12,500± S.F.
REM. AREA = 12,129± S.F.

NOTE: SUBJECT TO A SIDEWALK EASEMENT TO THE TOWN OF SCARBOROUGH DESCRIBED IN BOOK 26324, PAGE 87

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

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

DUNSCROFT PARK
WEST SCARBOROUGH, MAINE
OWNER: HERBERT GRIFFIN
PLAN BY: PILLSBURY
PLAN DATE - JANUARY 24, 1949
CUMBERLAND COUNTY REGISTRY OF DEEDS
PLAN BOOK/PAGE 134/3
PLAN RECORDING DATE - FEBRUARY 15, 1949

PLAN OF LOTS
FOR HIGGINS & D'AMICO
WEST SCARBOROUGH, MAINE
BY G. T. PILLSBURY C.E.
PLAN DATE - JANUARY 1957
CUMBERLAND COUNTY REGISTRY OF DEEDS
PLAN BOOK 46 PAGE 49
PLAN RECORDING DATE - MAY 31, 1957

CURVE DATA
PI = 111+09.38
D = 2° - 06' - 09.4"
Δ = 27° - 26' - 21.7" Rt.
R = 2725.00'
L = 1305.02'
T = 665.28'
E = 80.03'

CURVE DATA
PI = 752+31.62
D = 4° - 12' - 46.5"
Δ = 25° - 01' - 31.9" Lt.
R = 1360.00'
L = 594.02'
T = 301.82'
E = 33.09'

GRID 19XX ZONE

TO PINE POINT END B.L. 753+00

WIN 17343.00

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

ITEM	CHECKED
BASE MAP	
EXIST. R/W	REGION 1
PROP. LINES	T.J.K.
AREAS	T.J.K.
	T.L.B.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
SCARBOROUGH
RIGHT OF WAY MAP

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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

DAVID BERNHARDT
COMMISSIONER
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE · CHRISTOPHER W. KNIGHT 2257 · PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "1"
U.S. ROUTE 1/ ROUTE 9
SCARBOROUGH CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. STP-1734(300)X

MAY 2012	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 3-583
SCALE 1"= 25'	SHEET 1 OF 5	

SHEET NUMBER
138
OF 142

Filename: ...\00\row\mslo\002_RWPLAN2.dgn Division: ROW Username: terri.kelley Date:7/10/2012

TOPOGRAPHIC SURVEY
FOR HARRISBURG PROPERTY
BY BH2M
PLAN DATE - NOVEMBER 1994
DOT NO. 94-235
SITE PLAN
APPLICANT - DUNSTAN VILLAGE ASSOCIATES
C/O ROBERT HARRISBURG
BY GOWRON ASSOCIATES
PLAN DATE - JANUARY 1995
PROJECT NO. 080994

PLAN
FOR CAFUA MANAGEMENT
SITE - PROPOSED DUNKIN DONUTS STORE
DUNSTAN CORNER, SCARBOROUGH, MAINE
BY OAK ENGINEERS
NEWBURYPORT, MA
PLAN DATE - DECEMBER 26, 2002
LAST REVISION DATE - APRIL 28, 2003
PROJECT NO. 024045, SHEET C1

EXISTING CONDITION PLAN
DUNSTAN MOBILE
FOR DOWNEAST ENERGY, CORP.
BY HTF/EAST ASSOCIATES, INC
PLAN DATE - AUGUST 1988
LAST REVISION DATE - JULY 21, 1989

PRELIMINARY SITE PLAN
SCARBOROUGH PUFFIN STOP
FOR DOWNEAST ENERGY, INC.
BY SITELINES ENGINEERS AND PLANNERS
PLAN DATE - MARCH 11, 1998
LAST REVISION DATE - SEPTEMBER 2, 1998

SURVEY AND PLAN
FOR SHELL OIL CO.
BY GUY R. ALLEN
PLAN DATE JUNE 19, 1972
CUMBERLAND COUNTY PLAN BOOK 92, PAGE 10
PLAN RECORDING DATE - OCTOBER 24, 1972

S.A.H. NO. 2
CURVE DATA
PI = 752+31.62
D = 4° - 12' - 46.5"
Δ = 25° - 01' - 31.9" Lt.
R = 1360.00'
L = 594.02'
T = 301.82'
E = 33.09'

ROBERT J. HARRISBURG
PARCEL NO. (5)
LAND TO BE TAKEN = 4863± S.F.
DRAINAGE EASE. = (1) 1555± S.F.
TEMP. CONSTR. RIGHTS = 4420± S.F. (4)
TOTAL AREA = 6.9± AC.
REM. AREA = 6.8± AC.

OUTLET DRAINAGE STRUCTURE
STA. 745+15 TO
P.I. STA. 746+00.00

P.I. = STA. 746+00.00
Δ = 0°-07'-58.7" LT.

STA. 102+60.57 ROUTE 1 &
STA. 750+00.00 BROADTURN RD. @
AND PINE POINT RD. @

STA. 749+29.80 = PC = 50'± EXISTING

BEGIN B.L. 743+00
TO BUXTON
BROADTURN ROAD
S59°41'44.1"E
744+00 +21± +18±
745+00 +15
250.00'
89°-56'-00.6"
746+00 +21
CONSTRUCTION @ +50
S59°49'42.8"E S.A.H. NO. 2
747+00 +22
329.80'
CONSTRUCTION @ +61
748+00 +05
BROADTURN ROAD
749+00 +01
S.A.H. NO.2
750+
533'±
TOWN OF SCARBOROUGH
STATE HIGHWAY "1"
U.S. ROUTE 1
ROUTE 1
CONSTRUCTION @
101+00
102+00
104+00
N 31°-26'-42.1" E
TO SACO
EXISTING SIDEWALK EASE LIMITS
PFLY 151/68
PFLY 151/68 & 161
PFLY 151/68 & 161/67
PFLY 151/68 & 161/67 & 161/66
PFLY 151/68 & 161/67 & 161/66 & 161/65
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11 & 161/10
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PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11 & 161/10 & 161/9 & 161/8
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11 & 161/10 & 161/9 & 161/8 & 161/7
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11 & 161/10 & 161/9 & 161/8 & 161/7 & 161/6
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11 & 161/10 & 161/9 & 161/8 & 161/7 & 161/6 & 161/5
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11 & 161/10 & 161/9 & 161/8 & 161/7 & 161/6 & 161/5 & 161/4
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11 & 161/10 & 161/9 & 161/8 & 161/7 & 161/6 & 161/5 & 161/4 & 161/3
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11 & 161/10 & 161/9 & 161/8 & 161/7 & 161/6 & 161/5 & 161/4 & 161/3 & 161/2
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23 & 161/22 & 161/21 & 161/20 & 161/19 & 161/18 & 161/17 & 161/16 & 161/15 & 161/14 & 161/13 & 161/12 & 161/11 & 161/10 & 161/9 & 161/8 & 161/7 & 161/6 & 161/5 & 161/4 & 161/3 & 161/2 & 161/1
PFLY 151/68 & 161/67 & 161/66 & 161/65 & 161/64 & 161/63 & 161/62 & 161/61 & 161/60 & 161/59 & 161/58 & 161/57 & 161/56 & 161/55 & 161/54 & 161/53 & 161/52 & 161/51 & 161/50 & 161/49 & 161/48 & 161/47 & 161/46 & 161/45 & 161/44 & 161/43 & 161/42 & 161/41 & 161/40 & 161/39 & 161/38 & 161/37 & 161/36 & 161/35 & 161/34 & 161/33 & 161/32 & 161/31 & 161/30 & 161/29 & 161/28 & 161/27 & 161/26 & 161/25 & 161/24 & 161/23

