

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



SOUTH PORTLAND

CUMBERLAND COUNTY BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS

STP - 01866(500)

PROJECT LENGTH : 0.57 MILES

PLAN LEGEND

Town, County, State	_____	Catch Basins	Existing	Proposed
Property Lines	-----	Manholes	Existing	Proposed
R/W Lines-Existing	=====	Proposed Underdrain	-----	
R/W Lines-Proposed	=====	Proposed Ditch	-----	
Culvert-Existing	-----	Existing Ditch	-----	
Culvert Proposed	-----	Utility Poles	Existing	Proposed
Curbing	Existing Proposed	Fire Hydrants	Existing	Proposed
Type 1	-----	Existing Water Line	-----	
Type 3	-----	Existing San. Sewer	-----	
Type 5	-----	Existing San. Sewer Manhole	-----	
Outline of Bodies of Water	-----	Guardrail-Existing	-----	
Exposed Bedrock	-----	Guardrail-Proposed	-----	
Buildings	-----	Guardrail-Cable, Other	-----	
Trees	Conifer Deciduous	Centerline-Existing	-----	
Tree Line	-----	Centerline-Proposed	-----	
Clearing Limit Line	-----	Travelway-Existing	-----	
Railroad	-----	Travelway-Proposed	-----	
Boring	HB-XXX-###	Probe	P-#.##	
Pavement Core	PC-#		## = Depth	
Test Pit	TP-XXX-###		X = W (Weathered Rock)	
			R (Refusal)	
			NR (No Refusal)	

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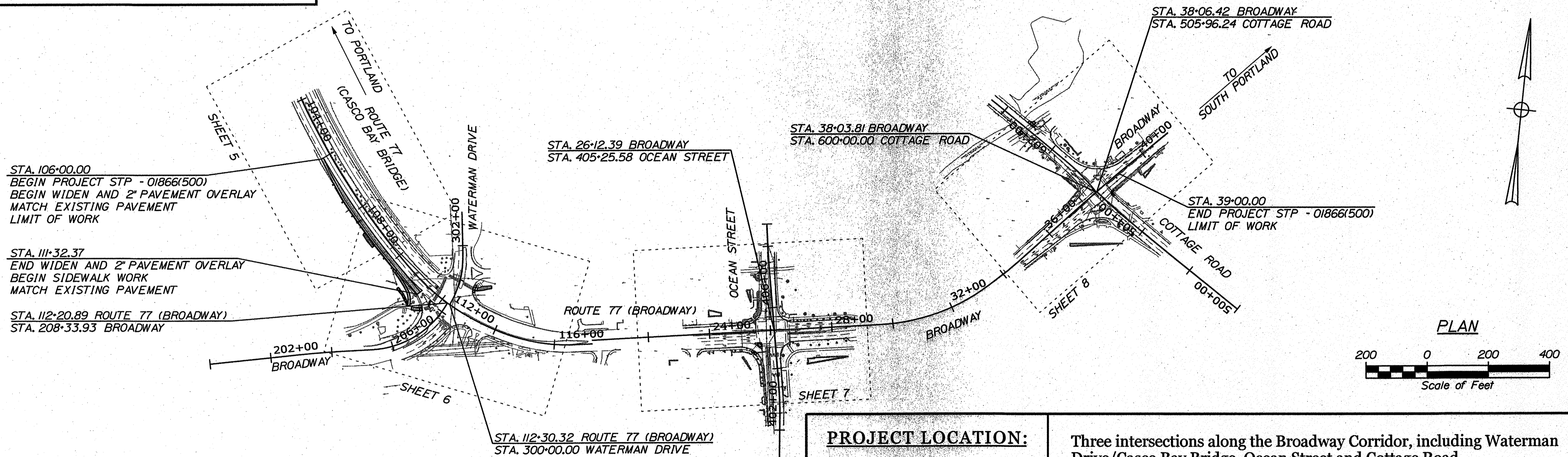
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Date: 5/21/2020

Username: Trovis.Londry

Division: HIGHWAY

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TRAFFIC DATA	EB SR77 (Broadway) E/O Waterman Drive	Broadway E/O Ocean Street	Ocean Street S/O Broadway	Casco Bay Bridge W/O Waterman Drive	Cottage Road SE/O Broadway
Current (2019) AADT	15540	23350	11980	14220	11760
Future (2039) AADT	17870	26850	13780	16350	13520
DHV - % of AADT	11%	10%	10%	12%	10%
Design Hour Volume	1966	2685	1378	1962	1352
% Heavy Trucks (AADT)	4%	3%	2%	3%	1%
% Heavy Trucks (DHV)	1%	1%	2%	1%	1%
Directional Distribution (DHV)	100%	52%	52%	100%	60%
18 kip Equivalent P 2.0	607	440	109	407	52
18 kip Equivalent P 2.5	579	419	104	388	50
Design Speed (mph)	30 mph	30 mph	30 mph	40 mph	30 mph
Functional Class	Minor Arterial	Minor Arterial	Major Urban Collector	Minor Arterial	Major Urban Collector
Corridor Priority	2	2	3	2	4

PROJECT LOCATION:	Three intersections along the Broadway Corridor, including Waterman Drive/Casco Bay Bridge, Ocean Street and Cottage Road.
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Traffic, safety, bicycle and pedestrian improvements to the Broadway Corridor from Casco Bay Bridge to Cottage Road.

WIN 18665.00 STP-01866(500)

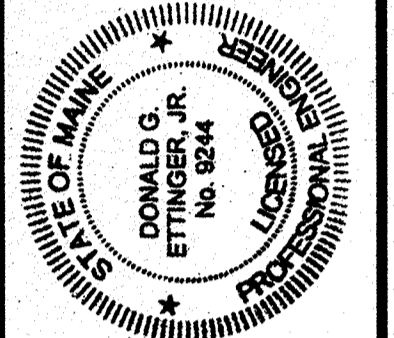
SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
TITLE SHEET

SHEET NUMBER
1
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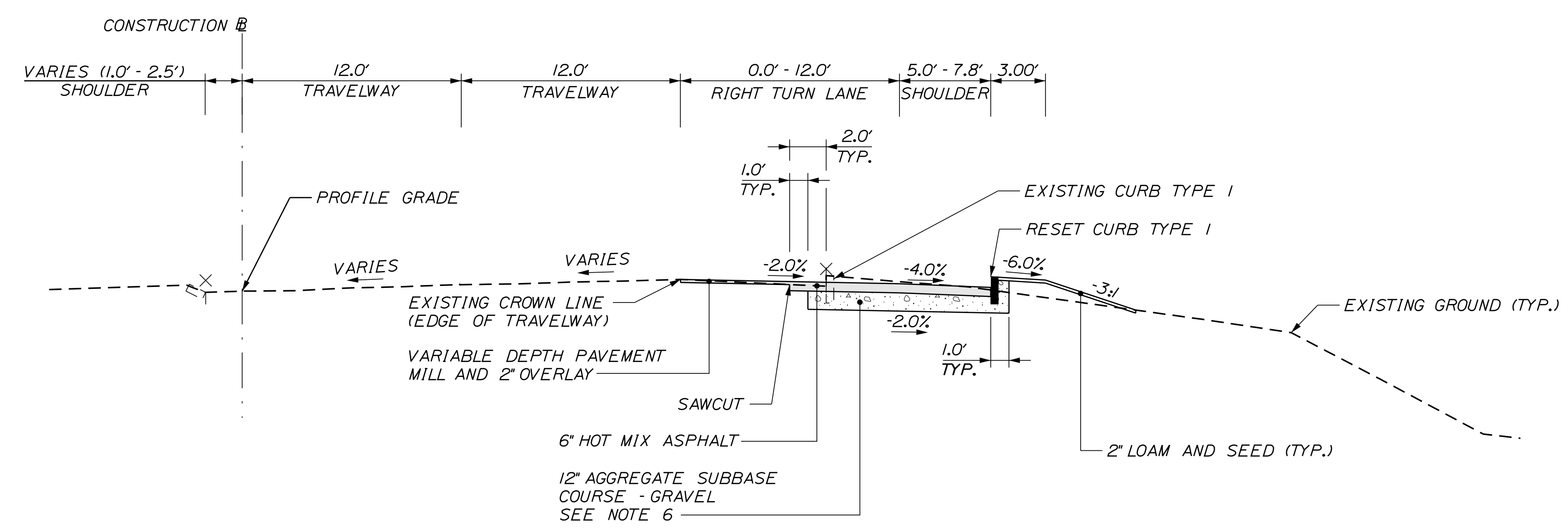
STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>		11/19/2020
CHIEF ENGINEER: <i>[Signature]</i>		11/18/2020



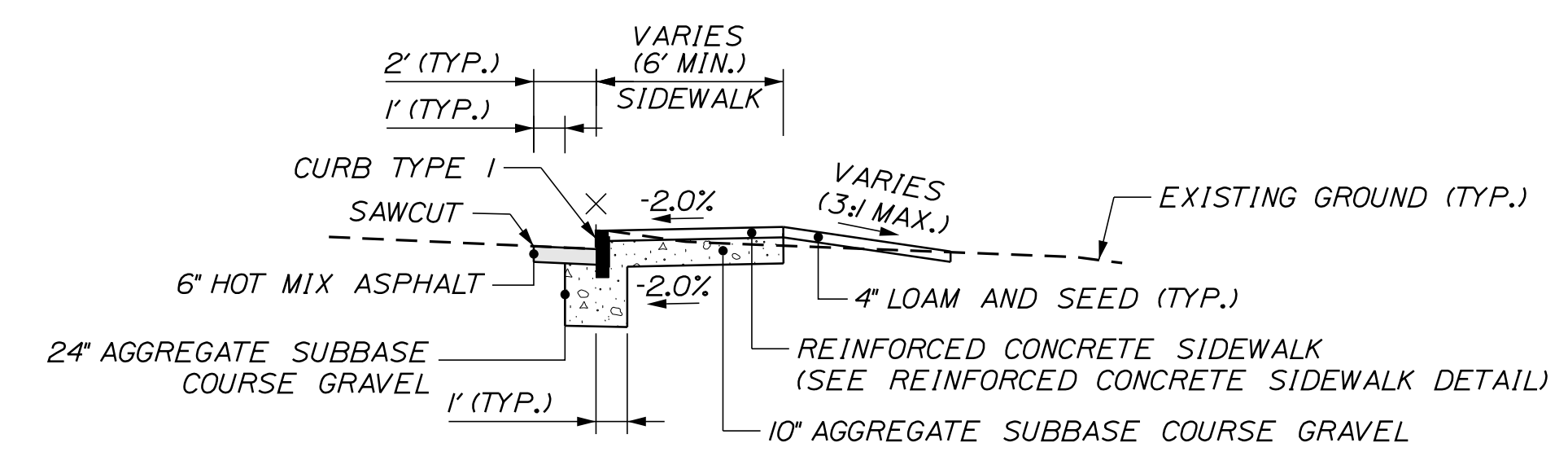
PROJECT INFORMATION	MULTIMODAL
PROGRAM MANAGER	B. KEIZER
DESIGNER	D. ETTINGER
CONSULTANT	GORRILL PALMER
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

SIGNATURE	DATE
<i>[Signature]</i>	9/2/14
P.E. NUMBER	572120

ESP. = ESPLANADE



CASCO BAY BRIDGE WIDENING
STA. 106+00. RT. TO STA. 110+70 RT.

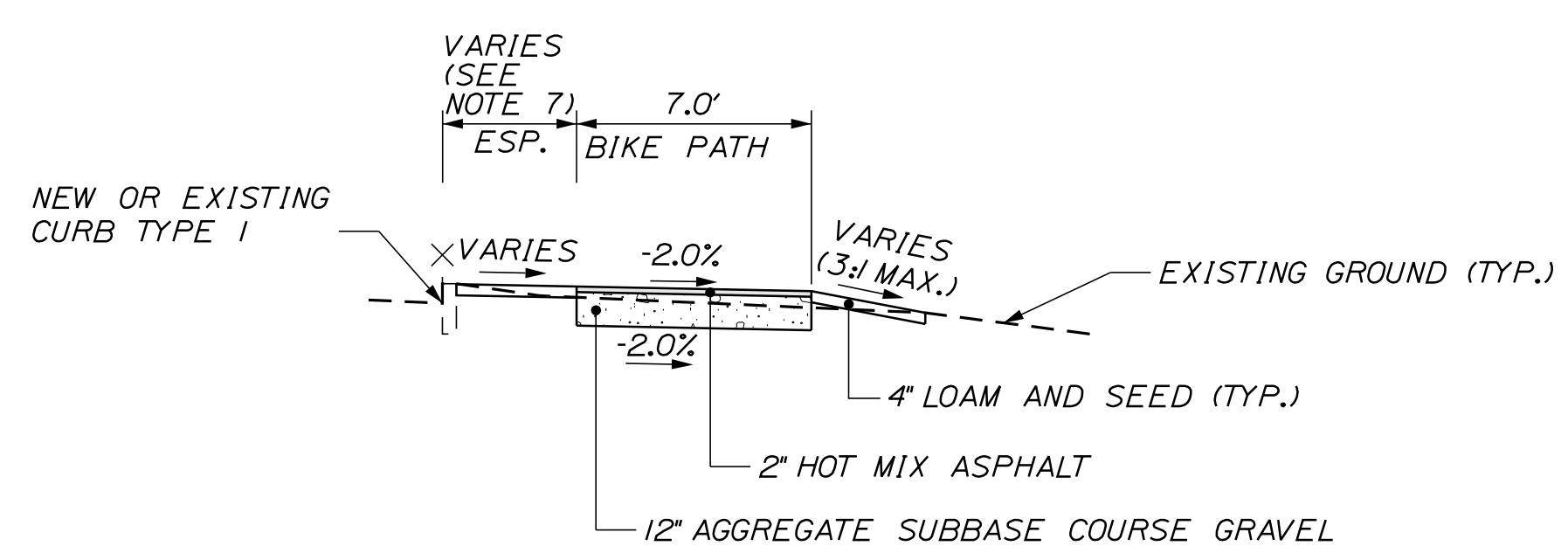


SIDEWALK RECONSTRUCTION

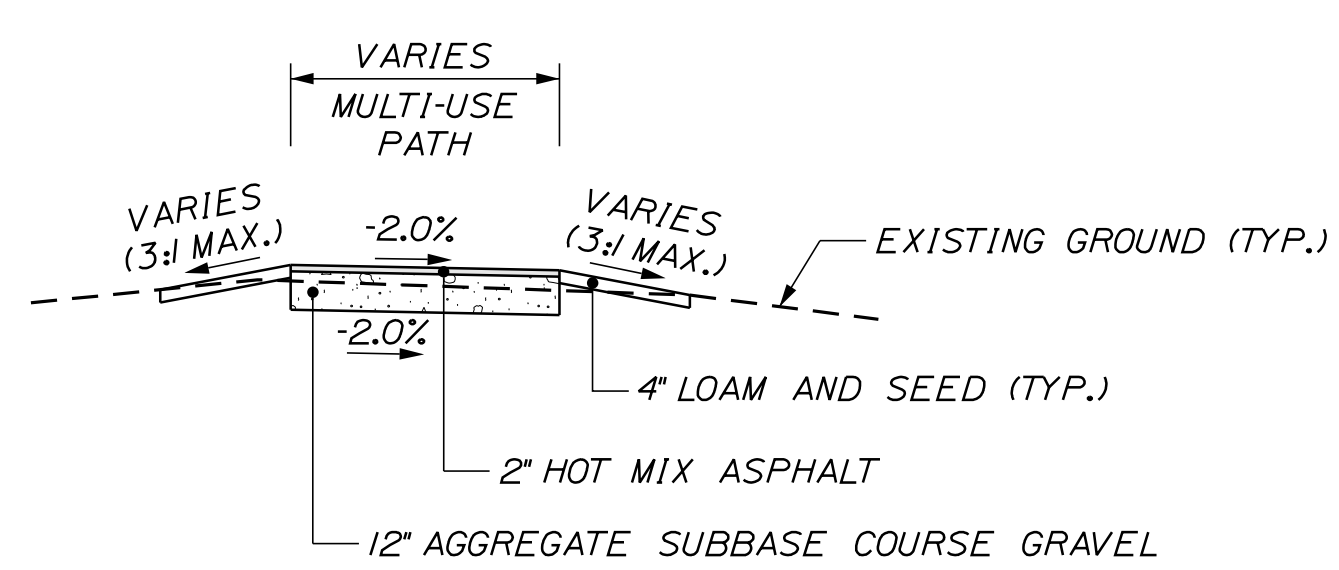
STA. 207+59 LT. TO STA. 207+67 LT.
STA. 300+63 RT. TO STA. 300+85 RT.
STA. 25+37 RT. TO STA. 25+52 RT.
STA. 38+37 RT. TO STA. 38+52 RT.
STA. 603+08 LT. TO STA. 603+18 LT.
STA. 602+91 RT. TO STA. 603+17 RT.

NOTES:

1. THE PAVEMENT AND SUBBASE DEPTHS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROSS SLOPES FOR BOTH NORMAL AND SUPERELEVATED SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE SHOULDER PAVEMENT THICKNESS SHALL BE THE SAME AS THE TRAVELWAY PAVEMENT THICKNESS FOR ALL ROADWAYS UNLESS OTHERWISE NOTED.
5. THE STATIONING UNDER EACH TYPICAL IS APPROXIMATE.
6. CONTRACTOR SHALL VERIFY THAT EXISTING ROADWAY GRAVEL IS 30" THICK AND DAYLIGHTS TO THE EXISTING EMBANKMENT ALONG CASCO BAY BRIDGE.
7. WHEN THE PROPOSED ESPLANADE WIDTH IS LESS THAN 4', THE ESPLANADE SHALL BE PAVED. WHEN THE PROPOSED ESPLANADE WIDTH IS 4' OR GREATER, THE ESPLANADE SHALL BE LOAMED AND SEEDED.
8. THE ALGEBRAIC DIFFERENCE BETWEEN TRAVELWAY AND SHOULDER CROSS SLOPES SHALL NOT EXCEED 8 PERCENT.