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CECILIA DON, LLC
PARCEL NO. (7)
LAND TAKEN = 1.54± AC. (1)
DRAIN. EASE. = 585± S.F.(2)
TEMP. CONST. RIGHTS = 0.09± AC. (4)
TOTAL AREA = 4.68± AC. (TAX MAP)
REM. AREA = 3.14± AC

CURVE DATA
PI = 901+99.23
D = 12° - 43' - 56.6"
Δ = 22° - 00' - 43.6" Rt.
R = 450.00'
L = 172.88'
T = 87.52'
E = 8.43'

CURVE DATA
PI = 900+57.36
D = 28° - 38' - 52.4"
Δ = 32° - 00' - 13.7" Rt.
R = 200.00'
L = 111.71'
T = 57.36'
E = 8.06'

CURVE DATA
PI = 111+09.38
D = 2° - 06' - 09.4"
Δ = 27° - 26' - 21.7" Rt.
R = 2725.00'
L = 1305.02'
T = 665.28'
E = 80.03'

CURVE DATA
PI = 500+60.38
D = 57° - 17' - 44.8"
Δ = 31° - 42' - 12.6" Lt.
R = 100.00'
L = 55.33'
T = 28.39'
E = 3.95'

CURVE DATA
PI = 502+08.45
D = 35° - 48' - 35.5"
Δ = 21° - 43' - 23.3" Rt.
R = 160.00'
L = 60.66'
T = 30.70'
E = 2.92'

INLET DRAINAGE STRUCTURE STA. 107+65 TO STA. 107+85 LT.

INLET DRAINAGE STRUCTURE STA. 110+00 TO STA. 110+10 LT. LT.

PC = STA. 500+31.98
PT=STA. 500+87.32
PC = STA. 501+77.75
PT = STA. 902+84.60
END B.L. CONSTRUCTION STA. 902+00
S.A.H. NO. "8"
88.29'
111.71'
901+00
901+11.71 CONST. LIMITS TEMP.
VCC
TEMP. CONST.
DRAIN. EASE. LIMITS
T.C.L.
65± S.F.
205± S.F.
1270± S.F.
380± S.F.
1010± S.F.
440±
CMP 224S NZ 117
CMP 224 NZ 116
CMP 223 NZ 115
CMP 228 NZ 122
CMP 227 NZ 121
CMP 225 NZ 114
CMP 226
HB-SCAR-107
HB-SCAR-108 B-9
HB-SCAR-109
HB-SCAR-110 B13
HB-SCAR-111 B-10
HB-SCAR-112 B-11
HB-SCAR-113
HB-SCAR-114 B-8
HB-SCAR-101
HB-SCAR-103 B-7
PC-4, B-11
PC-5, B-14
PTRA 0516 30.29
PTRA 0516 30.23
PFLY 0612 36.62
PFLY 0612 36.20
PFLY 0612 36.46
PFLY 0612 36.60
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PFLY 0612

Filename: ...\00\row\msla\004_RWPLAN4.dgn Username: terri.kelley Date:7/10/2012

Division: ROW

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

CURVE DATA
PI = 908+47.93
D = 9° - 32' - 57.5" Rt.
Δ = 17° - 53' - 21.1" Rt.
R = 600.00'
L = 187.34'
T = 94.44'
E = 7.39'

CURVE DATA
PI = 906+15.69
D = 4° - 46' - 28.7" Lt.
Δ = 13° - 13' - 04.9" Lt.
R = 1200.00'
L = 276.84'
T = 139.04'
E = 8.03'

CURVE DATA
PI = 802+70.40
D = 28° - 38' - 52.4" Rt.
Δ = 60° - 02' - 57.6" Rt.
R = 200.00'
L = 209.61'
T = 115.58'
E = 31.00'

CURVE DATA
PI = 910+58.11
D = 14° - 38.9" Rt.
Δ = 57.1" Rt.
R = 1159.00'
L = 1159.92'
T = 620.28'
E = 165.35'

PAYNE ROAD 59.17'
END B.L. 910+00
PRC = STA. 909+40.83
909+00
908+00
907+00
906+00
905+00
PHILLIPS BROOK
273'± P.L. ALONG THREAD OF BROOK
PTRA 05/30 0.62± AC.
PTRA 05/30 32.19
187.33'
1371'±
159'± 451'± P.L.
TEMP. CONST. LIMITS
80'±
0.23± AC.
IPF
3831± S.F.
160.57'
CONST.
ROBERT J. HARRISBURG
PARCEL NO. (12)
LAND TAKEN = 0.23± AC. (1)
TEMP. CONST. RIGHTS = 0.18± AC (3)
TOTAL AREA = 2.77± AC. (CALC.)
REM. AREA = ± AC
SEWER EASEMENT
SCARBOROUGH SANITARY DISTRICT
C.C.R.D. BOOK 4934, PAGE 287
NEW PAYNE RD
209.62'
+74±
803+00
HB-SCAR-18, B20
0.92± AC.
40'
CONSTRUCTION ℄
802+00
+09±
+25
HB-SCAR-18, B21
PTRA 05/30
1.54± AC. (TOTAL)
801+00
154.81'
167.70'
S41°27.2'E
801+00
LIMITS
1745± S.F.
54.81'
CONST.
PCSTA. 801+54
TEMP.
87'±
35'±
173½
CMP
HB-SCAR-18, B22
N78°55'35.2"E
358'±
+54
+53
+55
+56
+58
+59
+60
+61
+62
+63
+64
S.A.H. NO. 8
PRC = STA. 907+53.50
STA. 906+91.36 PAYNE RD. ℄ = STA. 800+00.00 NEW PAYNE RD. ℄
BEGIN B.L.
906+00
905+00
PTRA 05/30 8.64
APPROX. LOCATION
CECILIA DON, LLC
PARCEL NO. (7)
LAND TAKEN = 1.54± AC. (1)
DRAIN EASE. = 585± S.F.(2)
TEMP. CONST. RIGHTS = 0.09± AC. (3)
TOTAL AREA = 4.68± AC. (TAX MAP)
REM. AREA = 3.14± AC (4)
APPROX. LOCATION
PT ℄ STA. 803+64.43
R=150'
185.57'
269.81'
292'±
0.23± AC.
NEW PAYNE RD
805+00
HB-SCAR-18, B19
741±
806+00
35'±
67'±
112+00
PFT 2245
PFT 2240
PFT 2241
PFT 2242
PFT 2243
PFT 2244
PFT 2246
PFT 2247
PFT 2248
PFT 2249
PFT 2250
PFT 2251
PFT 2252
PFT 2253
PFT 2254
PFT 2255
PFT 2256
PFT 2257
PFT 2258
PFT 2259
PFT 2260
PFT 2261
PFT 2262
PFT 2263
PFT 2264
PFT 2265
PFT