BIKE PATH
STA. 110+70 RT. TO STA. 111+36 RT.



GREENBELT PATHWAY
STA. 207+27 TO STA. 207+60 LT.
STA. 300+71 TO STA. 300+93 RT.
STA. 602+96 TO STA. 603+07 RT.
STA. 603+08 TO STA. 603+20 LT.

NOT TO SCALE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-01866(500)
WIN 18665.00

PROJ. MANAGER	DATE
DESIGN-DETAILED	05/20
CHECKED-REVIEWED	05/20
DESIGN-DETAILED	
DESIGN-DETAILED	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

BY	DATE
TLW	05/20
B. KEIZER	
TCL	
DGE	
DGE	
REVISIONS 1	
REVISIONS 2	
REVISIONS 3	
REVISIONS 4	
FIELD CHANGES	

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
TYPICAL SECTIONS

SHEET NUMBER

2

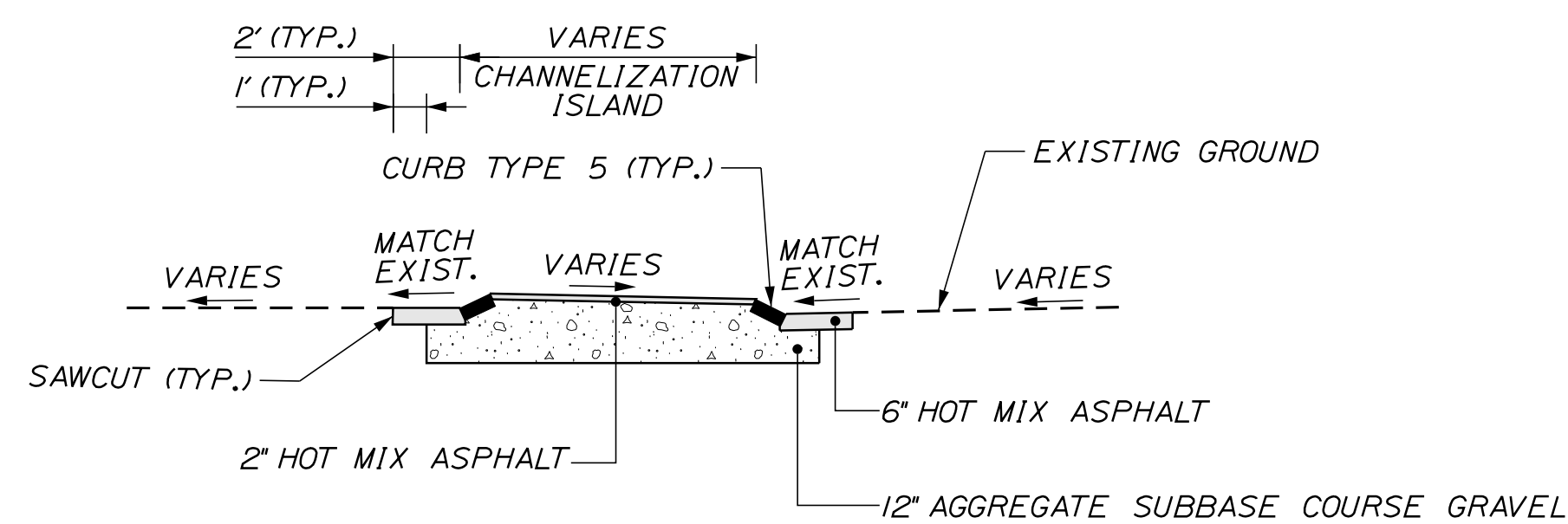
OF 34



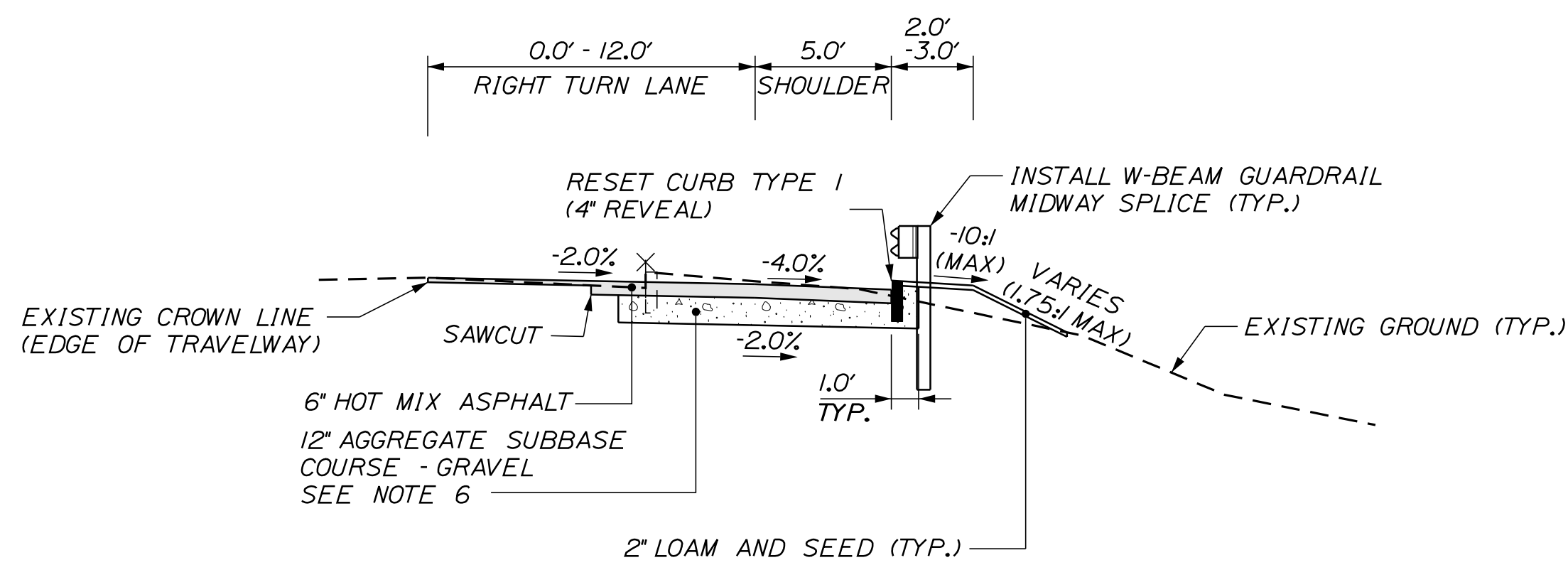
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Division: HIGHWAY
Username: Travis.Landry
Date: 5/21/2020

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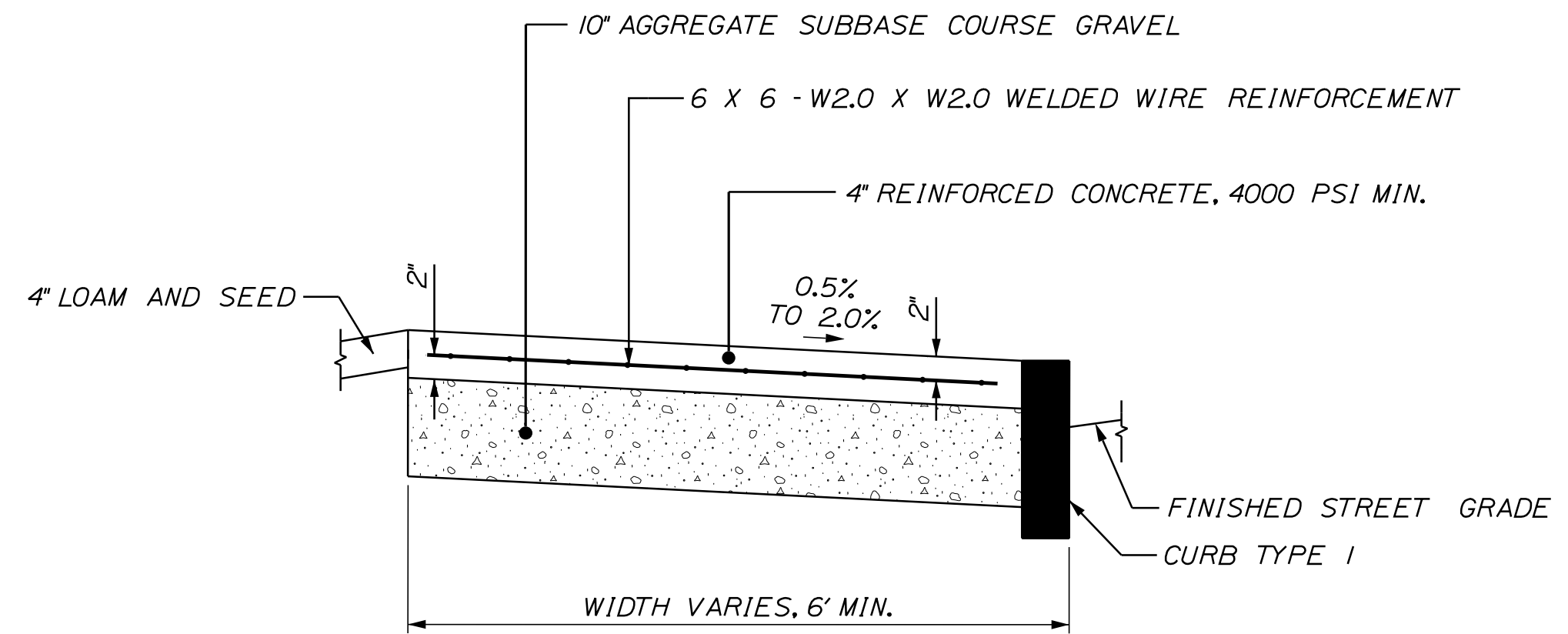


RAISED ISLAND WITH CURB TYPE 5 DETAIL
STA. 25+45 RT. TO STA. 25+70 RT.

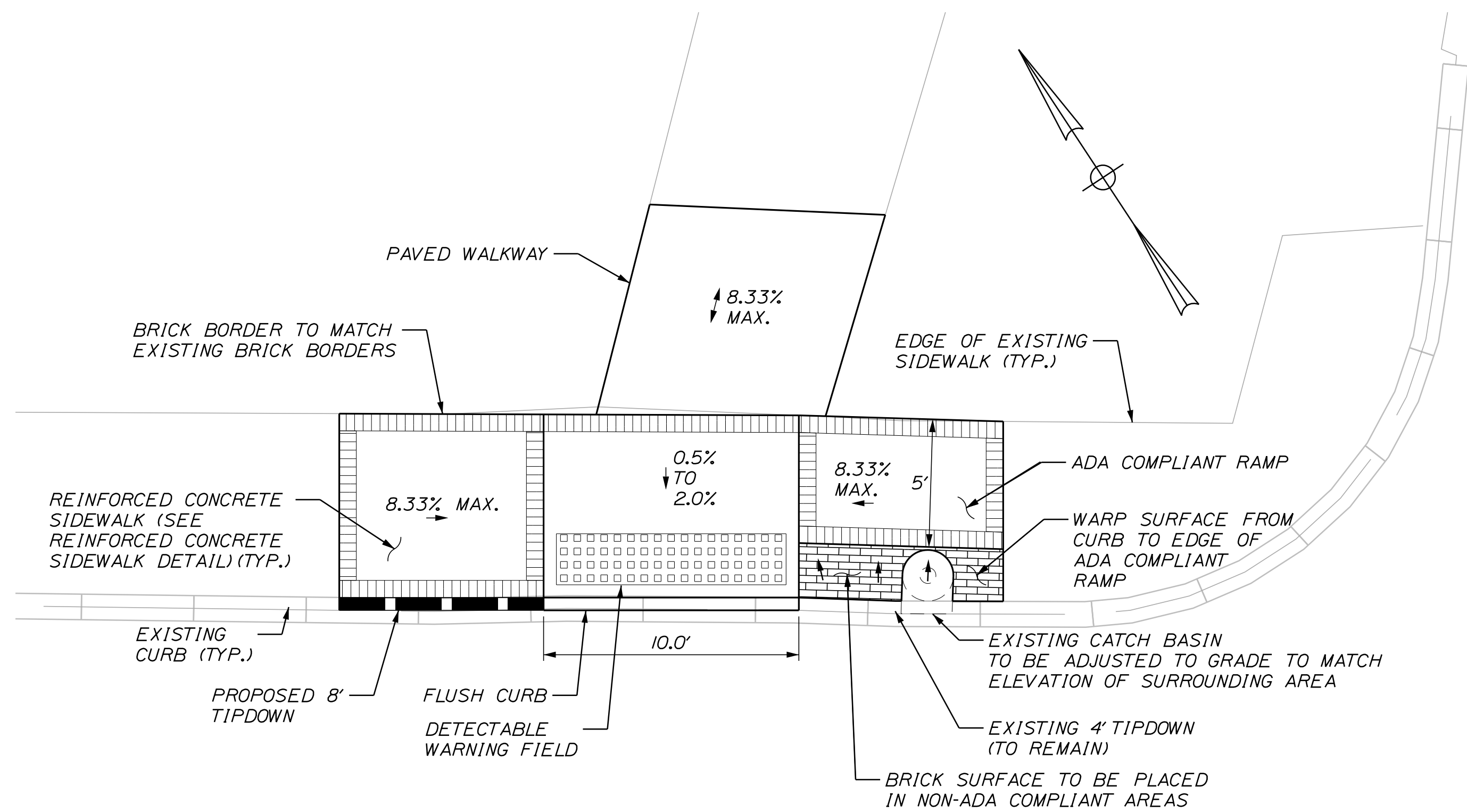


GUARDRAIL BEHIND CURB DETAIL
STA. 107+50 RT. TO STA. 110+08 RT.

* IN THE FOLLOWING AREAS WHERE A 2.0' GUARDRAIL SHELF IS PROPOSED, 8' GUARDRAIL POSTS SHALL BE INSTALLED: STA. 108+50 TO STA. 109+25, RT.



REINFORCED CONCRETE SIDEWALK DETAIL



PATH CROSSING/SIDEWALK DETAIL
STA. 602+91 RT. TO STA. 603+17 RT.

NOTES:
1. SEE PREVIOUS SHEET FOR NOTES.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-01866(500)
WIN
18665.00

PROJ. MANAGER	DESIGN DETAILED	CHECKED/REVIEWED	DATE
TCL	DGE	DGE	05/20
B. KEIZER <td>TLW <td> <td></td> </td></td>	TLW <td> <td></td> </td>	<td></td>	
DESIGN DETAILED			
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
SPECIAL DETAILS

SHEET NUMBER

3

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GENERAL NOTES:

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN THE SPECIAL PROVISIONS. SEE SPECIAL PROVISIONS 104, UTILITIES FOR ADDITIONAL INFORMATION.
2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITIES UNLESS OTHERWISE NOTED.
3. CLEARING LIMITS SHALL BE 5' BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
4. THE CLEARING AND SELECTIVE CLEARING AND THINNING LINES SHOWN ON THE PLANS ARE FOR ESTIMATING PURPOSES ONLY. THE ACTUAL LINES FOR CLEARING AND THINNING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR 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. GRUBBING IN FILL AREAS HAS BEEN SHOWN ON THE CROSS SECTIONS. THESE LIMITS ARE APPROXIMATE AND HAVE BEEN USED FOR ESTIMATING PURPOSES ONLY. ACTUAL GRUBBING LIMITS MAY VARY BASED ON FIELD CONDITIONS AS DIRECTED BY THE RESIDENT. ESTIMATED GRUBBING DEPTHS ARE 6 INCHES IN FIELD AREAS AND 12 INCHES IN WOODED AREAS.
7. ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN ACCEPTABLE WASTE AREAS REVIEWED BY THE RESIDENT. GRADING, SEEDING AND MULCHING OF WASTE AREAS SHALL BE CONSIDERED INCIDENTAL.
8. REQUIRED DITCH PROTECTION SHOWN ON THE PLANS OR IN THE CONSTRUCTION NOTES IS FOR ESTIMATING PURPOSES ONLY. THE ACTUAL TYPE AND LOCATION OF DITCH PROTECTION MAY BE ALTERED BY THE RESIDENT.
9. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
10. THE PIPE SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTH LINED PIPES. INFORMATION ON COMPARABLE CORRUGATED SIZES IS NOT PROVIDED. IF CORRUGATED PIPES ARE PROPOSED, CONTRACTOR IS REQUIRED TO DETERMINE COMPARABLE PIPE SIZES.
11. ANY NECESSARY CUTTING OF EXISTING CATCH BASINS TO ALLOW FOR PROPOSED PIPE CONNECTIONS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEMS 603 OR 605.
12. 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.
13. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
14. TWO REFLECTORIZED FLEXIBLE G.R. MARKERS (ITEM 606.353) WILL BE INSTALLED AT EACH GUARDRAIL END.
15. PAYMENT FOR GUARDRAIL WITH 8' POSTS SHALL BE MADE UNDER ITEM 606.1301.
16. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS AND 2 INCHES IN ALL OTHER AREAS UNLESS OTHERWISE NOTED OR DIRECTED.
17. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE AREAS OF COMMON EXCAVATION.
18. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
19. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
20. STATIONS REFERENCED ARE APPROXIMATE.
21. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATION'S BEST MANAGEMENT PRACTICES FOR EROSION CONTROL & SEDIMENT CONTROL, FEBRUARY, 2008.
22. IN NON-SIDEWALK LOCATIONS, THE FACE OF THE GUARDRAIL (BARRIER) SHOULD BE FLUSH WITH THE FACE OF THE CURB (I.E., AT THE GUTTER LINE). THE HEIGHT OF THE BARRIER IS MEASURED FROM THE PAVEMENT SURFACE. CURB HEIGHT SHALL NOT EXCEED 4 INCHES.
23. IN NON-SIDEWALK LOCATIONS WITH GUARDRAIL AND CURBING, THE CURB HEIGHT SHOULD BE REDUCED TO 2 INCHES APPROXIMATELY 50 FEET IN ADVANCE OF THE GUARDRAIL TERMINAL. FOR TANGENT TERMINALS, THE 2 INCH HEIGHT SHOULD BE CARRIED 12 FEET BEYOND THE UPSTREAM END AND THE TERMINAL SHOULD BE OFFSET 1 FOOT TO KEEP THE IMPACT HEAD BEHIND THE FACE OF CURB.
24. ALL DITCH ELEVATIONS SHOWN ON THE CROSS SECTIONS ARE FOR THE FINISH DITCH FLOW LINE.
25. LOAM HAS BEEN ESTIMATED FOR 100% OF THE DISTURBED SLOPE AREA. ACTUAL PLACEMENT OF THE LOAM USED SHALL BE AS DESIGNATED BY THE RESIDENT.
26. MULCH SHALL BE APPLIED IN AREAS SEED BY SEEDING METHOD NO.1 AND SEEDING METHOD NO.2.
27. ALL PEDESTRIAN RAMPS SHALL BE 6 FT. WIDE MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS.
28. 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.
29. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 304.10.
30. 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.
31. PAYMENT FOR PAVEMENT REMOVAL WHERE SHOWN ON PLANS SHALL BE PAID FOR UNDER ITEM 203.20, COMMON EXCAVATION.
32. SIGNING AND 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.
33. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION, UNLESS OTHERWISE NOTED.
34. GUARDRAIL STATION AND OFFSET INFORMATION IS TO FACE OF RAIL.
35. ALL GRANITE CURBING THAT IS REMOVED AND STACKED AND NOT REUSED ON THE PROJECT SHALL BE TURNED OVER TO THE CONTRACTOR. PAYMENT FOR WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20, COMMON EXCAVATION.
36. ANY DAMAGE TO EXISTING CONDITIONS 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.
37. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS AS NOTED ON THE SIGNING PLANS OR AS DIRECTED BY THE RESIDENT, SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEMS.
38. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
39. IN AREAS WHERE THE RESIDENT DIRECTS THE CONTRACTOR NOT TO EXCAVATE TO THE SUBGRADE LINE SHOWN ON THE PLANS, PAYMENT FOR REMOVING EXISTING PAVEMENT, GRUBBING, SHAPING, DITCHING, AND COMPACTING THE EXISTING SUBBASE AND LAYERS OF NEW SUBBASE 6 INCHES OR LESS THICK WILL BE MADE UNDER APPROPRIATE EQUIPMENT RENTAL ITEMS.
40. EXISTING CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
41. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL. IF ANY EXISTING PAVEMENT IS REQUIRED TO BE REMOVED, PAYMENT FOR SAWCUTTING AND REMOVAL WILL BE INCIDENTAL TO PAVING ITEMS.
42. TRIM ALL TREE BRANCHES TO 20 FEET ABOVE THE PAVEMENT AND 8 FEET ABOVE SIDEWALKS, BIKE PATHS AND PATHWAYS. A TREE SPECIALIST SHALL BE SUBCONTRACTED FOR THIS WORK AND PAYMENT WILL BE MADE BY INVOICE PLUS 5%. ANY TREE BRANCHES DAMAGED BY THE CONTRACTOR DURING CONSTRUCTION WILL BE TRIMMED AT THE CONTRACTORS EXPENSE.
43. 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.
44. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, STANDARD DETAILS, AND CITY OF SOUTH PORTLAND REQUIREMENTS.
45. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS, BY MEANS APPROVED BY THE RESIDENT.
46. DETECTABLE WARNING FIELDS SHALL BE INSTALLED AT EACH CURB RAMP ADJACENT TO A MARKED CROSSWALK. ACTUAL PLACEMENT SHALL BE AS REQUIRED BY THE DETAILS AND DIRECTED BY THE RESIDENT. PAYMENT FOR ITEM 608.26 SHALL INCLUDE ALL CONCRETE AND WORK REQUIRED BY THE DETAILS.
47. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT IN ACCORDANCE WITH THE MAINE DOT'S LATEST STANDARD DETAILS AND RELATED NOTES. THESE STANDARD DETAILS AND NOTES APPLY TO ALL SIDEWALK TYPES (BITUMINOUS, CONCRETE, BRICK, ETC.). CONTRACTOR SHALL VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT PRIOR TO PLACEMENT OF THE SURFACE MATERIAL AND SHALL COORDINATE WITH THE RESIDENT AND MAINE DOT ON ANY NON-COMPLIANT LOCATIONS (PRIOR TO PLACEMENT OF SURFACE MATERIAL). CONTRACTOR SHALL ALSO VERIFY THAT ALL GRADES AND SLOPES ARE ADA COMPLIANT AFTER PLACEMENT OF THE SURFACE MATERIAL. FAILURE TO CONSTRUCT SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT MAY RESULT IN REJECTION OF WORK BY THE RESIDENT AND/OR MAINE DOT. CONTRACTOR SHALL REBUILD ALL REJECTED WORK AREAS AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR SHALL PLAN WORK ACCORDINGLY. IF THERE IS A CONDITION THAT DOES NOT ALLOW FOR FULL ADA COMPLIANCE, THEN THE CONTRACTOR SHOULD REQUEST THE RESIDENT FILL OUT AND SUBMIT FOR APPROVAL, A TECHNICAL INFEASIBILITY FORM TO DOCUMENT THE REASONS FOR NON-COMPLIANCE.
48. THE REMOVAL OF THE EXISTING FLUSH CONCRETE MEDIAN WILL BE PAID UNDER ITEM 203.20. NO SEPARATE PAYMENT WILL BE MADE FOR THE CONCRETE SAWCUT, BEVEL OR REMOVAL WORK.
49. A TEST PIT SHALL BE COMPLETED AT STATION 25+66, 4' RT. TO DETERMINE THE LOCATION OF THE EXISTING UNDERGROUND TELEPHONE DUCT BANK. PAYMENT FOR TEST PIT SHALL BE UNDER ITEM 803.01 TEST PITS.
50. CROSS SLOPES FOR SIDEWALK SECTIONS WILL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE RESIDENT.
51. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING OPERATIONAL BUSINESS DIRECTIONAL SIGNS (OBDS) TO ENSURE THAT THEY ARE VISIBLE TO THE TRAVELING PUBLIC. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.
52. GEOTECHNICAL INFORMATION FURNISHED OR REFERRED TO IN THE BID DOCUMENTS IS FOR THE USE OF THE BIDDERS. NO ASSURANCE IS GIVEN THAT THE INFORMATION OR INTERPRETATIONS WILL BE REPRESENTATIVE OF THE ACTUAL SUBSURFACE CONDITIONS THROUGHOUT THE CONSTRUCTION SITE. MAINE DOT WILL NOT BE RESPONSIBLE FOR ANY INTERPRETATIONS OR CONCLUSION DRAWN FROM THE GEOTECHNICAL INFORMATION. THE BORING LOGS PROVIDED IN THE BID DOCUMENTS (IF ANY) PRESENT FACTUAL AND INTERPRETIVE SUBSURFACE INFORMATION COLLECTED AT DISCRETE LOCATIONS. DATA PROVIDED MAY NOT BE REPRESENTATIVE OF THE SUBSURFACE CONDITIONS BETWEEN BORING LOCATIONS.
53. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS DIRECTED BY THE RESIDENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
54. EXISTING SIGNAGE LOCATED ON MAST ARMS/POLES THAT ARE DESIGNATED TO BE REMOVED SHALL BE RESET OR REPLACED AS DIRECTED BY THE RESIDENT. PAYMENT FOR REMOVAL, RESET, REPLACEMENT AND/OR DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO ITEM 643.71.
55. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICAL SECTIONS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
56. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FOOT ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATION 703.19.
57. EXISTING INSLOPES IN PROPOSED FILL AREAS SHALL BE BENCHED BY EXCAVATING STEPS OF SUFFICIENT WIDTH TO PERMIT PLACING AND COMPACTING THE FILL MATERIAL ALONG WITH THE MATERIAL REMOVED.
58. ANY NECESSARY CLEANING OF EXISTING PAVEMENT PRIOR TO PAVING (OR MILLING) SHALL BE INCIDENTAL TO THE RELATED PAVING (OR MILLING) ITEMS. THIS INCLUDES KILLING AND REMOVAL OF ALL VEGETATIVE MATTER.
59. 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 OTHER AREAS.
60. ACRYLIC LATEX COLOR FINISH GREEN (ITEM 658.20) SHALL BE PLACED ON ALL PAVED ISLANDS UNLESS OTHERWISE NOTED OR DIRECTED BY THE RESIDENT.
61. 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.
62. FOR EASEMENTS, CONSTRUCTION LIMITS, AND RIGHT-OF-WAY LINES, REFER TO RIGHT OF WAY PLANS.
63. SIDEWALK RAMPS HAVE BEEN DESIGNED WITH 8' TERMINAL CURB AS A MAXIMUM LENGTH. LATEST MAINE DOT STANDARD DETAILS SUGGEST LONGER RAMPS AND TERMINAL CURB MAY BE REQUIRED DEPENDING ON ROADWAY GRADE. CONTRACTOR SHALL COORDINATE WITH RESIDENT ON ANY RAMP CHANGES PRIOR TO ORDERING CURBING.
64. MEDIAN WORK AT STA. III+75 RT WILL REQUIRE MATCHING EXISTING BRICK PATTERN STAMPED PAVEMENT SURFACE WITH SIMILAR TREATMENT. WORK IS CONSIDERED INCIDENTAL TO 609 PAY ITEMS. NO SEPARATE PAYMENT FOR BRICK PATTERN OR PAINTING RED WILL BE MADE.

Date: 5/21/2020

Username: Travis.Landry

Division: HIGHWAY

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STP-01866(500)	WIN 18665.00	
SOUTH PORTLAND BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS	GENERAL NOTES	SHEET NUMBER	4 OF 34

Date: 5/21/2020

Username: Travis.Landry

Division: HIGHWAY

Filename: ... \005\Highway\005_PL\AN01.dgn

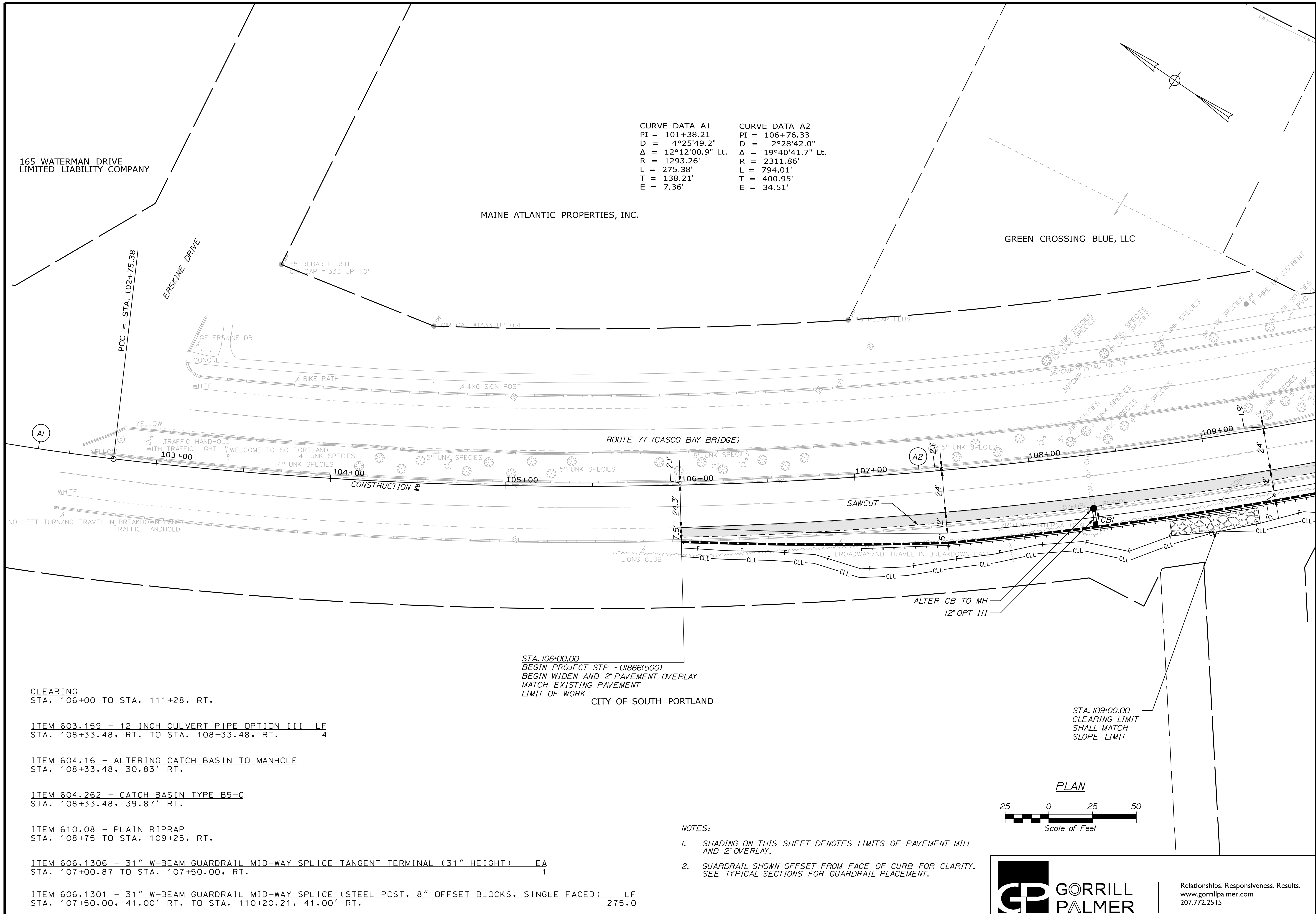
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 Δ = 12°12'00.9" Lt.
 R = 1293.26'
 L = 275.38'
 T = 138.21'
 E = 7.36'

CURVE DATA A2
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 D = 2°28'42.0"
 Δ = 19°40'41.7" Lt.
 R = 2311.86'
 L = 794.01'
 T = 400.95'
 E = 34.51'

165 WATERMAN DRIVE
LIMITED LIABILITY COMPANY

MAINE ATLANTIC PROPERTIES, INC.

GREEN CROSSING BLUE, LLC



CLEARING
 STA. 106+00 TO STA. 111+28. RT.

ITEM 603.159 - 12 INCH CULVERT PIPE OPTION III LF
 STA. 108+33.48, RT. TO STA. 108+33.48, RT. 4

ITEM 604.16 - ALTERING CATCH BASIN TO MANHOLE
 STA. 108+33.48, 30.83' RT.

ITEM 604.262 - CATCH BASIN TYPE B5-C
 STA. 108+33.48, 39.87' RT.

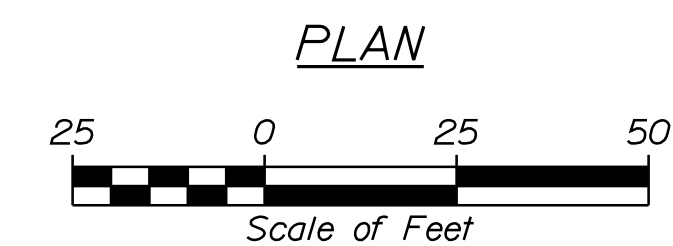
ITEM 610.08 - PLAIN RIPRAP
 STA. 108+75 TO STA. 109+25. RT.

ITEM 606.1306 - 31" W-BEAM GUARDRAIL MID-WAY SPLICE TANGENT TERMINAL (31" HEIGHT) EA
 STA. 107+00.87 TO STA. 107+50.00, RT. 1

ITEM 606.1301 - 31" W-BEAM GUARDRAIL MID-WAY SPLICE (STEEL POST, 8" OFFSET BLOCKS, SINGLE FACED) LF
 STA. 107+50.00, 41.00' RT. TO STA. 110+20.21, 41.00' RT. 275.0

STA. 106+00.00
 BEGIN PROJECT STP - 01866(500)
 BEGIN WIDEN AND 2" PAVEMENT OVERLAY
 MATCH EXISTING PAVEMENT
 LIMIT OF WORK
 CITY OF SOUTH PORTLAND

STA. 109+00.00
 CLEARING LIMIT
 SHALL MATCH
 SLOPE LIMIT



NOTES:

- SHADING ON THIS SHEET DENOTES LIMITS OF PAVEMENT MILL AND 2" OVERLAY.
- GUARDRAIL SHOWN OFFSET FROM FACE OF CURB FOR CLARITY. SEE TYPICAL SECTIONS FOR GUARDRAIL PLACEMENT.



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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-01866(500)

WIN
18665.00

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS

GENERAL PLANS

SHEET NUMBER

5

OF 34

PROJ. MANAGER	B. KEIZER	DATE	DATE	DATE
DESIGN-DETAILED	TCL	05/20	05/20	
CHECKED-REVIEWED	DGE			
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

SIGNATURE	P.E. NUMBER	DATE

Date: 5/21/2020

Username: Travis.Landry

Division: HIGHWAY

Filename: ...\\000\Highway\006_PL\AN02.dgn

NOTES:
1. SEE PREVIOUS SHEET FOR GUARDRAIL NOTE.