Filename: ...\00\row\msto\005_RWPLAN5.dgn Username: terri.kelley Date:7/10/2012

Division: ROW

SEWER EASEMENT
SCARBOROUGH SANITARY DISTRICT
C.C.R.D. BOOK 4934, PAGE 287

SEWER EASEMENT
SCARBOROUGH SANITARY DISTRICT
C.C.R.D. BOOK 4934, PAGE 295

GRID 19XX ZONE

ROBERT J. HARRISBURG
PARCEL NO. (12)
LAND TAKEN = 0.23± AC. (1)
TEMP. CONST. RIGHTS = 0.18± AC (3)
TOTAL AREA = 3± (CALC.)
REM. AREA = 2.77± AC.

JEROME A. LEPELLETIER
STELLA G. LEPELLETIER
PARCEL NO. (13)
LAND TAKEN = 1060± S.F. (1)
SLOPE EASE. = 580± S.F. (1)
TEMP. CONST. RIGHTS = 315± S.F. (1)
TOTAL AREA = 3± AC. (CALC.)
REM. AREA = 2.98± AC.

BRUCE A. MCLEWIN
ITEM NO.(14)
TEMP. CONST. RIGHTS = 710± S.F. (1)
TOTAL AREA= 5± AC. (OWNER.)

SOUTHERN MAINE WHOLESALE LLC.
PARCEL NO. (11)
LAND TAKEN = 4303± S.F. (1)
TEMP. CONST. RIGHTS = 3560± S.F. (2)
TOTAL AREA = 8.0± AC.
REM. AREA = 7.9± AC.

D. DARLING A/K/A DAVID A. DARLING
PARCEL NO. (10)
LAND TAKEN = 3890± S.F. (1)
TEMP. CONST. RIGHTS = 3740± S.F. (1)
TOTAL AREA = 2.25± AC.
REM. AREA = 2.16± AC.

STATE OF MAINE
DEPARTMENT OF
TRANSPORTATION

PARCEL (15) FOUND ON SHEET 1

SEWER EASEMENT
SCARBOROUGH SANITARY DISTRICT
C.C.R.D. BOOK 4934, PAGE 293 AND 297

CURVE DATA

PI = 111+09.38
D = 2° - 06' - 09.4"
Δ = 27° - 26' - 21.7" Rt.
R = 2725.00'
L = 1305.02'
T = 665.28'
E = 80.03'

STATE OF MAINE - DEPARTMENT OF TRANSPORTATION
BUREAU OF HIGHWAY
RIGHT OF WAY MAP
STATE HIGHWAY "1"
SCARBORO MAINTENANCE LOT, CUMBERLAND COUNTY
MAINTENANCE LOT NO. 55548
PLAN DATE - SEPTEMBER 1973
REVISED DATE - DECEMBER 1973
D.O.T. FILE NO. 3-231
CUMBERLAND COUNTY REGISTRY OF DEEDS
RIGHT OF WAY MAP
PLAN BOOK 121, PAGE 1
RECORDING DATE - SEPTEMBER 8, 1978
DEED
BOOK 1789, PAGE 205
RECORDING DATE - AUGUST 6, 1945

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

SITE PLAN
FOR DARLING BUNK BEDS
BY SURVEY INC.
PLAN DATE - MAY 2003

PLAN
DEDEK'S MARSHVIEW RESTAURANT
OWNER - NEAL ESPOSITO
FOR PARKER/TILTON, INC.
BY NORTHEAST CIVIL SOLUTIONS
PLAN DATE - JULY 25, 2006
PROJECT NO. 28703

SUBDIVISION PLAN
DAVID PARKER COMMERCIAL SUBDIVISION
FOR DAVID PARKER
BY NORTHEAST CIVIL SOLUTIONS
PLAN DATE - JUNE 6, 2007
LAST REVISION DATE - NOVEMBER 20, 2007
PROJECT NO. 27055

WIN 17343.00

SYMBOLS
- IP or ● IPF (IRON PIPE or PIN FOUND)
- ST. (SEPTIC TANK)
- (ROW MONUMENT)
- (TRAVERSE POINT)
- (WELL)
- GRADING LIMIT LINE
- CONSTRUCTION LIMIT LINE
- PROPERTY LINE
- LIMITS OF "RIGHT-OF-WAY" (LOW.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		
EXIST. R/W	REGION 1	
PROP. LINES	T.J.K.	T.L.B.
AREAS	T.J.K.	

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016
SCARBOROUGH
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
KENNETH L. SWEENEY
CHIEF ENGINEER
DATE

STATE OF MAINE
CHRISTOPHER W. KNIGHT 2257
PROFESSIONAL LAND SURVEYOR

STATE HIGHWAY "1"
U.S. ROUTE 1/ ROUTE 9
SCARBOROUGH CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. STP-1734(300)X

MAY 2012	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 3-583
SCALE 1"= 25'	SHEET 5 OF 5	

SHEET NUMBER
142
OF 142

PWD NOTES

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2. All mains and services shall be installed with 5 ½' of cover measured from proposed road grade unless approved by a PWD representative.

3. The Portland Water District will notify customers for all work involving temporary shut down of service. Customers must receive at least 48 hours notification prior to any shut down. The District must receive notice from the Contractor of the shut down at least 48 hours prior to customer notification.

4. All ductile iron pipe and fittings shall be poly-wrapped per specifications.

5. Contractor must allow sufficient time to transfer water services from the existing main to temporary water services installed by Contractor and to transfer services to new water main/service lines upon successful testing of samples for the absence of bacteria. The Contractor shall not claim any delay-related costs or time related to this work.

6. Installation of insertion valve and activation of the temporary system is required prior to water installation in each street.

7. All trench paving shall be installed in accordance with full-depth pavement reconstruction sections described on the MDOT plans.

8. The Contractor shall cut all abandoned valve box top sections and fill with flowable fill followed by pavement in accordance with the MDOT plans.

9. All abandoned pipe ends shall be terminated with a mechanical joint cap.

10. Provide temporary water services on Broadturn Road and Pine Point Road to all numbered buildings indicated on the plan.

Project : 192460

US Route 1, Pine Point Rd, Broadturn Rd, Scarborough Water Main Replacement

STATE OF MAINE
TIMOTHY J. MCMULLIN
9385
REGISTERED PROFESSIONAL ENGINEER

Drawn By: JGH
Design By: TJM/FHM
Checked By: TJM
Date: 2/22/2012

PORTLAND WATER DISTRICT
Asset Mgmt. And Planning Dept.
225 Douglass Street
Portland, ME 04104

Sheet W1 of 7

0 25 50 Feet

PWD NOTES

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LAYOUT LINE
CURVE DATA

D = 4°34'15.4"
Δ = 25°01'31.9" Lt.
R = 1253.48'
L = 547.49'
T = 278.18'
E = 30.50'

DRIVES AND ENTRANCES

STA.	TYPE	OPENING
STA. 747+85, LT.	PAVED	26.0'
STA. 104+00, RT.	PAVED	15.1'

STA. 100+50.00
BEGIN PROJECT No. STP-1734(300)X
BEGIN WIDEN AND OVERLAY
MATCH EXISTING PAVEMENT
WITH BUTT JOINT

CURVE DATA

PI = 752+31.62
D = 4° - 12' - 46.5"
Δ = 25° - 01' - 31.9" Lt.
R = 1360.00'
L = 594.02'
T = 301.82'
E = 33.09'

STA. 102+60.57 ROUTE 1 ℄ =
STA. 750+00.00 BROADTURN
AND PINE POINT RD. ℄

PLAN IMPACTS COMPLETE
OCTOBER 14, 2011

LEGEND

- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- TEMPORARY WATER MAIN

SV28100719
605 US ROUTE 1
RE-NEW
1" COPPER

2" TEMP. WATER

SV28S353
605 US ROUTE 1
RE-NEW
2" COPPER

2" TEMP. VALVE

TEMP. BLOW-OFF

CONNECT 2" TEMP. WATER TO STORZ FS CONNECTION TO MAINTAIN PRESSURE TO THEIR SYSTEM.

INSTALL 12" GATE VALVE

CONNECT TO EXISTING 6" FIRE SERVICE

INSTALL 12x8 SWIVEL TEE

INSTALL 12" GATE VALVE

INSTALL 12" SLEEVE CONNECT TO EXISTING 12" WATER MAIN

INSTALL 8" GATE VALVE

INSTALL 1" AIR VALVE

INSTALL 8" DI WATER MAIN

ABANDON EXISTING GATE VALVE

INSTALL 12" GATE VALVE

INSTALL 12x12 TEE (PLUG OPEN END)

ABANDON APPROX. 36' OF MAIN IN INTERSECTION

ABANDON EXISTING GATE VALVE

ABANDON OLD MAIN UNTIL IT CONVERGES WITH REPLACEMENT MAIN (APPROX. 250')

INSTALL HYDRANT ASSEMBLY (REMOVE OLD HYDRANT)

INSTALL 12x12 TEE

REMOVE EXISTING VALVES

RE-NEW SV2816003
INSTALL 12x6 SWIVEL TEE, 6" GATE VALVE, 6" DI FIRE SERVICE

INSTALL 12" DI WATER MAIN (8' FROM CURB)

SV2814921
617 US ROUTE 1
RE-NEW
1" COPPER

SV2816020
613 US ROUTE 1
RE-NEW
1.5" COPPER

INSTALL SWIVEL 12x8 TEE AND 8" GATE VALVE

INSTALL 45' +/- 8" DI MAIN

INSTALL 12" DI WATER MAIN

INSTALL 12" DI WATER MAIN WHILE PLACING NEW.

6" GATE VALVE TO BE ABANDONED

SV28S2030
626 US ROUTE 1
RE-NEW
2" COPPER

EXISTING HYDRANT TO BE REMOVED AFTER THE 6" MAIN IS ABANDONED. INSTALL CAP ON 6" BRANCH.

INSTALL HYDRANT ASSEMBLY

REMOVE EXISTING 6x6 TAPPING SLEEVE AND GATE AND 8x6 REDUCER AND CONNECT TO EXISTING 8" MAIN (1968) AFTER ALL SERVICES ARE CONNECTED TO THE ACTIVATED 12" WATER MAIN.

THE EXISTING 6" WATER MAIN WILL SUPPLY EXISTING SERVICES DURING CONSTRUCTION OF THE 12" MAIN. THE 6" MAIN WILL BE ABANDONED AFTER 12" NEW MAIN IS ACTIVATED AND ALL SERVICES AND CONNECTIONS ARE MADE TO IT.

SV2816002
612 US ROUTE 1
RE-NEW
1" COPPER

RELOCATE STONE WALL

REMOVE & PLUG

REMOVE AND RESET 4 PARKING CURBS

CONNECT EXISTING 15" PIPE TO PROPOSED CB

MATCH LINE SHEET W1

ANDREW J. CANDELORE
SANDRA K. CANDELORE

ANDREW J. CANDELORE

ALLIANCE ENERGY CORP.

ROBERT J. HARRISBURG

DAIRY CORNER

GEROGE E. ROY, JR.

JOSEPH G. PENNA
DEMITROULA KOUZOUNAS

DUNSTAN PLAZA, INC.

TOWN OF SCARBOROUGH

US HWY 1 | US-1 | US ROUTE 1 | BLUE STAR MEMORIAL HWY | ME-9

BROADTURN RD | BROADTURN ROAD | PINE POINT RD. | PINE POINT RD. LAYOUT LINE | GRIFFIN STREET | SCARBOROUGH

EXISTING PAVED SIDEWALK
RAISED ISLAND
MONUMENT PARK
FLUSH CONC. ISLAND

25 0 25 50
1" = 25'

APPENDIX A

STATE OF MAINE
TIMOTHY J. MCMULLIN
9385
LICENSED PROFESSIONAL ENGINEER

Project : 192460

US Route 1, Pine Point Rd, Broadturn Rd, Scarborough Water Main Replacement

Drawn By: JGH
Design By: TJM/FHM
Checked By: TJM
Date: 2/22/2012

PORTLAND WATER DISTRICT
Asset Mgmt. And Planning Dept.
225 Douglass Street
Portland, ME 04104

Sheet W2 of 7

0 25 50 Feet

PWD NOTES

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6. Installation of insertion valve and activation of the temporary system is required prior to water installation in each street.

7. All trench paving shall be installed in accordance with full-depth pavement reconstruction sections described on the MDOT plans.

8. The Contractor shall cut all abandoned valve box top sections and fill with flowable fill followed by pavement in accordance with the MDOT plans.

9. All abandoned pipe ends shall be terminated with a mechanical joint cap.

10. Provide temporary water services on Broadturn Road and Pine Point Road to all numbered buildings indicated on the plan.

CURVE DATA
PI = 741+43.19
D = 4°04'36.6"
Δ = 8°22'54.3" Rt.
R = 1405.40'
L = 205.59'
T = 102.98'
E = 3.77'

PT = STA. 742+45.80

STA. 743+86.00
LIMIT OF WORK
BEGIN WIDEN, SHIM AND OVERLAY
MATCH EXISTING PAVEMENT WITH BUTT JOINT

BROADTURN RD

INSTALL 12x12 SWIVEL TEE AND 12" GATE VALVE

THIS PIPING TO BE INSTALLED PRIOR TO ANY WATER MAIN WORK IN BROADTURN, PINE POINT OR ROUTE 1.