CURVE DATA A2
PI = 106+76.33
D = 2°28'42.0"
Δ = 19°40'41.7" Lt.
R = 2311.86'
L = 794.01'
T = 400.95'
E = 34.51'

CURVE DATA A3
PI = 111+74.36
D = 8°11'06.0"
Δ = 17°03'24.2" Lt.
R = 700.01'
L = 208.39'
T = 104.97'
E = 7.83'

CURVE DATA A4
PI = 113+48.34
D = 6°56'11.2"
Δ = 9°45'55.5" Lt.
R = 826.01'
L = 140.78'
T = 70.56'
E = 3.01'

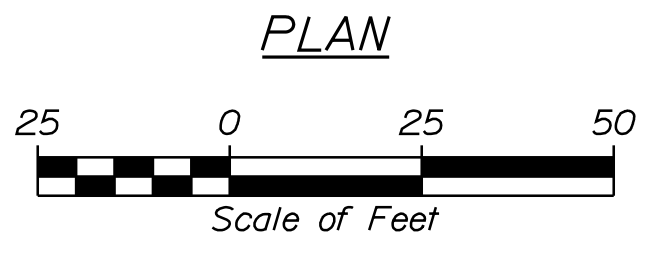
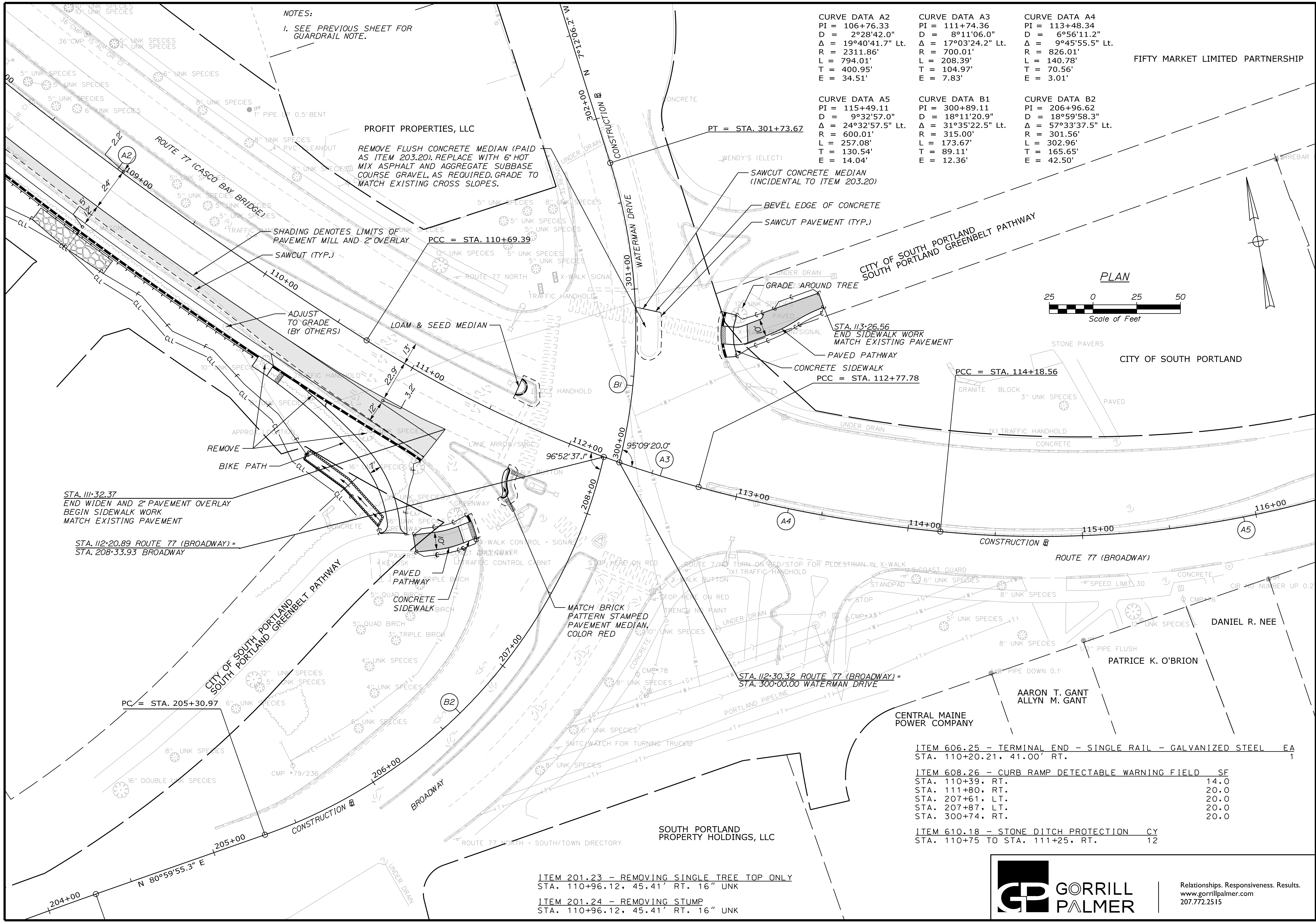
CURVE DATA A5
PI = 115+49.11
D = 9°32'57.0"
Δ = 24°32'57.5" Lt.
R = 600.01'
L = 257.08'
T = 130.54'
E = 14.04'

CURVE DATA B1
PI = 300+89.11
D = 18°11'20.9"
Δ = 31°35'22.5" Lt.
R = 315.00'
L = 173.67'
T = 89.11'
E = 12.36'

CURVE DATA B2
PI = 206+96.62
D = 18°59'58.3"
Δ = 57°33'37.5" Lt.
R = 301.56'
L = 302.96'
T = 165.65'
E = 42.50'

FIFTY MARKET LIMITED PARTNERSHIP

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-01866(500)
WIN
18665.00



STA. 111+32.37
END WIDEN AND 2" PAVEMENT OVERLAY
BEGIN SIDEWALK WORK
MATCH EXISTING PAVEMENT

STA. 112+20.89 ROUTE 77 (BROADWAY) =
STA. 208+33.93 BROADWAY

PC = STA. 205+30.97

STA. 112+30.32 ROUTE 77 (BROADWAY) =
STA. 300+00.00 WATERMAN DRIVE

ITEM 606.25 - TERMINAL END - SINGLE RAIL - GALVANIZED STEEL EA
STA. 110+20.21, 41.00' RT. 1

ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD SF
STA. 110+39, RT. 14.0
STA. 111+80, RT. 20.0
STA. 207+61, LT. 20.0
STA. 207+87, LT. 20.0
STA. 300+74, RT. 20.0

ITEM 610.18 - STONE DITCH PROTECTION CY
STA. 110+75 TO STA. 111+25, RT. 12

ITEM 201.23 - REMOVING SINGLE TREE TOP ONLY
STA. 110+96.12, 45.41' RT. 16" UNK

ITEM 201.24 - REMOVING STUMP
STA. 110+96.12, 45.41' RT. 16" UNK



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SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
GENERAL PLANS

SHEET NUMBER

6

OF 34

Date: 5/21/2020

Username: Travis.Landry

Division: HIGHWAY

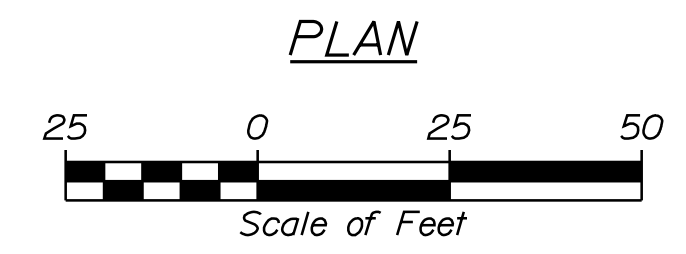
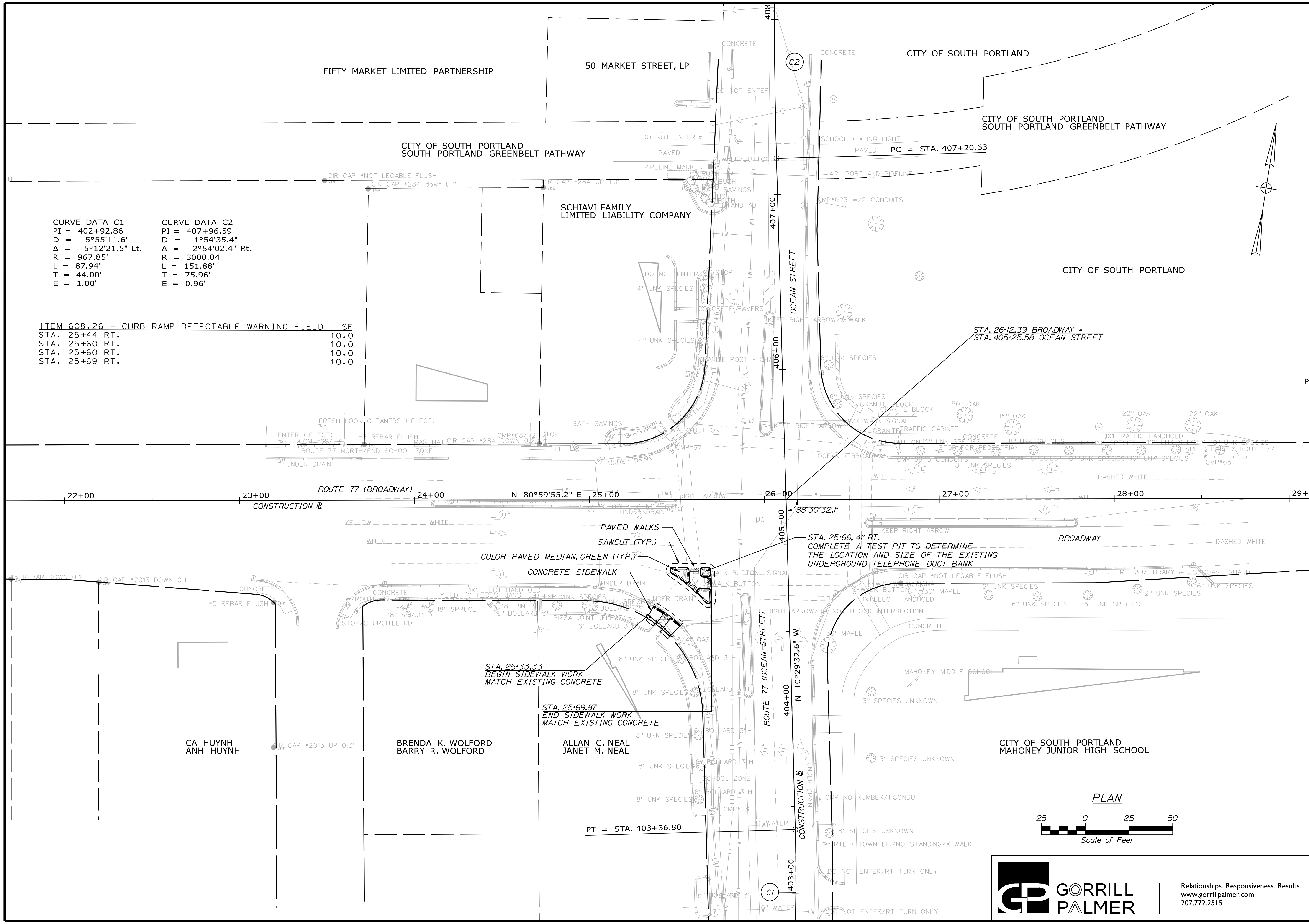
Filename: ... \000\Highway\007_PL\AN03.dgn

CURVE DATA C1
 PI = 402+92.86
 D = 5°55'11.6"
 Δ = 5°12'21.5" Lt.
 R = 967.85'
 L = 87.94'
 T = 44.00'
 E = 1.00'

CURVE DATA C2
 PI = 407+96.59
 D = 1°54'35.4"
 Δ = 2°54'02.4" Rt.
 R = 3000.04'
 L = 151.88'
 T = 75.96'
 E = 0.96'

ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD SF

STA. 25+44 RT.	10.0
STA. 25+60 RT.	10.0
STA. 25+60 RT.	10.0
STA. 25+69 RT.	10.0



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	STP-01866(500)	WIN 18665.00																																																																																								
SOUTH PORTLAND BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS	GENERAL PLANS	SHEET NUMBER 7 OF 34																																																																																								
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>PROJ. MANAGER</th> <th>DATE</th> <th>BY</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>TCL</td> <td>05/20</td> <td>TLW</td> <td>05/20</td> </tr> <tr> <td>CHECKED-REVIEWED</td> <td>DGE</td> <td></td> <td></td> </tr> <tr> <td>DESIGN-DETAILED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>DESIGN-REVIEWED</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 1</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 2</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 3</td> <td></td> <td></td> <td></td> </tr> <tr> <td>REVISIONS 4</td> <td></td> <td></td> <td></td> </tr> <tr> <td>FIELD CHANGES</td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	PROJ. MANAGER	DATE	BY	DATE	TCL	05/20	TLW	05/20	CHECKED-REVIEWED	DGE			DESIGN-DETAILED				DESIGN-REVIEWED				REVISIONS				REVISIONS 1				REVISIONS 2				REVISIONS 3				REVISIONS 4				FIELD CHANGES				<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th>DATE</th> <th>SIGNATURE</th> <th>P.E. NUMBER</th> <th>DATE</th> </tr> </thead> <tbody> <tr> <td>05/20</td> <td></td> <td></td> <td></td> </tr> <tr> <td>05/20</td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td></td> <td></td> <td></td> </tr> </tbody> </table>	DATE	SIGNATURE	P.E. NUMBER	DATE	05/20				05/20																																				
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Date: 5/21/2020

Username: Travis.Landry

Division: HIGHWAY

Filename: ...\\00\Highway\008_PL\A04.dgn

CURVE DATA A6
 PI = 33+99.36
 D = 3°59'59.8"
 Δ = 5°01'16.6" Lt.
 R = 1432.41'
 L = 125.53'
 T = 62.81'
 E = 1.38'

CURVE DATA A7
 PI = 38+98.11
 D = 1°59'59.9"
 Δ = 1°43'06.1" Rt.
 R = 2864.83'
 L = 85.92'
 T = 42.96'
 E = 0.32'

CURVE DATA A8
 PI = 40+64.85
 D = 1°59'59.9"
 Δ = 1°43'06.1" Lt.
 R = 2864.83'
 L = 85.92'
 T = 42.96'
 E = 0.32'

CURVE DATA D1
 PI = 505+09.41
 D = 2°50'46.5"
 Δ = 4°56'44.8" Rt.
 R = 2013.03'
 L = 173.77'
 T = 86.94'
 E = 1.88'

CURVE DATA D2
 PI = 600+69.39
 D = 8°52'59.0"
 Δ = 12°16'50.3" Lt.
 R = 645.00'
 L = 138.25'
 T = 69.39'
 E = 3.72'

ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD SF
 STA. 38+42 RT. 14.0
 STA. 603+02 RT. 20.0
 STA. 603+13 LT. 20.0

CLEARING
 STA. 602+83 TO STA. 602+91, RT.

PT = STA. 34+62.09

PT = STA. 601+38.25

STA. 38-06.42 BROADWAY =
 STA. 505+96.24 COTTAGE ROAD

STA. 38-03.81 BROADWAY =
 STA. 600+00.00 COTTAGE ROAD

STA. 38-06.42 BROADWAY =
 STA. 505+96.24 COTTAGE ROAD

PC = STA. 40+21.88

PT = STA. 41+07.80

STA. 39-00.00
 END PROJECT - STP - 01866(500)
 LIMIT OF WORK
 PC = STA. 38+55.15

STA. 38-51.69
 END SIDEWALK WORK
 MATCH EXISTING CONCRETE

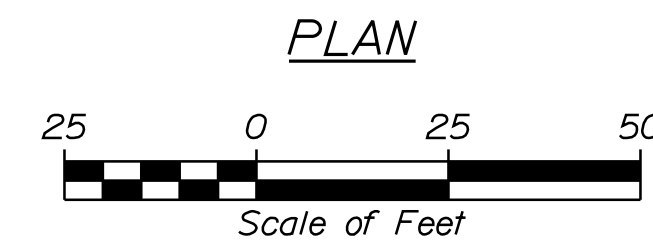
STA. 38-37.18
 BEGIN SIDEWALK WORK
 MATCH EXISTING CONCRETE

PC = STA. 504+22.48

NOTE:
 1. CONTRACTOR TO PROVIDE BRICK BORDER IN CONCRETE SIDEWALK, MATCHING EXISTING CONDITIONS. PAYMENT CONSIDERED PART OF ITEM 608.08.