REMOVE EXISTING 8" GATE VALVE AND 12x8 REDUCER. INSTALL 12x8 REDUCER AND CONNECT TO THE EXISTING 8" MAIN.

INSTALL 12" DI WATER MAIN

CONNECT TO EXISTING 12" CI MAIN

INSTALL 8" INSERTION VALVE ON EXISTING MAIN.

INSTALL CORP VALVE FOR CHLORINE INJECTION

INSTALL HYDRANT ASSEMBLY. (TEMPORARY WATER MAINS WILL BE ACTIVATED FROM THE EXISTING HYDRANT THEN RE-CONFIGURED TO THE NEW HYDRANT.)

2" TEMP WATER

ROBERT J. HARRISBURG

RIPRAP APRON

3/4" TEMP. WATER SERVICE TO #8 BROADTURN ROAD

INSTALL 12" DI WATER MAIN

PI = STA. 746+00.00

SV2816258
8 BROADTURN RD
RE-NEW
1" COPPER

SV28100719
605 US ROUTE 1
RE-NEW
1" COPPER

PLAN IMPACTS COMPLETE
OCTOBER 14, 2011

REMOVE SHRUBS

DRIVES AND ENTRANCES

STA.		TYPE	OPENING
STA. 745+78.	LT.	PAVED	24.0'

LEGEND

- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- TEMPORARY WATER MAIN

25 0 25 50
1" = 25'

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1734(300)X
WIN 17343.00
HIGHWAY PLANS

BY	DATE	EXIT	SIGNATURE
			P.E. NUMBER
			DATE

PROJ. MANAGER: FINNEY MARTIN
ESTIMATOR: J.D.
DESIGNED: M.C.
DRAWN: J.D.
CHECKED: M.C.
QUANTITIES: J.D.
ASSISTANT ENGINEER: T.M.
APPROVED: T.M.

SCARBOROUGH
ROUTE 1
PLANS

SHEET NUMBER
8

APPENDIX A

Project : 192460

US Route 1, Pine Point Rd, Broadturn Rd, Scarborough Water Main Replacement

STATE OF MAINE
TIMOTHY J. McMULLIN
9385
REGISTERED PROFESSIONAL ENGINEER

Drawn By: JGH
Design By: TJM/FHM
Checked By: TJM
Date: 2/22/2012

PORTLAND WATER DISTRICT
Asset Mgmt. And Planning Dept.
225 Douglass Street
Portland, ME 04104

Sheet W3 of 7

PLAN IMPACTS COMPLETE
OCTOBER 14, 2011

CURVE DATA

PI = 752+31.62
D = 4° - 12' - 46.5"
Δ = 25° - 01' - 31.9" Lt.
R = 1360.00'
L = 594.02'
T = 301.82'
E = 33.09'

LAYOUT LINE CURVE DATA

D = 4°34'15.4"
Δ = 25°01'31.9" Lt.
R = 1253.48'
L = 547.49'
T = 278.18'
E = 30.50'

PROJECT TWINER

0 25 50 Feet

PLANS
SCARBORO ROUTE
SHEET NUMBER 4 OF 97

F.R.O., L.L.C. III
TWELVE PINE POINT ROAD, LLC
CHRISTER J. MATTSSON
ANNE M. MATTSSON
ALMA JUNE ESCOTT
SWEETSER CHILDREN SERVICES
BERESSI HOLDINGS LLC
TOWN OF SCARBOROUGH
KEVIN MURPHY
NANCY J. BOISVERT
RICHARD O. BOISVERT
EDITH M. ROACH
DALE MACKEY
DAVID A. PROVENCHER
ROBIN R. PROVENCHER
RANDALL P. FREDRICK

STA. 755+23.82
LIMIT OF WORK
END STRIPING

STA. 757+12.30 = POE

CONSTRUCTION ℄

LL PT
755+23.82,
0.00' RT.

STA. 752+46
END WIDEN AND OVERLAY
MATCH EXISTING PAVEMENT
WITH BUTT JOINT

CONNECT 2" TEMP. MAIN TO EXISTING HYDRANT
2" TEMP. WATER
CONNECT TO EXISTING 8" WATER MAIN
INSTALL 8" DI WATER MAIN
INSTALL 8" INSERTION VALVE ON EXISTING MAIN
INSTALL CORP. VALVE FOR CHLORINE INJECTION
ABANDON OLD MAIN UNTIL IT CONVERGES WITH REPLACEMENT MAIN
INSTALL 1" TEMP. BLOW-OFF VALVE

SV2816273
6 PINE POINT RD.
RE-NEW
1" COPPER

SV28S772
5 PINE POINT RD
RE-NEW
1" COPPER

SV2816002
612 US ROUTE 1
RE-NEW
1" COPPER

RECONSTRUCT CONCRETE WALKWAY
REMOVE TREE
REMOVE TREES
REMOVE AND 4 PARKING CURBS
CONNECT EXISTING 15" PIPE TO PROPOSED CB
REMOVE EXISTING DRAINAGE SYSTEM
REMOVE 12" UD
REMOVE 8" DI WATER MAIN & PLUG
REMOVE 8" DI WATER MAIN & PLUG
REMOVE 8" DI WATER MAIN & PLUG
REMOVE
REMOVE 40' LT.
REMOVE

PINE POINT RD. ROUTE 9
PINE POINT RD. LAYOUT LINE
US-1, US ROUTE 1 & BLUE STAR MEMORIAL HWY
RAISED ISLAND
FLUSH CONC. ISLAND
DAIRY CORNER
DIVISION STREET BRIDGE
CMP IS R=120'
CMP IS R=120'
15' OFFT. III
12" UD "C"
8" DI "C"
8" DI "C"
8" DI

0 25 50 Feet

INSTALL 175' +/- 8" DI MAIN

INSTALL 8" MJ PLUG

INSTALL HYDRANT ASSEMBLY

INSTALL 12x8 TAPPING SLEEVE AND GATE VALVE

REMOVE EXISTING HYDRANT. CONNECT TO 6" BRANCH AND RELOCATE HYDRANT TO 33' RIGHT OF BASELINE.

REMOVE EXISTING HYDRANT. CONNECT TO EXISTING 6" PIPE AND INSTALL NEW HYDRANT 8' BEHIND CURB. INSTALL RJ GASKETS IN ALL PIPE JOINTS. INSTALL PIPE BELOW PROPOSED DRAINAGE PIPES.

REMOVE EXISTING HYDRANT. CONNECT TO EXISTING 6" PIPE AND INSTALL NEW HYDRANT BEHIND SIDEWALK.