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 DEPARTMENT OF TRANSPORTATION
 STP-01866(500)
 WIN
 18665.00

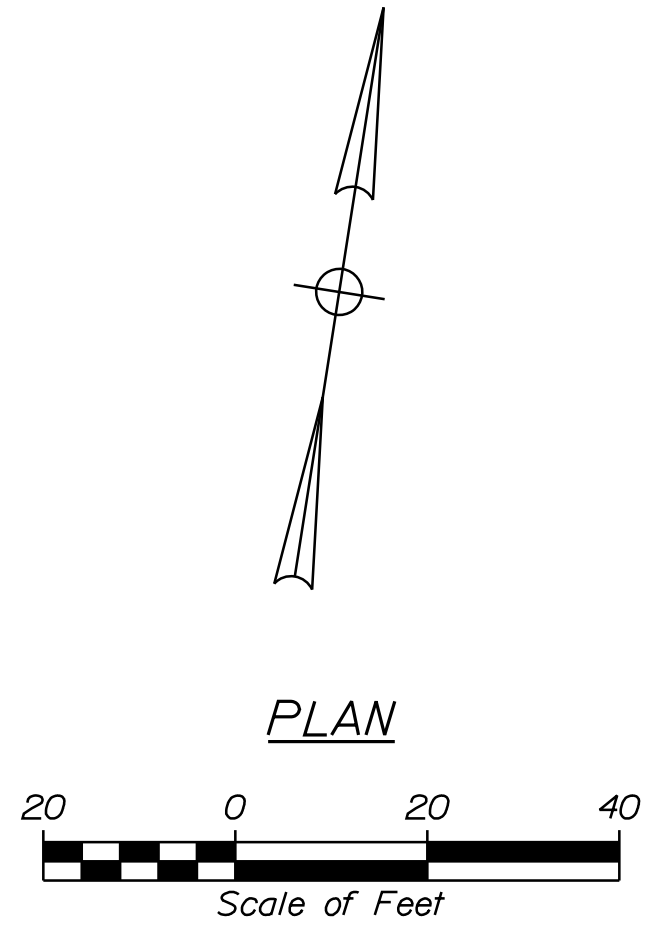
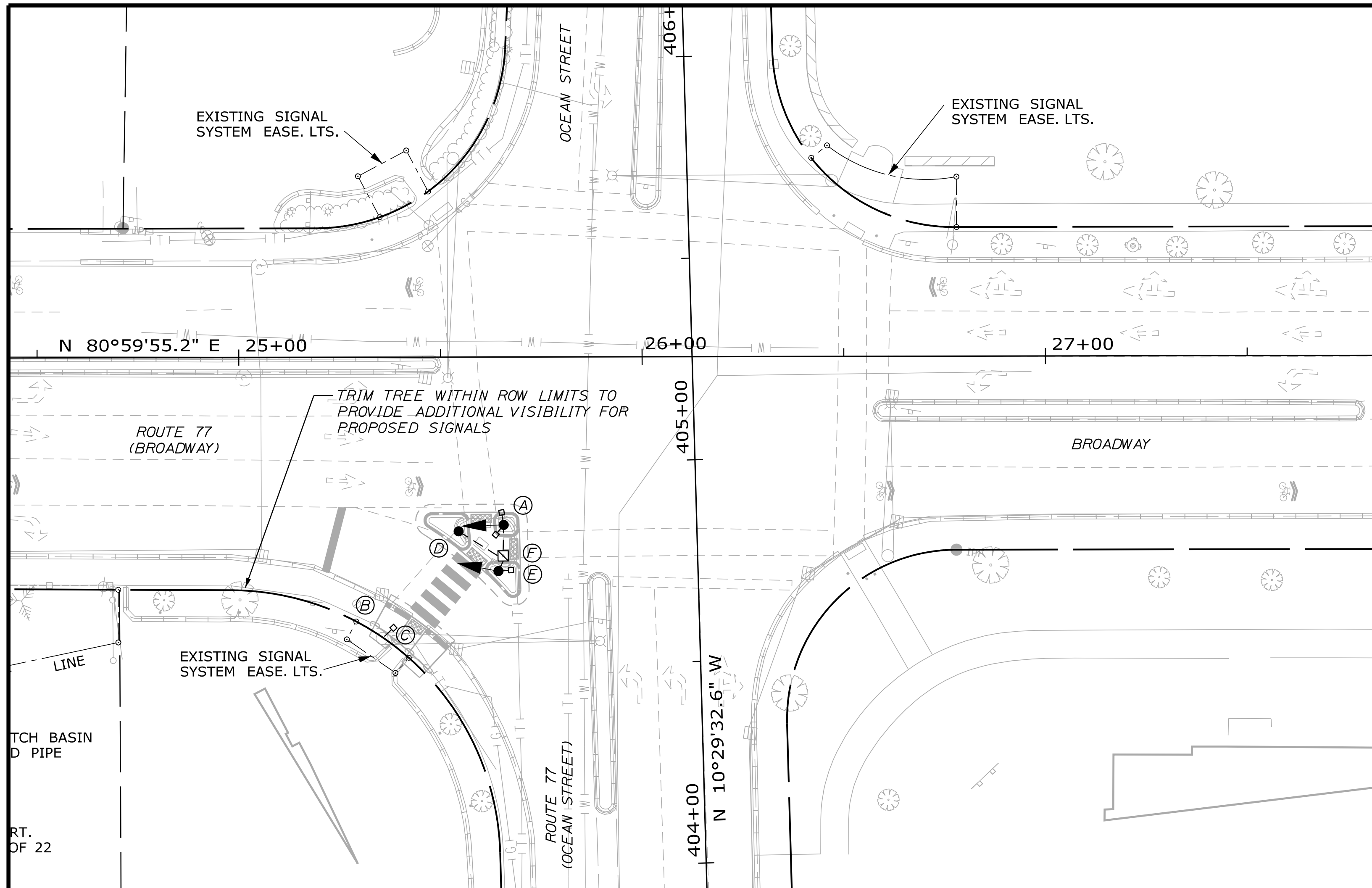
PROJ. MANAGER	DATE	BY	DATE
DESIGN-DETAILED	05/20	T/LW	05/20
CHECKED-REVIEWED		D/E	
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SOUTH PORTLAND
 BROADWAY CORRIDOR
 INTERSECTION IMPROVEMENTS
 GENERAL PLANS

SHEET NUMBER

8

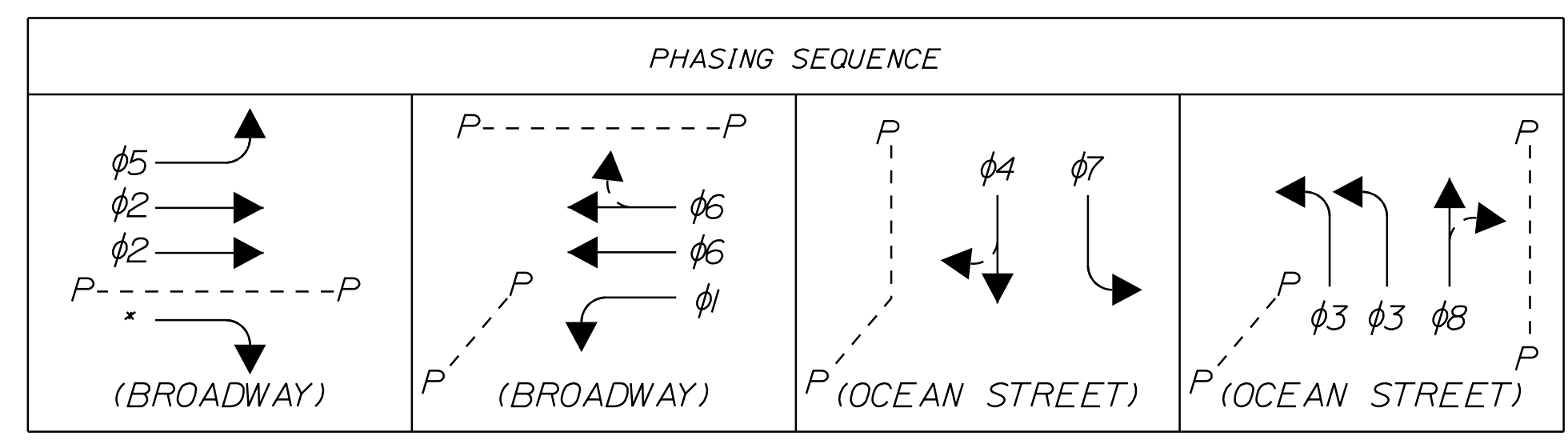
OF 34



LEGEND	
EXISTING	PROPOSED
SIGNAL NOTE	SIGNAL HEAD
SIGNAL HEAD	VIDEO DETECTOR
VIDEO DETECTOR	SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)
SIGNAL CONDUIT (3" PVC, SCH 80, UNLESS OTHERWISE NOTED)	CONTROLLER CABINET
CONTROLLER CABINET	PEDESTRIAN SIGNAL HEAD
PEDESTRIAN SIGNAL HEAD	PEDESTAL POLE
PEDESTAL POLE	MAST ARM WITH DUAL PURPOSE POLE AND SIGNAL STANDARD
MAST ARM WITH DUAL PURPOSE POLE AND SIGNAL STANDARD	MAST ARM WITH SIGNAL STANDARD
MAST ARM WITH SIGNAL STANDARD	MOUNTED SIGN
MOUNTED SIGN	JUNCTION BOX

PROPOSED SIGNAL HEADS	
ALL LENSES 12" LED WITH 5" LOUVERED BACK PLATE AND RETROREFLECTIVE YELLOW BORDER	
	SOLID RED ARROW
	SOLID YELLOW ARROW
	FLASHING YELLOW ARROW
** (2 PROPOSED)	

NOTE: FLASHING YELLOW ARROW TO BE ON UNTIL OPPOSING PEDESTRIAN CROSSWALK IS ACTUATED. UPON PEDESTRIAN ACTUATION, FLASHING YELLOW ARROW SHALL CHANGE TO SOLID YELLOW ARROW FOR 4 SECONDS, THEN TO SOLID RED ARROW WHERE IT SHALL REMAIN UNTIL PEDESTRIAN CYCLE IS COMPLETED, AT WHICH TIME YELLOW FLASHING ARROW SHALL RESUME. PEDESTRIAN WALK TIME IS 5 SECONDS AND COUNTDOWN TIME IS 10 SECONDS. PEDESTRIAN CROSSING TIME NOT ALLOWED DURING $\phi 2$ GREEN TIME.



* ADD SIGNALIZED RIGHT TURN TO EXISTING PHASING. SEE NOTE THIS SHEET REGARDING FLASHING YELLOW ARROW.

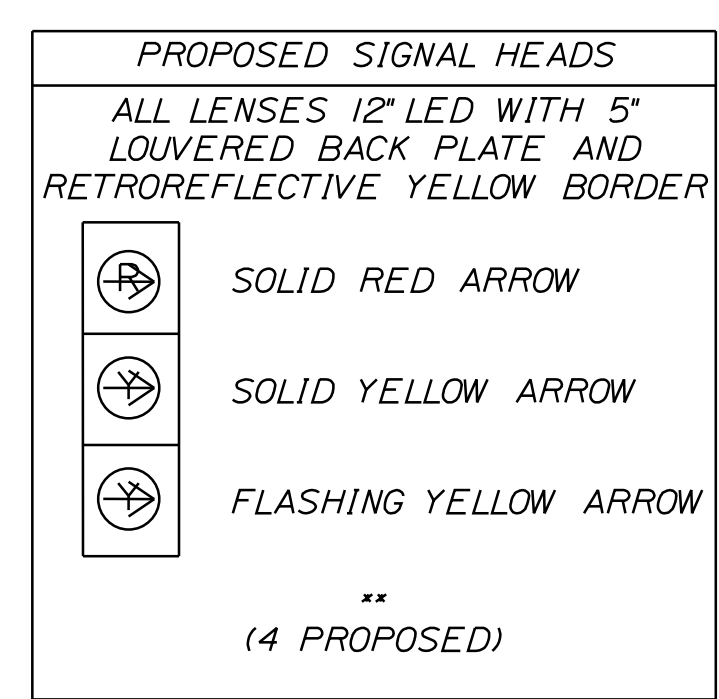
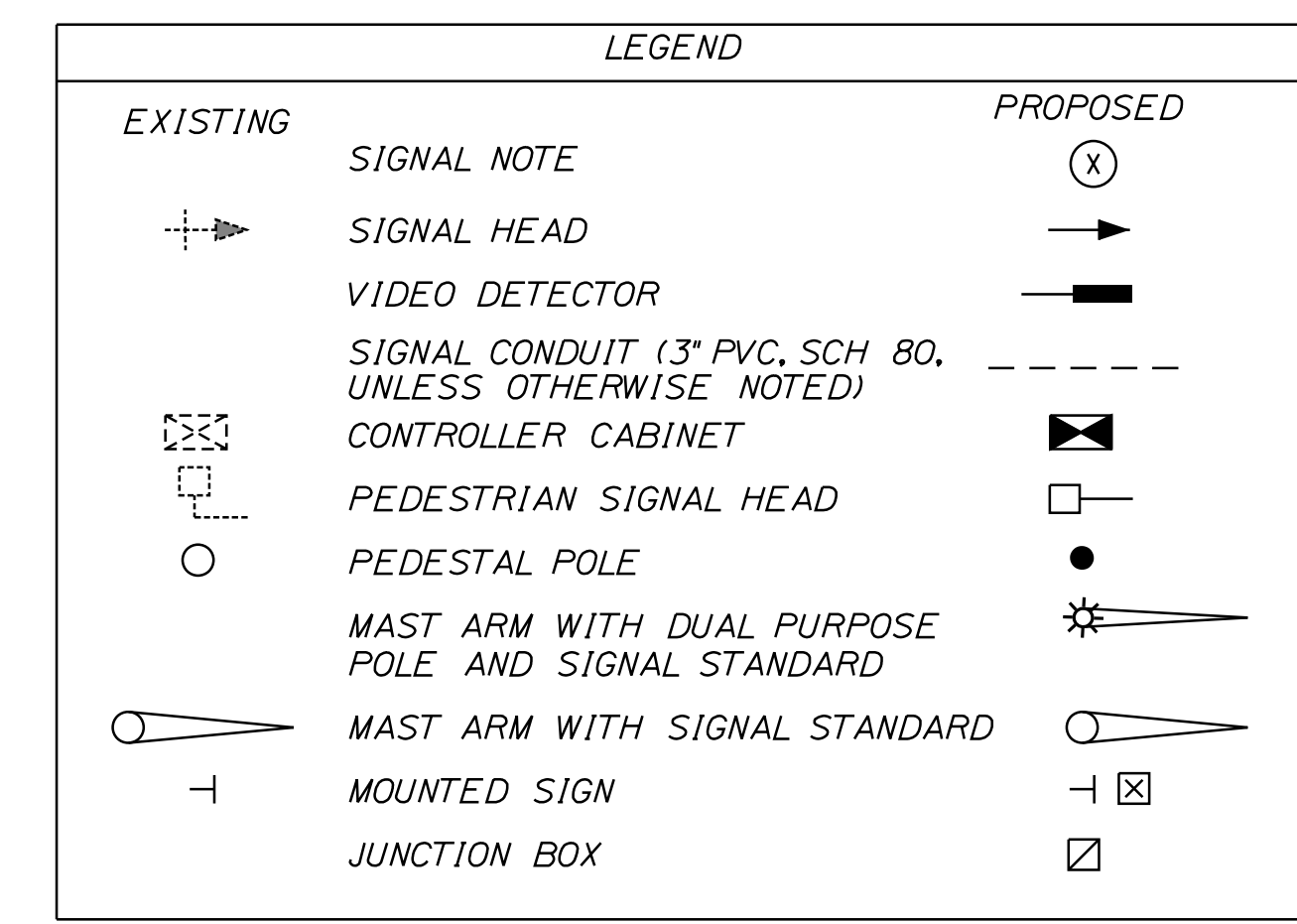
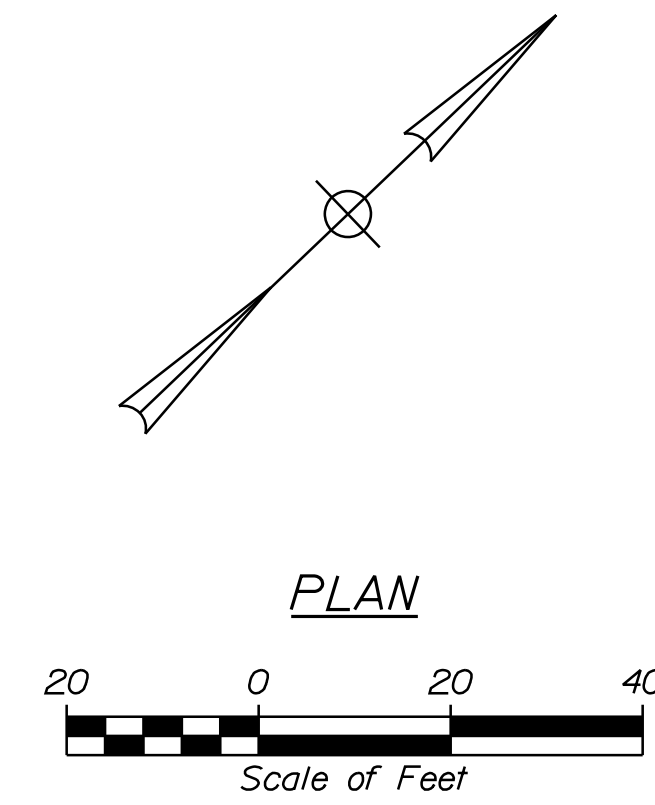
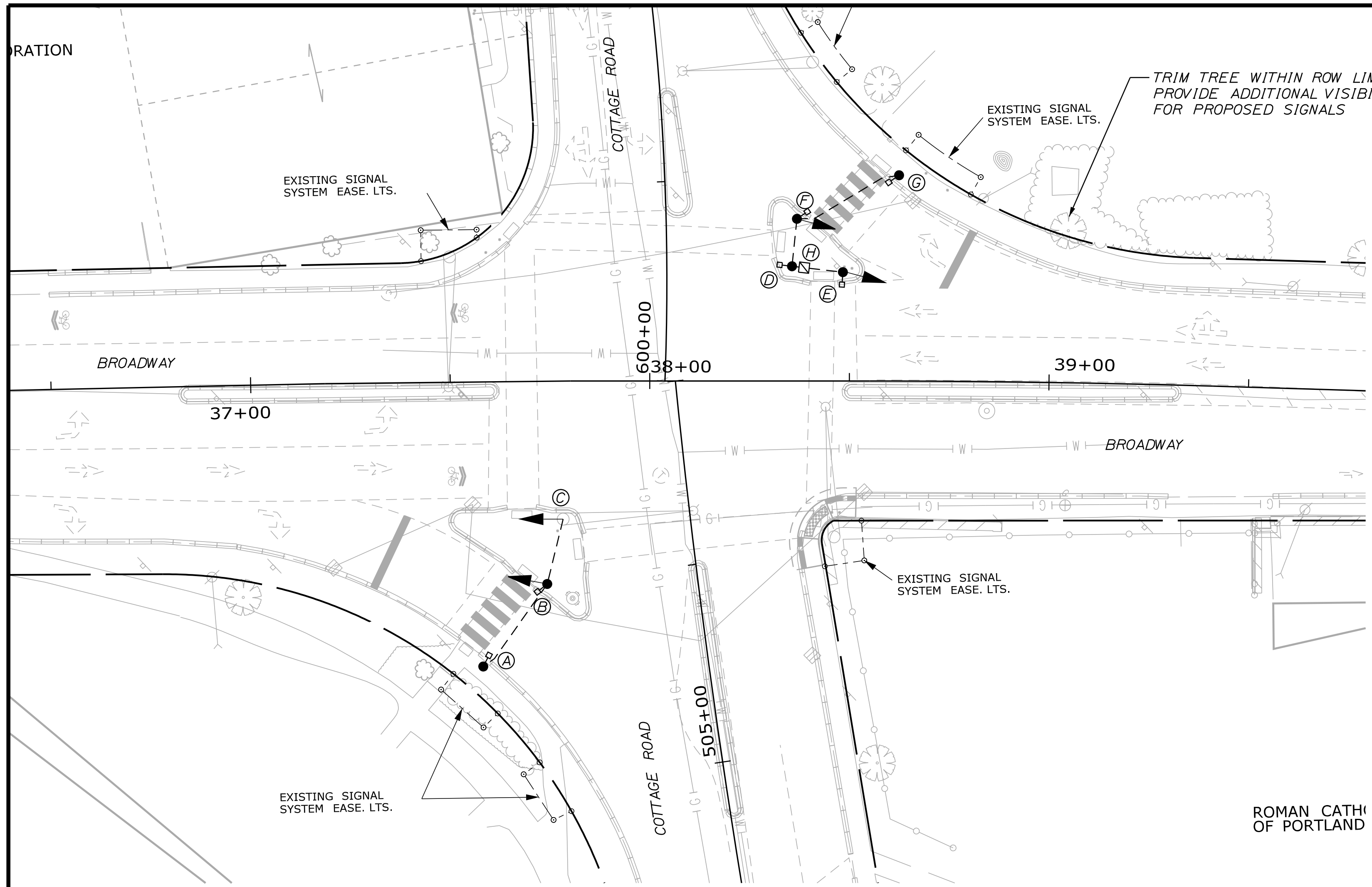
EQUIPMENT SCHEDULE			
DESIGNATION	ITEM	DESCRIPTION	LOCATION *
A	PEDESTAL POLE	REMOVE EXISTING PEDESTAL POLE, INSTALL NEW 12' PEDESTAL POLE, SIGNAL HEAD, PEDESTRIAN COUNTDOWN HEADS, SIGNS AND PUSH BUTTON ON NEW 24" FOUNDATION.	STA 25+65.61, 41.62 RT.
B	EXISTING MAST POLE	EXISTING MAST POLE.	STA 25+35.40, 69.74 RT.
C	PEDESTRIAN COUNTDOWN HEAD	INSTALL NEW PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON EXISTING MAST POLE.	STA 25+35.40, 69.74 RT.
D	PEDESTAL POLE	INSTALL NEW 4' PEDESTAL POLE, SIGN AND PUSH BUTTON ON NEW 18" FOUNDATION.	STA 25+54.42, 43.19 RT.
E	PEDESTAL POLE	REMOVE EXISTING PEDESTAL POLE, INSTALL NEW 12' PEDESTAL POLE, SIGNAL HEAD, PEDESTRIAN COUNTDOWN HEAD SIGN AND PUSH BUTTON ON NEW 24" FOUNDATION.	STA 25+64.27, 53.07 RT.
F	JUNCTION BOX	INSTALL NEW JUNCTION BOX AT LOCATION OF EXISTING PEDESTRIAN PUSH BUTTON AND INSTALL CONDUIT TO ITEM A, D, E, WIRE AS NEEDED.	STA 25+65.45, 49.31 RT.