CURVE DATA
PI = 901+99.23
Δ = 12° - 43' - 56.6"
R = 450.00'
L = 172.88'
T = 87.52'
E = 8.43'

CURVE DATA
PI = 900+57.36
Δ = 28° - 38' - 52.4"
R = 200.00'
L = 111.71'
T = 57.36'
E = 8.06'

CURVE DATA
PI = 802+70.40
Δ = 28° - 38' - 52.4"
R = 60° - 02' - 57.6" Rt.
L = 200.00'
T = 209.61'
E = 115.58'
E = 31.00'

CURVE DATA
PI = 500+60.38
Δ = 57° - 17' - 44.8"
R = 31° - 42' - 12.6" Lt.
L = 100.00'
T = 55.33'
E = 28.39'
E = 3.95'

PC = STA. 501+77.75

PC=STA. 801+54.81

LL PC 801+54.81, 0.00' LT.

PT = STA. 902+84.60

PT = STA. 803+64.43

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LEGEND

- EXISTING WATER MAIN
- PROPOSED WATER MAIN
- TEMPORARY WATER MAIN

APPENDIX A

Project : 192460

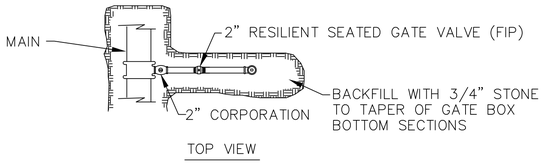
US Route 1, Pine Point Rd, Broadturn Rd, Scarborough Water Main Replacement

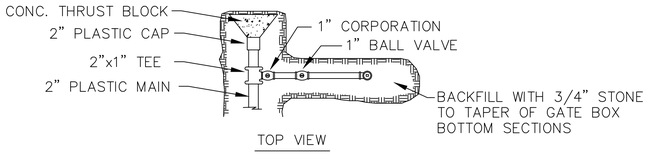
STATE OF MAINE
TIMOTHY J. MCMULLIN
9385
REGISTERED PROFESSIONAL ENGINEER

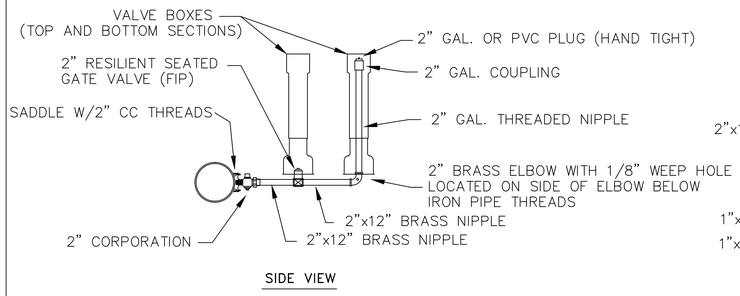
Drawn By: JGH
Design By: TJM/FHM
Checked By: TJM
Date: 2/22/2012

PORTLAND WATER DISTRICT
Asset Mgmt. And Planning Dept.
225 Douglass Street
Portland, ME 04104