* STATION AND OFFSET INFORMATION IS APPROXIMATE. EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINE DOT, OR CITY AS DIRECTED.

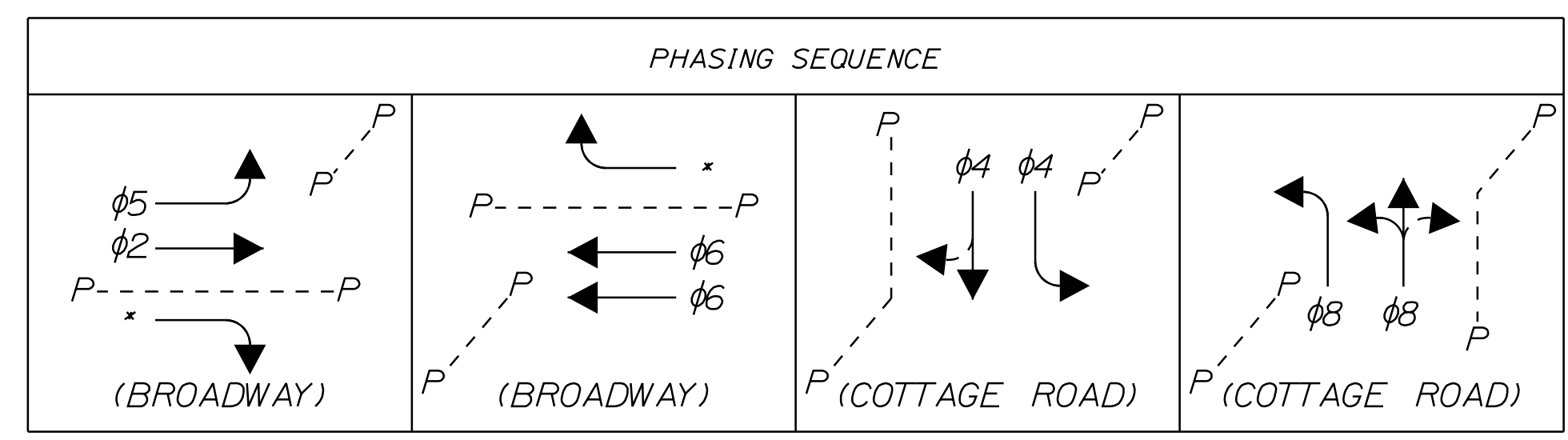
- NOTES:
- SEE SHEET 12 FOR SIGNAL TIMING INFORMATION.
 - 4' PEDESTAL POLE TO MATCH TYPE AND STYLE OF EXISTING 4' PEDESTAL POLE.

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-01866(500) WIN 18665.00
SOUTH PORTLAND BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS SIGNAL PLANS
SHEET NUMBER 10 OF 34



NOTE:
FLASHING YELLOW ARROW TO BE ON UNTIL OPPOSING PEDESTRIAN CROSSWALK IS ACUATED. UPON PEDESTRIAN ACUATION, FLASHING YELLOW ARROW SHALL CHANGE TO SOLID YELLOW ARROW FOR 4 SECONDS, THEN TO SOLID RED ARROW WHERE IT SHALL REMAIN UNTIL PEDESTRIAN CYCLE IS COMPLETED, AT WHICH TIME YELLOW FLASHING ARROW SHALL RESUME. PEDESTRIAN WALK TIME IS 5 SECONDS AND COUNTDOWN TIME IS 10 SECONDS. PEDESTRIAN CROSSING TIME FOR BROADWAY NORTHBOUND RIGHT TURN NOT ALLOWED DURING $\phi 2$ AND SOUTHBOUND RIGHT TURN NOT ALLOWED DURING $\phi 6$.



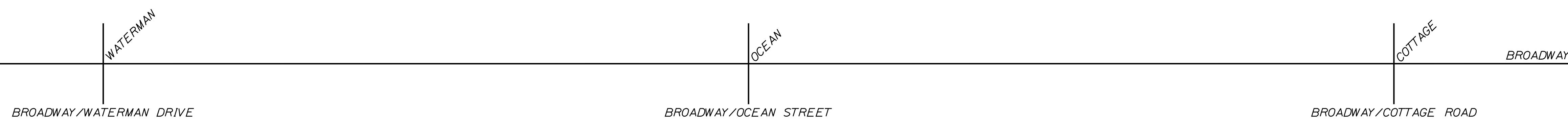
* ADD SIGNALIZED RIGHT TURN TO EXISTING PHASING. SEE NOTE THIS SHEET REGARDING FLASHING YELLOW ARROW.

EQUIPMENT SCHEDULE			
DESIGNATION	ITEM	DESCRIPTION	LOCATION *
A	PEDESTAL POLE	INSTALL NEW 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW 24" FOUNDATION.	STA 37-57.53, 71.31 RT.
B	PEDESTAL POLE	INSTALL NEW 12' PEDESTAL POLE, SIGNAL HEAD, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW 24" FOUNDATION.	STA 37-73.77, 50.81 RT.
C	SIGNAL HEAD	INSTALL NEW SIGNAL HEAD ON EXISTING MAST POLE. INSTALL CONDUIT TO ITEMS A, B. WIRE AS NEEDED.	STA 37-77.94, 34.60 RT.
D	PEDESTAL POLE	INSTALL NEW 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW 24" FOUNDATION.	STA 38-35.63, 28.77 LT.
E	PEDESTAL POLE	INSTALL NEW 12' PEDESTAL POLE, SIGNAL HEAD, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW 24" FOUNDATION.	STA 38-48.38, 27.28 LT.
F	PEDESTAL POLE	INSTALL NEW 12' PEDESTAL POLE, SIGNAL HEAD, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW 24" FOUNDATION.	STA 38-36.87, 40.65 LT.
G	PEDESTAL POLE	INSTALL NEW 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW 24" FOUNDATION.	STA 38-62.32, 51.58 LT.
H	JUNCTION BOX	INSTALL NEW JUNCTION BOX AND INSTALL CONDUIT TO ITEMS D, E, F, G. WIRE AS NEEDED.	STA 38-38.67, 28.41 LT.

* STATION AND OFFSET INFORMATION IS APPROXIMATE. EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINE DOT, OR CITY AS DIRECTED.

NOTES:
1. SEE SHEET 12 FOR SIGNAL TIMING INFORMATION.

STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-01866(500)	WIN 18665.00
SOUTH PORTLAND BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS	SIGNAL PLANS
SHEET NUMBER	11
	OF 34



BROADWAY/WATERMAN DRIVE

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	0
MAX	20	45	25	25	10	45	0	25	0
COORD									
MAX RED	15	37	20	20	5	37	0	20	0
MAX EXT.	139	117	134	134	149	117	154	134	
PRO RED	5	20	15	15	5	20	0	15	0
PRO EXT	20	0	20	0	0	0	0	0	0

SPLIT 4

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	5
MAX	18	34	20	18	18	34	18	20	0
YELLOW	3.5	3.5	3.5	3.5	3.5	3.5	3	3.5	0
RED	2	2	2	2	2	2	0	2	0
COORD						X			
MAX RED	7.5	20.5	9.5	7.5	7.5	0	15	9.5	-5
PRO RED	2	0	4	2	2	0	0	4	0
PRO EXT	6	0	4	0	0	0	0	0	0

SPLIT 5

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	5
MAX	20	54	32	34	14	60	34	32	0
YELLOW	3.5	3.5	3.5	3.5	3.5	3.5	3	3.5	0
RED	2	2	2	2	2	2	0	2	0
COORD						X			
MAX RED	9.5	40.5	21.5	23.5	3.5	0	31	21.5	-5
PRO RED	3	0	15	15	3	0	0	15	0
PRO EXT	30	0	18	0	0	0	0	0	0

SPLIT 6

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	5
MAX	21	43	32	34	15	49	34	32	0
YELLOW	3.5	3.5	3.5	3.5	3.5	3.5	3	3.5	0
RED	2	2	2	2	2	2	0	2	0
COORD						X			
MAX RED	10.5	29.5	21.5	23.5	4.5	0	31	21.5	-5
PRO RED	4	0	15	15	4	0	0	15	0
PRO EXT	30	0	19	0	0	0	0	0	0

SPLIT 7

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	5
MAX	23	70	33	34	18	75	34	33	0
YELLOW	3.5	3.5	3.5	3.5	3.5	3.5	3	3.5	0
RED	2	2	2	2	2	2	0	2	0
COORD		X							
MAX RED	12.5	0	22.5	23.5	7.5	61.5	31	22.5	-5
PRO RED	7	0	15	15	7	0	0	15	0
PRO EXT	30	0	22	0	0	0	0	0	0

PATTERN DETAILS

PATTERN	CYCLE	OFFSET	SPLIT	SEQ
4	90	66	4	1
5	140	117	5	1
6	130	56	6	1
7	160	124	7	1

BROADWAY/OCEAN STREET

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	0
MAX	15	45	25	25	15	45	25	25	0
COORD									
MAX RED	10	37	20	20	10	37	25	20	0
MAX EXT.	169	142	159	159	169	142	154	159	
PRO RED	5	20	15	15	5	20	15	15	0
PRO EXT	20	0	20	0	0	0	0	0	0

SPLIT 4

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	0
MAX	15	35	22	18	15	35	18	22	0
YELLOW	3	3	3	3	3	3	3	3	0
RED	2	2	2	2	2	2	2	2	0
COORD						X			
MAX RED	5	22	12	8	5	0	13	12	0
PRO RED	5	0	10	5	5	0	10	5	0
PRO EXT	0	20	0	15	0	0	0	0	0

SPLIT 5

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	0
MAX	14	52	44	30	14	52	20	54	0
YELLOW	3	3	3	3	3	3	3	3	0
RED	2	2	2	2	2	2	2	2	0
COORD						X			
MAX RED	4	39	34	20	4	0	15	44	0
PRO RED	3	0	10	15	3	0	10	15	0
PRO EXT	0	30	0	13	0	0	0	0	0

SPLIT 10

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	0
MAX	15	50	24	41	15	50	35	30	0
YELLOW	3	3	3	3	3	3	3	3	0
RED	2	2	2	2	2	2	2	2	0
COORD						X			
MAX RED	5	37	14	31	5	0	30	20	0
PRO RED	4	0	15	15	4	0	15	15	0
PRO EXT	0	30	0	19	0	0	0	0	0

SPLIT 11

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	5	8	5	5	5	8	0	5	0
MAX	15	65	32	48	15	65	37	43	0
YELLOW	3	3	3	3	3	3	3	3	0
RED	2	2	2	2	2	2	2	2	0
COORD		X							
MAX RED	5	0	22	38	5	52	32	33	0
PRO RED	7	0	15	15	7	0	15	15	0
PRO EXT	0	30	0	22	0	0	0	0	0

PATTERN DETAILS

PATTERN	CYCLE	OFFSET	SPLIT	SEQ
4	90	0	4	1
5	140	0	5	1
6	130	0	10	1
7	160	0	11	1

BROADWAY/COTTAGE ROAD

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	0	15	5	5	10	15	0	0	0
MAX	0	51	26	18	20	40	0	0	0
COORD									
MAX RED	0	36	21	13	10	25	0	0	0
MAX EXT.	105	69	84	92	95	80	105	105	
PRO RED	0	20	15	10	10	20	0	0	0
PRO EXT	0	0	0	0	30	0	0	0	0

SPLIT 4

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	0	15	5	5	10	15	0	0	0
MAX	0	33	17	17	15	23	23	0	0
YELLOW	3.5	3	3	3	3	3	3	3.5	0
RED	2	2	2	2	2	2	1	0	0
COORD						X			
MAX RED	-5.5	13	7	7	0	0	19	-3.5	0
PRO RED	0	0	7	7	0	0	0	0	0
PRO EXT	0	0	0	0	14	0	0	0	0

SPLIT 5

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	0	15	5	5	10	15	0	0	0
MAX	0	59	39	23	20	39	19	0	0
YELLOW	3.5	3	3	3	3	3	3	3.5	0
RED	2	2	2	2	2	2	1	0	0
COORD		X							
MAX RED	-5.5	0	29	13	5	19	15	-3.5	0
PRO RED	0	19	0	10	5	19	0	0	0
PRO EXT	0	0	0	0	29	0	0	0	0

SPLIT 6

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	0	15	5	5	10	15	0	0	0
MAX	0	50	33	28	20	30	19	0	0
YELLOW	3.5	3	3	3	3	3	3	3.5	0
RED	2	2	2	2	2	2	1	0	0
COORD						X			
MAX RED	-5.5	30	23	18	5	0	15	-3.5	0
PRO RED	0	0	18	13	5	0	0	0	0
PRO EXT	0	0	0	0	30	0	0	0	0

SPLIT 7

PHASE	φ1	φ2	φ3	φ4	φ5	φ6	φ7	φ8	φ9
MIN	0	15	5	5	10	15	0	0	0
MAX	0	58	38	45	25	33	19	0	0
YELLOW	3.5	3	3	3	3	3	3	3.5	0
RED	2	2	2	2	2	2	1	0	0
COORD		X							
MAX RED	-5.5	0	28	35	10	13	15	-3.5	0
PRO RED	0	0	20	20	10	0	0	0	0
PRO EXT	0	0	0	0	30	0	0	0	0

PATTERN DETAILS

PATTERN	CYCLE	OFFSET	SPLIT	SEQ
4	90	23	4	4
5	140	67	5	4
6	130	112	6	4
7	160	22	7	4

NOTE: BASE EXISTING SIGNAL/TIMING PROVIDED BY SEBAGO TECHNICS. SEE SHEETS 9, 10, 11 FOR MODIFICATIONS TO TIMING AND/OR PHASING.