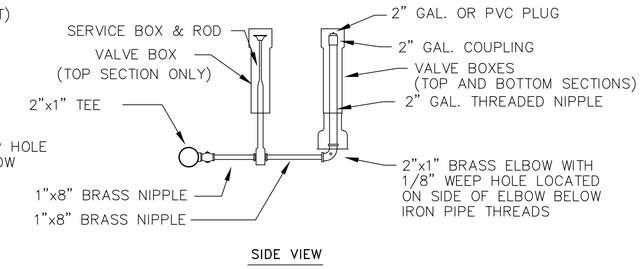
Sheet W5 of 7



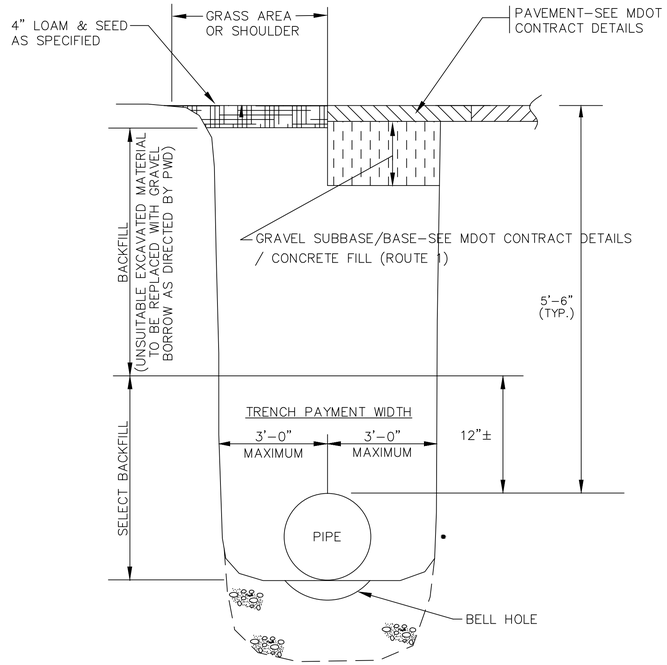




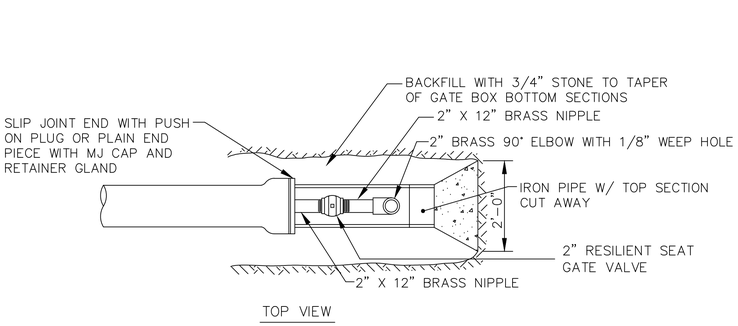
SIDE-ARM BLOW-OFF 4" & LARGER MAINS

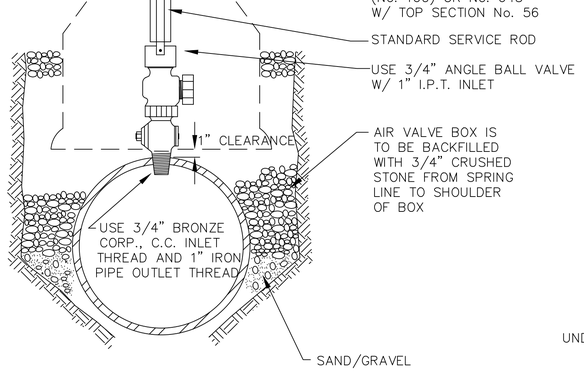


SIDE-ARM BLOW-OFF 2" MAIN

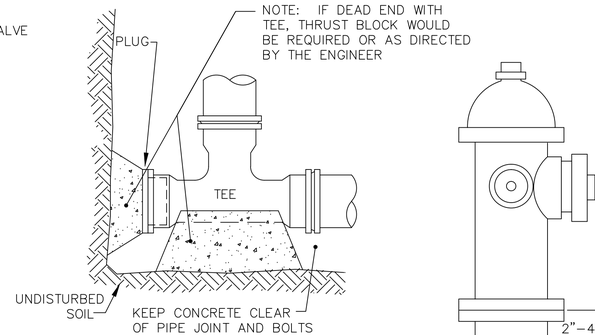


SECTION THRU EARTH TRENCH

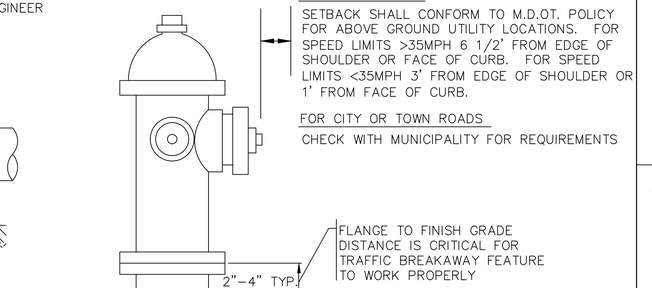




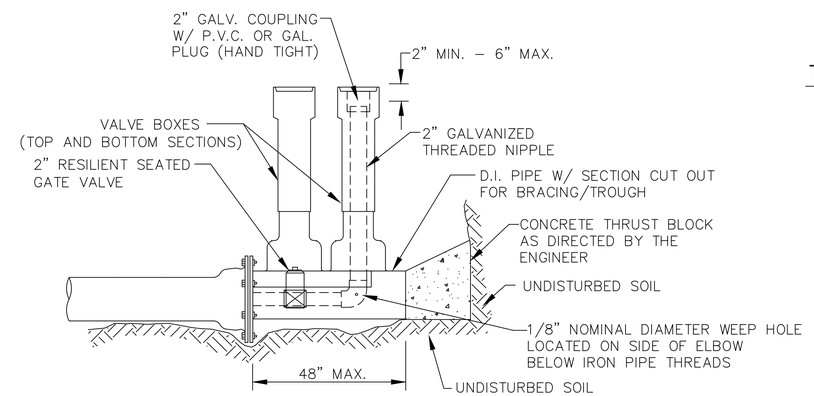
TYPICAL AIR VALVE (1")



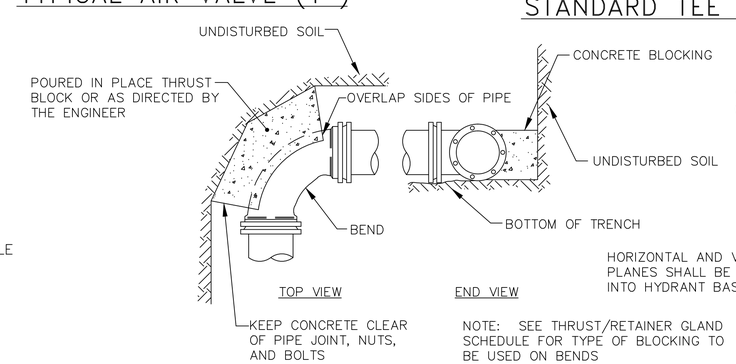
STANDARD TEE BLOCKING



TYPICAL HYDRANT INSTALLATION DETAIL



STANDARD 2" BLOW OFF



STANDARD BEND BLOCKING

APPENDIX A

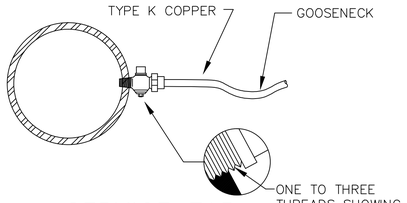
PROJECT NO.: 192460
CAD FILE:
FIELD BOOK:
APPENDIX A SHEET
W6 OF 7

US ROUTE 1, BROADTURN RD
PINE POINT RD WATER MAIN RENEWAL
PORTLAND, MAINE

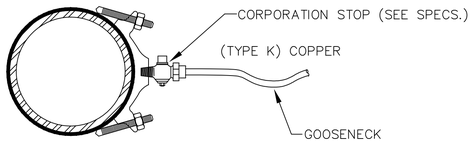
Portland Water District
ASSET MANAGEMENT & PLANNING DEPT.
225 DOUGLASS STREET P.O. 3553 PORTLAND, MAINE 04104-3553

DESIGN:
DRAWN:
CHECK:
APPROVED:
DATE:
SCALE: NTS

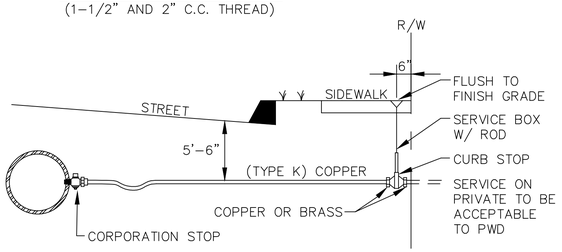
REV. NO.	DATE	DRWN	CHKD	REMARKS
3	JUL 06	JRS	JRS	ADDED BLOCKING PLANE NOTE TO HYDRANT BASE
2	MAY 06	JRS	JRS	REVISED TRENCH DETAIL
1	DEC 03	RS	TM	SIDE ARE BLOWOFF DETAILS ADDED



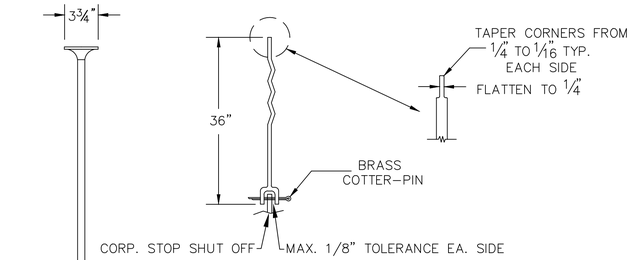
SERVICE TAP
(3/4" AND 1" C.C. THREAD)



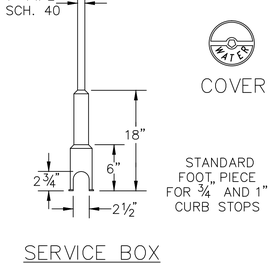
SERVICE SADDLE
(1–1/2" AND 2" C.C. THREAD)