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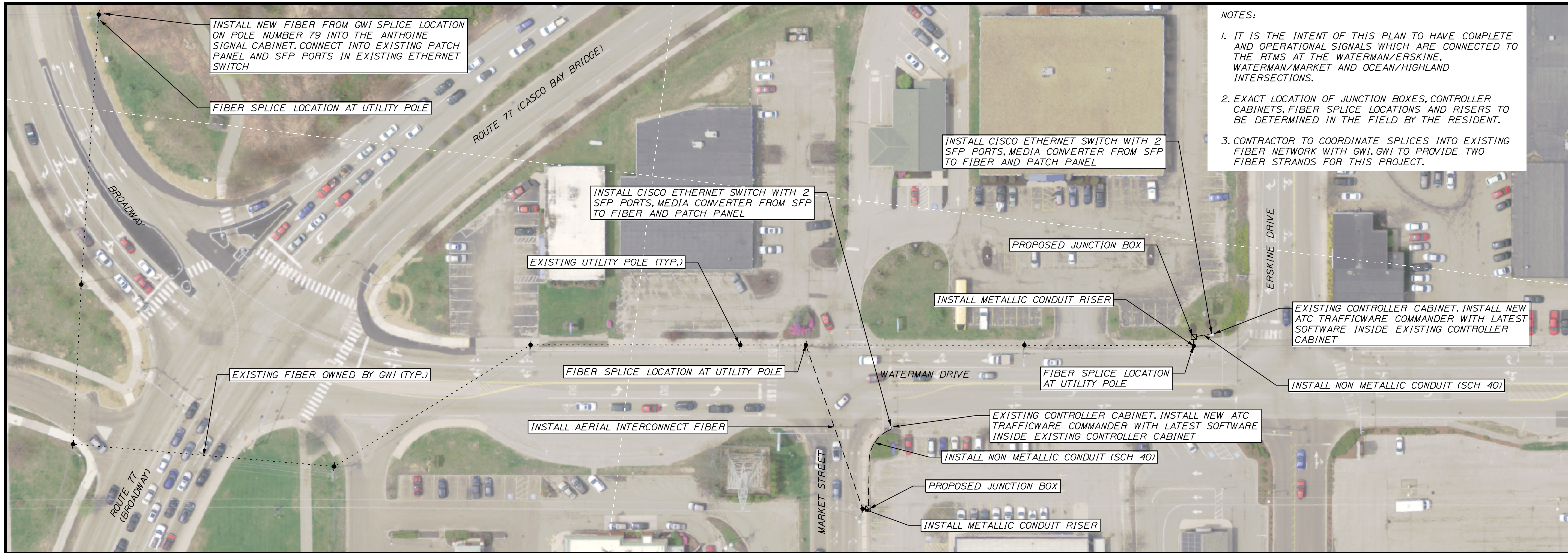
STATE OF MAINE DEPARTMENT OF TRANSPORTATION STP-01866(500)	WIN 18665.00
SOUTH PORTLAND BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS	SIGNAL PLANS
SHEET NUMBER 12	OF 34

Date: 5/21/2020

Username: Travis.Landry

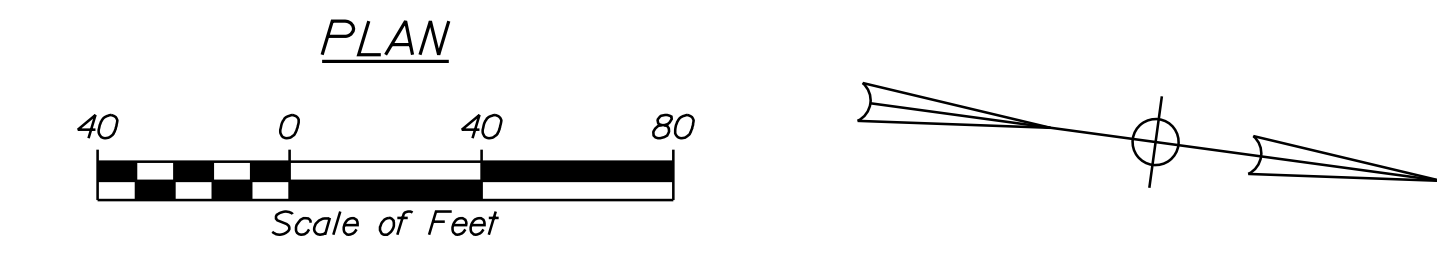
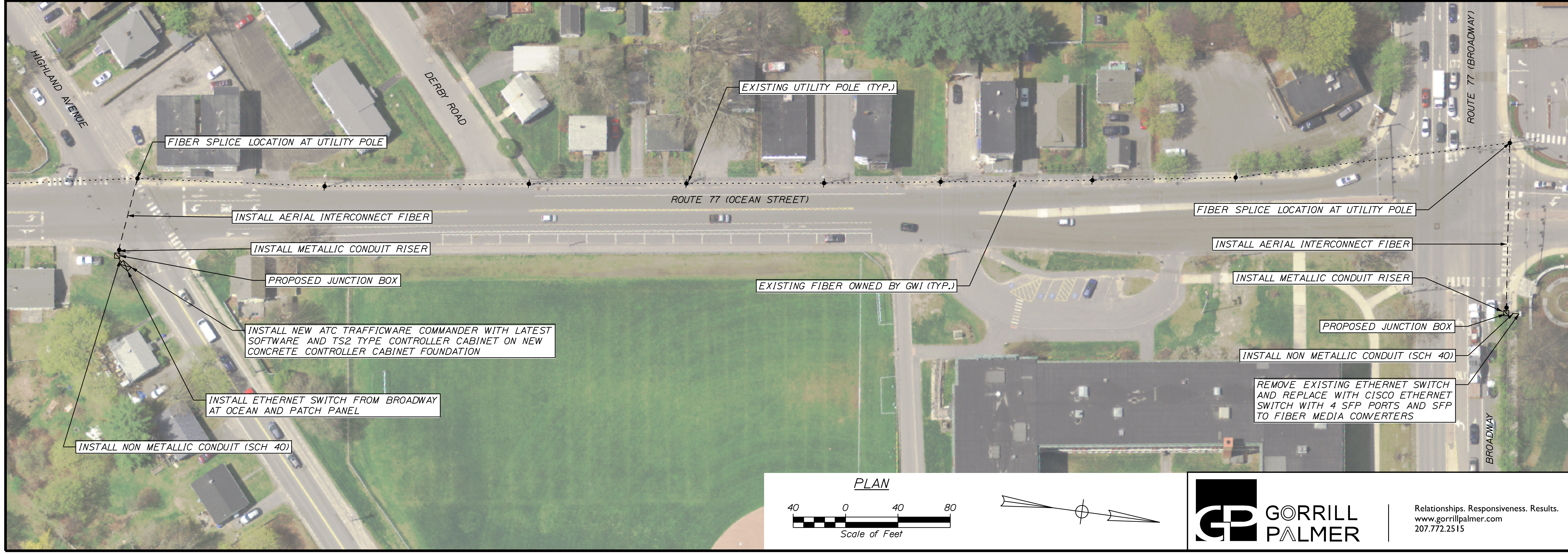
Division: HIGHWAY

Filename: ... \Highway\013_SIGNALPLAN05.dgn



NOTES:

1. IT IS THE INTENT OF THIS PLAN TO HAVE COMPLETE AND OPERATIONAL SIGNALS WHICH ARE CONNECTED TO THE RTMS AT THE WATERMAN/ERSKINE, WATERMAN/MARKET AND OCEAN/HIGHLAND INTERSECTIONS.
2. EXACT LOCATION OF JUNCTION BOXES, CONTROLLER CABINETS, FIBER SPLICE LOCATIONS AND RISERS TO BE DETERMINED IN THE FIELD BY THE RESIDENT.
3. CONTRACTOR TO COORDINATE SPLICES INTO EXISTING FIBER NETWORK WITH GWI. GWI TO PROVIDE TWO FIBER STRANDS FOR THIS PROJECT.



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-01866(500)		WIN 18665.00	
SOUTH PORTLAND		BROADWAY CORRIDOR		INTERSECTION IMPROVEMENTS		SIGNAL PLANS	
PROJ. MANAGER	B. KEIZER	TCL	TLW	DATE	DATE	SIGNATURE	P.E. NUMBER
DESIGN DETAILED		RD		05/20			
CHECKED/REVIEWED				05/20			
DESIGNS DETAILED							
REVISIONS 1							
REVISIONS 2							
REVISIONS 3							
REVISIONS 4							
FIELD CHANGES							
SHEET NUMBER		13		OF 34			

SIGNAL NOTES

1. ALL MATERIALS AND WORK SHALL CONFORM TO THE CITY OF SOUTH PORTLAND AND MAINE DOT STANDARD SPECIFICATIONS AND BE IN ACCORDANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", U.S.D.O.T., F.H.W.A., LATEST EDITION.
2. ALL SIGNAL AND SIGNAL RELATED EQUIPMENT SHALL MEET OR EXCEED THE CITY OF SOUTH PORTLAND TRAFFIC SIGNAL STANDARDS.
3. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL SYSTEM UPON COMPLETION OF THIS CONTRACT.
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
5. THE RESIDENT, CITY AND MAINE DOT SHALL HAVE THE RIGHT AND AUTHORITY TO DETERMINE THE ACCEPTABILITY OF WORK AND MATERIALS IN PROGRESS OR COMPLETED AND SHALL HAVE THE RIGHT TO REJECT ANY WORK OR MATERIALS WHICH DO NOT CONFORM, IN ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
6. THE LOCATIONS OF MAST ARMS AND POLES INCLUDING THE MOUNTED TRAFFIC DEVICES AND SIGNS ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED IN THE FIELD BY THE RESIDENT, MAINE DOT OR CITY REPRESENTATIVE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY TRAFFIC SIGNALS AND ASSOCIATED WORK IF REQUIRED. CONTRACTOR SHALL REMOVE THE TEMPORARY TRAFFIC SIGNAL ONCE NEW SIGNAL IS OPERATIONAL. ALL COSTS ASSOCIATED WITH TEMPORARY SIGNALS SHALL BE INCIDENTAL TO THE 643 ITEMS.
8. TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, AND CONTROLLER MANUALS SHALL BE LEFT IN THE CONTROLLER CABINETS. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE CITY ENGINEER/PUBLIC WORKS DIRECTOR.
9. THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
10. UTILITIES THAT HAVE FACILITIES IN THE GENERAL PROJECT AREA ARE LISTED IN SPECIAL PROVISION 104.
11. UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
12. 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.
13. CONTRACTOR SHALL CONTACT AND COORDINATE WITH UTILITIES UPON AWARD OF THE CONTRACT. CONTRACTOR SHALL COORDINATE WITH UTILITY COMPANIES SO THAT THE TRAFFIC SIGNAL INSTALLATION IS DONE AFTER THE UTILITIES HAVE BEEN RELOCATED BY THE RESPECTIVE UTILITY COMPANIES.
14. 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 643.71.
15. ALL CONDUIT CROSSING AREAS OF EXISTING PAVEMENT SHALL BE INSTALLED USING TRENCHLESS TECHNOLOGIES, UNLESS OTHERWISE APPROVED.
16. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.
17. THE CONTRACTOR SHALL BE RESPONSIBLE FOR FINAL STRUCTURAL DESIGN OF THE SIGNAL SUPPORT STRUCTURES AND THE CONNECTION OF THE SUPPORT STRUCTURES TO THEIR FOUNDATIONS. ALL DESIGNS SHALL BE PREPARED AND STAMPED BY A PROFESSIONAL ENGINEER LICENSED IN THE STATE OF MAINE. DESIGN COMPUTATIONS, INCLUDING DESIGN LOADS (OVERTURNING MOMENT, TORSION, SHEAR FORCE, AND AXIAL LOAD) AT THE TOP OF THE FOUNDATIONS, AND SHOP DRAWINGS SHALL BE SUBMITTED FOR APPROVAL BY THE DEPARTMENT. NO MATERIALS SHALL BE ORDERED OR FABRICATED UNTIL THE DESIGN HAS BEEN APPROVED.
18. ANY DAMAGE TO SLOPES OR PAVEMENT RESULTING FROM INSTALLATION OF FOUNDATIONS SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE INSPECTOR. COSTS OF REPAIRS SHALL BE INCIDENTAL TO PAYMENT UNDER SECTION 643.
19. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS.
20. ALL CONFLICTING SIGNS AND PAVEMENT MARKINGS SHALL BE PERMANENTLY REMOVED.
21. 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.
22. COUNTDOWN PEDESTRIAN HEADS SHALL HAVE AUDIBLE/TACTILE FEATURES AND SHALL BE INCIDENTAL TO ITEM 643.71. IF PUSH BUTTONS ARE LOCATED LESS THAN 10 FEET APART OR ON THE SAME POLE, EACH PUSH BUTTON SHALL PROVIDE THE FOLLOWING FEATURES; PUSH BUTTON LOCATOR TONE, TACTILE ARROW, SPEECH WALK MESSAGE FOR THE WALKING PERSON INDICATION, SPEECH PUSH BUTTON INFORMATION MESSAGE. IF FROM WHERE A PEDESTRIAN ENTERS THE CROSSWALK TO THE PEDESTRIAN HEAD ON THE OPPOSITE SIDE IS MORE THAN 100 FEET, THE NUMBERS SHALL BE AT LEAST 9 INCHES HIGH.
23. CONTRACTOR WITH RESIDENT OR CITY REPRESENTATIVE PRESENT SHALL VERIFY APPROPRIATE PEDESTRIAN WALK AND PEDESTRIAN CLEARANCE TIMES AND ADJUST AS NEEDED.
24. INTERSECTIONS SHALL MAINTAIN EXISTING TIMING/PHASING UNLESS DIRECTED OTHERWISE BY RESIDENT OR CITY REPRESENTATIVE, OR NOTED IN THESE PLANS.
25. PROPOSED JUNCTION BOXES AND CONDUITS SHALL BE FIELD LOCATED AS NEEDED AND SHALL MEET MAINE DOT SPECIFICATIONS AT A MINIMUM.
26. EXISTING JUNCTION BOXES LOCATED IN PROPOSED ROADWAY PAVEMENT SHALL BE RELOCATED OUTSIDE OF ROADWAY CURBING.
27. REMOVE EXISTING PEDESTAL POLE AND CONTROLLER CABINET FOUNDATIONS TO A MINIMUM OF TWO FEET BELOW GRADE. FILL IN, RESURFACE TO MATCH SURROUNDING AREA. PAYMENT INCIDENTAL TO 643.71.
28. ALL EXISTING SIGNAL EQUIPMENT THAT IS REMOVED SHALL BE RETURNED TO THE CITY.
29. ALL NEW SIGNAL HEADS NOT ON MAST ARMS SHALL BE MOUNTED AT A HEIGHT OF 12'.
30. ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE.
31. EXISTING CONDUIT NOT SHOWN ON THE PLANS.
32. FIBER OPTIC CABLE SHALL BE 12-STRAND SINGLE MODE.
33. FUSION SPLICES SHALL BE USED IN ALL LOCATIONS. NO MECHANICAL SPLICES WILL BE ALLOWED. THE FUSION SPlicer SHALL HAVE AUTOMATIC CORE ALIGNMENT IN THE HORIZONTAL AND VERTICAL PLANES. IT SHALL BE CAPABLE OF SPLICES WITH A TYPICAL LOSS OF 0.02DB FOR A SINGLE-MODE FIBER AND IT SHALL BE CAPABLE OF ESTIMATING THE SPLICE LOSS.
34. THE FIBER OPTIC CABLE SHALL HAVE THE FOLLOWING FEATURES:
 - A- ALL DIALECTRIC (NON-ARMORED)
 - B- DIALECTRIC CENTRAL AND OUTER STRENGTH MEMBERS
 - C- RIPCORD FOR EASY STRIPPING
 - D- COLOR-CODED FIBERS AND BUFFER TUBES FOR EASY IDENTIFICATION
 - E- RATED FOR OUTDOOR USE
 - F- DRY CABLE WITH WATER-BLOCKING DESIGN. GEL-FILLED CABLE NOT ALLOWED.
 - G- STORAGE AND OPERATING TEMPERATURE OF -40 DEGREES TO +70 DEGREES C (-40 DEGREES TO +158 DEGREES F)
 - H- 9/125 TYPE SINGLE-MODE CABLE WITH 9UM CORE, 125UM CLAD, AND 245UM COATING
 - I- MAXIMUM ATTENUATION OF 0.35 DB PER KM FOR 1310NM, 0.35 DB PER KM FOR 1383NM, AND 0.25 DB PER KM FOR 1550NM
 - J- SERIAL GIGABIT ETHERNET DISTANCE OF 5000 M FOR 1310NM
 - K- SERIAL 10 GIGABIT ETHERNET DISTANCE OF 10000 M FOR 1310NM AND 40000 M FOR 550 NM
 - L- SINGLE-MODE FIBERS SHALL COMPLY WITH EIA/TIA-492CAA AND ITU RECOMMENDATION G.652
35. 15 FEET OF SLACK CABLE SHALL BE LEFT IN EACH CABINET.
36. CISCO SWITCHES SHALL BE USED IN ALL CONTROLLER CABINETS.
37. AN EMTRAC CARD SHALL BE ADDED TO THE WATERMAN/ERSKINE AND HIGHLAND/COTTAGE CONTROLLER CABINETS.
38. TRAFFIC CONTROLLERS AT WATERMAN/MARKET, WATERMAN/ERSKINE AND OCEAN/HIGHLAND SHALL BE ATC TRAFFICWARE COMMANDER VERSION 85. THE PROPOSED TRAFFIC CONTROLLER CABINET AT OCEAN AND HIGHLAND SHALL BE TS2 STYLE.
39. THE SIGNAL SYSTEM MUST BE FULLY FUNCTIONAL AND FREE OF COMMUNICATIONS OR EQUIPMENT FAILURES FOR A PERIOD OF SEVEN (7) DAYS. IF PROBLEMS OCCUR, THEY SHALL BE RECTIFIED BY THE CONTRACTOR AND THE START UP PERIOD RESTARTED FOR ANOTHER SEVEN (7) DAYS.
40. UPON DEMONSTRATING A SUCCESSFUL 7 DAY START UP TEST, THE CITY AND MAINE DOT SHALL EVALUATE THE OPERATION OF THE SYSTEM FOR A PERIOD OF 30 DAYS. SHOULD THE SYSTEM MALFUNCTION DURING THIS PERIOD THE CONTRACTOR SHALL MAKE ANY REPAIRS OR CORRECTIONS AND THE ACCEPTANCE TEST PERIOD WILL START OVER AGAIN. ACCEPTANCE TESTING MUST DEMONSTRATE TO THE CITY AND MAINE DOT THAT ALL HARDWARE AND EQUIPMENT FUNCTION IN ACCORDANCE WITH THESE SPECIFICATIONS, REQUIREMENTS, THROUGH-PUTS AND FUNCTIONALITY.