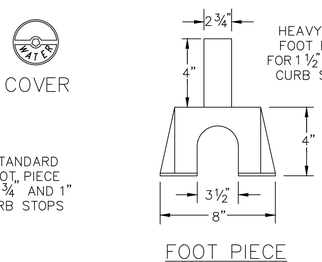
TYPICAL SERVICE CONNECTION



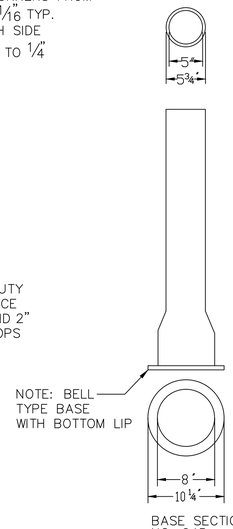
SERVICE ROD



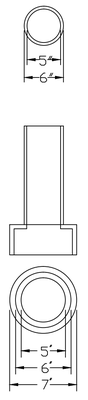
SERVICE BOX



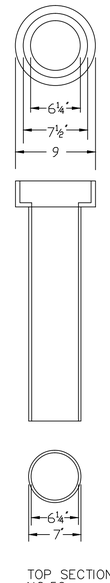
FOOT PIECE



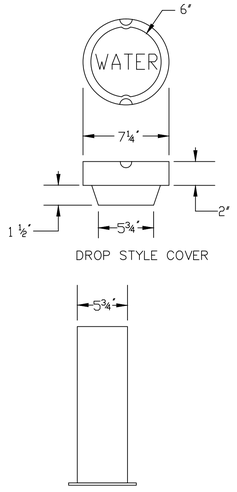
BASE SECTION
NO. 645



INTERMEDIATE
SECTION NO.58



TOP SECTION
NO.56



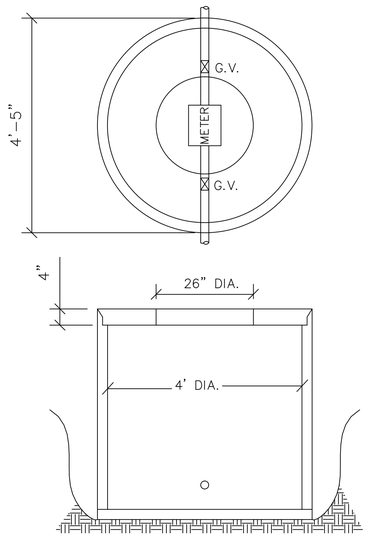
(NUMBERS ARE FOR 5 1/4" BUFFALO VALVE BOXES)
(BASE SECTION MAY BE USED AS INTERMEDIATE SECTION)

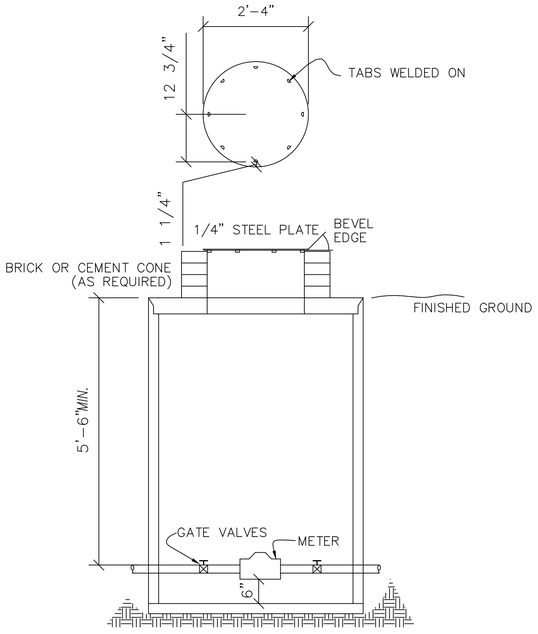
VALVE BOX & COVER

COVER

NOTE : ANY EXTENSION OF SERVICE BOX REQUIRES:
1) 1" FEMALE IRON PIPE COUPLING
2) 1" THREADED PIPE

(THIS IS TO BE A NON–WELDED, TWO PIECE ARRANGEMENT. SLIP ON ADAPTERS ARE NOT PERMISSIBLE.)





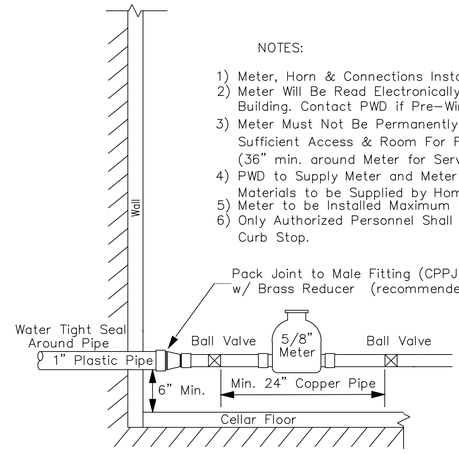
TYPICAL METER PIT

5/8" TO 2" METERS

METER BOX
1) TO BE INSTALLED AND SUPPLIED BY OWNER
2) MINIMUM 4'–0" DIAMETER CONC. M.H. W/ CEMENT BASE
3) WATER METER TO HAVE 5'–6" OF COVER AND IS TO BE SUPPLIED BY P.W.D.
4) OWNER IS TO SUPPLY 2 VALVES INSIDE OF PIT (MINIMUM SEPARATION OF 2'–0")
5) COPPER PIPE REQUIRED THRU METER PIT

COVER PLATE
1) COVER MUST WEIGH LESS THAN 60 lbs.
2) MINIMUM SIZE OF COVER WILL BE 28" DIAMETER.
3) IF STEEL PLATE IS USED, TREAT WITH A COAT OF RUST INHIBITING PAINT.

NOTES
1) THIS PIT IS TO BE PLACED ON PRIVATE PROPERTY NEAR THE STREET LINE.
2) THIS TYPICAL PIT WAS NOT DESIGNED FOR ANY TRAFFIC LOAD
3) THE PIT CAN BE ORDERED THRU OTHERS WITH SPECIAL DETAILS SUCH AS LARGER M.H. COVERS, ETC.
4) THIS PIT WILL HOUSE UP TO TWO 5/8", 3/4", OR 1" METERS



NOTES:
1) Meter, Horn & Connections Installed by PWD
2) Meter Will Be Read Electronically From Outside of Building. Contact PWD if Pre–Wiring is Required.
3) Meter Must Not Be Permanently "Boxed" Without Sufficient Access & Room For Future Servicing (36" min. around Meter for Servicing).
4) PWD to Supply Meter and Meter Horn. All Other Materials to be Supplied by Homeowner.
5) Meter to be Installed Maximum 18" from Entrance.
6) Only Authorized Personnel Shall Operate Service Curb Stop.

TYP. HORIZONTAL METER SET

APPENDIX A

PROJECT NO.: 192460
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W7 OF 7

US ROUTE 1, BROADTURN RD
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PORTLAND, MAINE

Portland Water District
ASSET MANAGEMENT & PLANNING DEPT.
225 DOUGLASS STREET P.O. 3553 PORTLAND, MAINE 04104–3553

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DATE:
SCALE: NTS

REV. NO.	DATE	DRWN	CHKD	REMARKS
3	OCT 11	JGH		ADDED TYPICAL OFFSET AND OFFSET CHART
2	OCT 07	DW	DW	DELETED NOTES FOR BYPASS AND PIT BACKFLOW, DELETED BYPASS DRAWING
1	JAN 07	RS	RS	NOTE REQUIRING LIP ON VALVE BOX BOTTOM SECTION