Date: 5/21/2020

Username: Travis.Landry

Division: HIGHWAY

Filename: ... \00\Highway\014_SignalNotes.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

STP-01866(500)

WIN
18665.00

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS

SIGNAL NOTES

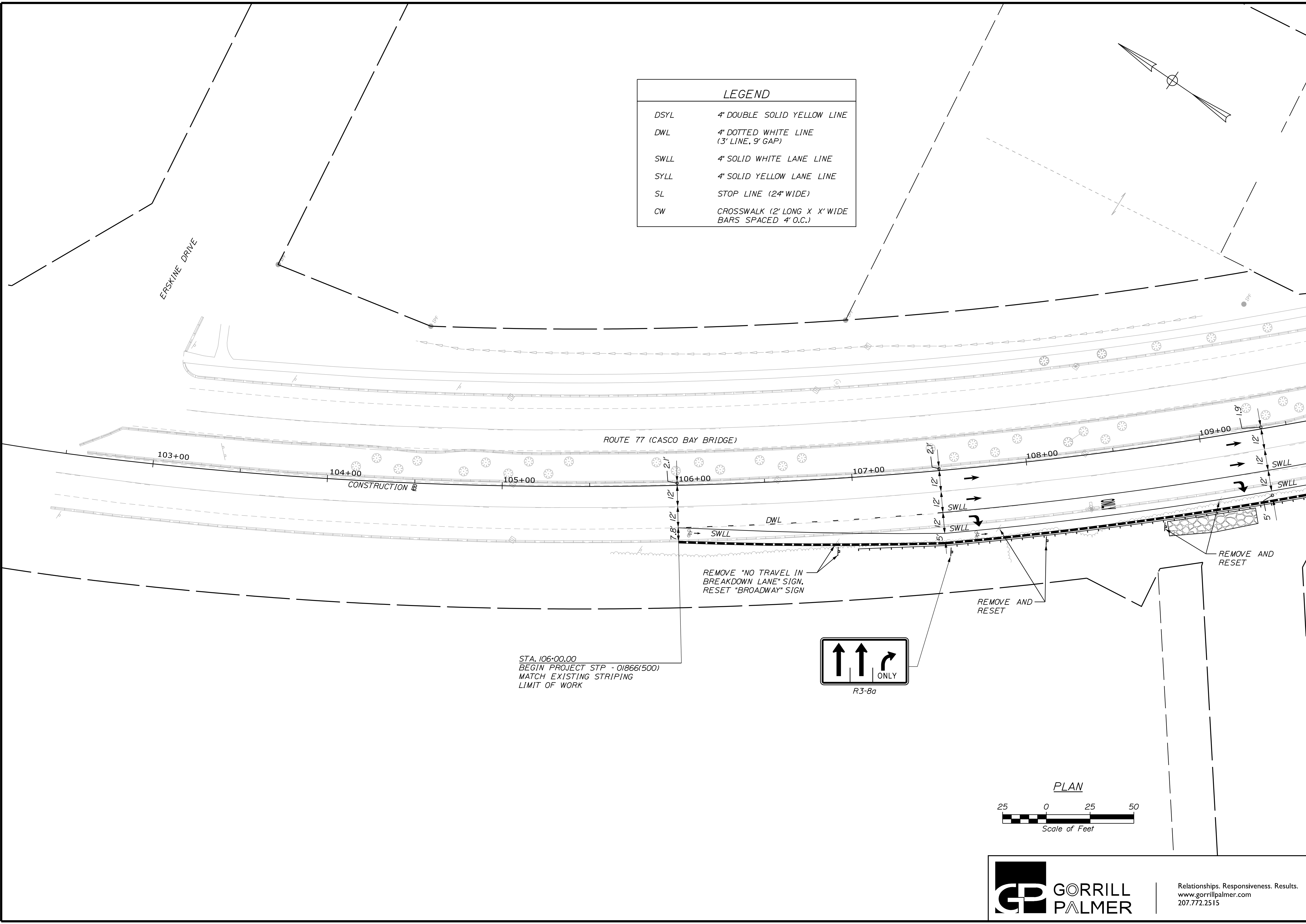
SHEET NUMBER

14

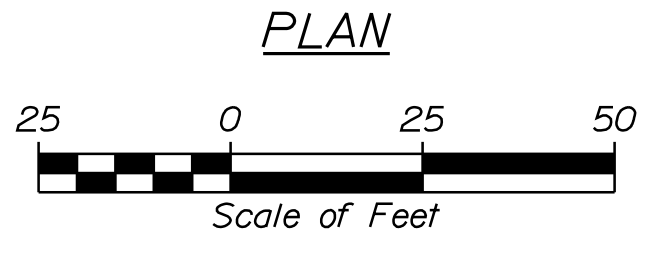
OF 34



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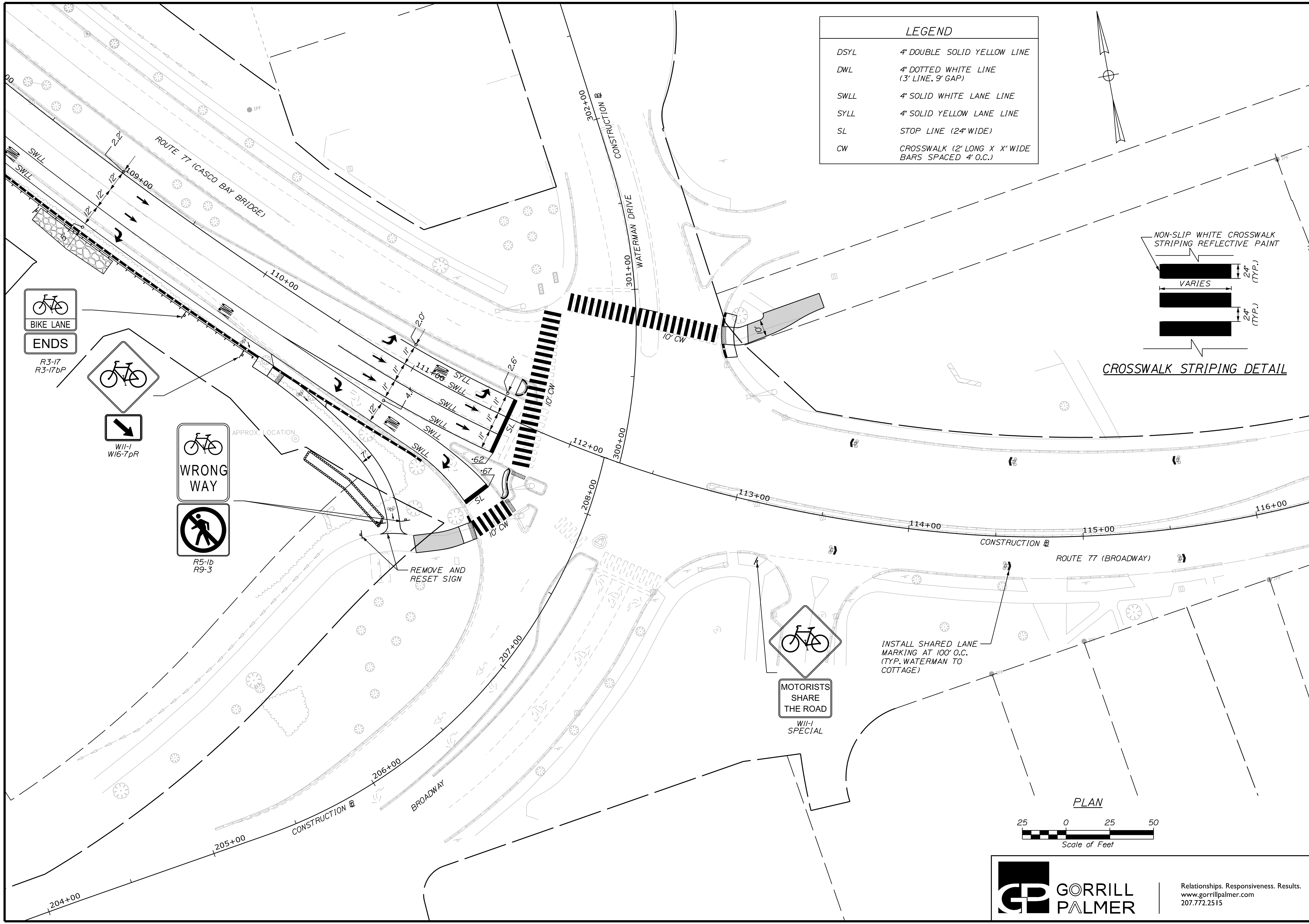


LEGEND	
DSYL	4" DOUBLE SOLID YELLOW LINE
DWL	4" DOTTED WHITE LINE (3' LINE, 9' GAP)
SWLL	4" SOLID WHITE LANE LINE
SYLL	4" SOLID YELLOW LANE LINE
SL	STOP LINE (24" WIDE)
CW	CROSSWALK (2' LONG X X' WIDE BARS SPACED 4' O.C.)



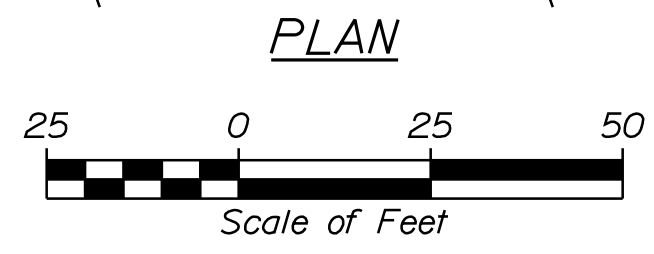
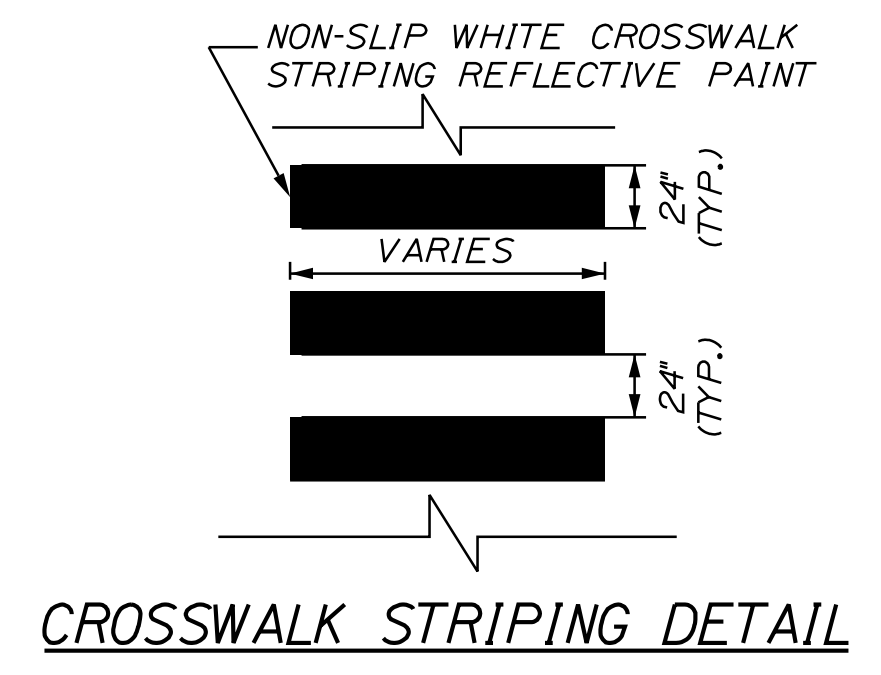
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PROJ. MANAGER	B. KEIZER	BY	DATE	DESIGN DETAILED	DATE
CHECKED-REVIEWED	DGE	T.L.W.	05/20	05/20	SIGNATURE
DESIGN DETAILED					P.E. NUMBER
REVISIONS 1					DATE
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					
SOUTH PORTLAND BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS SIGNING AND STRIPING PLAN					
SHEET NUMBER					
15					
OF 34					



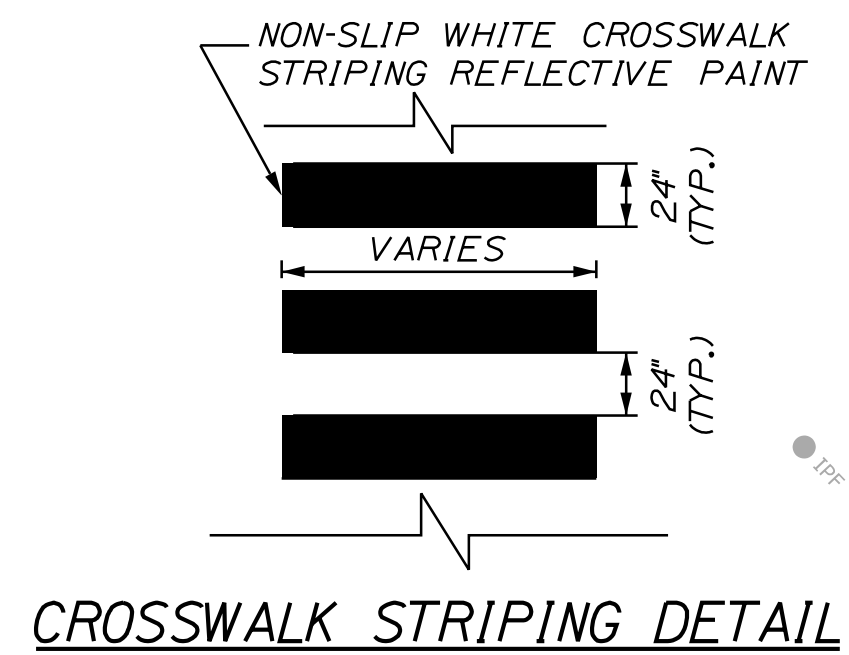
LEGEND

DSYL	4" DOUBLE SOLID YELLOW LINE
DWL	4" DOTTED WHITE LINE (3' LINE, 9' GAP)
SWLL	4" SOLID WHITE LANE LINE
SYLL	4" SOLID YELLOW LANE LINE
SL	STOP LINE (24" WIDE)
CW	CROSSWALK (2' LONG X X' WIDE BARS SPACED 4' O.C.)



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STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-01866(500)		WIN 18665.00	
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE	P.E. NUMBER
DESIGN DETAILED	05/20	TCL	05/20		
CHECKED/REVIEWED		DGE			
DESIGN DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					
SOUTH PORTLAND BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS			SHEET NUMBER		
SIGNING AND STRIPING PLAN			16		
			OF 34		



REMOVE S1-1
 INSTALL W11-15 & W16-7pL

REMOVE S1-1
 INSTALL W11-15 & W16-7pL

INSTALL SHARED LANE MARKINGS AT 100' O.C.
 (TYP. WATERMAN TO COTTAGE)

MOTORISTS SHARE THE ROAD
 W11-1 SPECIAL

LEGEND

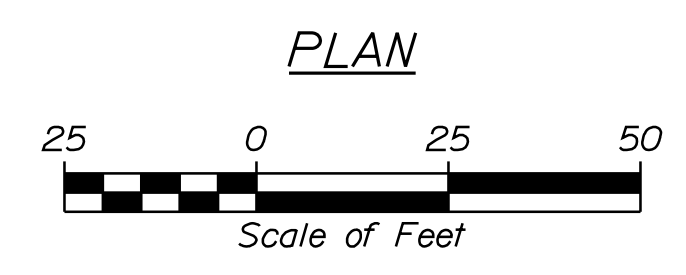
DSYL	4" DOUBLE SOLID YELLOW LINE
DWL	4" DOTTED WHITE LINE (3' LINE, 9' GAP)
SWLL	4" SOLID WHITE LANE LINE
SYLL	4" SOLID YELLOW LANE LINE
SL	STOP LINE (24" WIDE)
CW	CROSSWALK (2' LONG X X' WIDE BARS SPACED 4' O.C.)

STOP HERE ON RED
 R10-6

STOP HERE ON RED
 R10-6

MAY USE FULL LANE
 R4-11

STA. 39+00.00
 END PROJECT STP - 01866(500)
 MATCH EXISTING STRIPING LIMIT OF WORK



Relationships. Responsiveness. Results.
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STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 STP-01866(500)
 WIN 18665.00

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN DETAILED	TCL	TLW	05/20
CHECKED-REVIEWED	DGE		05/20
DESIGN DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SOUTH PORTLAND
 BROADWAY CORRIDOR
 INTERSECTION IMPROVEMENTS
 SIGNING AND STRIPING PLAN

SHEET NUMBER

18

OF 34

Date: 5/21/2020

Username: Travis.Landry

Division: HIGHWAY

Filename: ... \00\Highway\019_CurbPlan01.dgn

165 WATERMAN DRIVE
LIMITED LIABILITY COMPANY

ERSKINE DRIVE

MAINE ATLANTIC PROPERTIES, INC.

GREEN CROSSING BLUE, LLC

ROUTE 77 (CASCO BAY BRIDGE)

103+00

104+00

CONSTRUCTION B

105+00

106+00

107+00

108+00

109+00

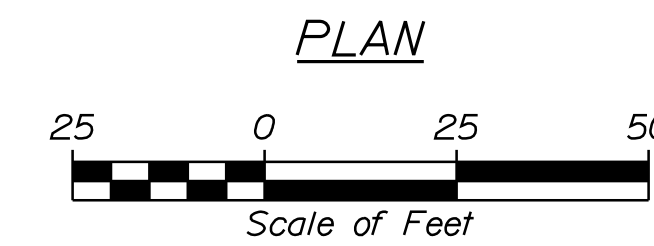
CITY OF SOUTH PORTLAND

CURB TABLE

PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	106+00.00, 31.82' RT.	101	107+50.00, 41.00' RT.	152.64	-	RI
101	107+50.00, 41.00' RT.	102	109+83.36, 41.00' RT.	237.50	2352.86	RI

RI = RESET TYPE 1 GRANITE CURB

NOTES:
1. SEE GENERAL NOTES FOR CURB REVEAL INFORMATION IN GUARDRAIL AREAS.



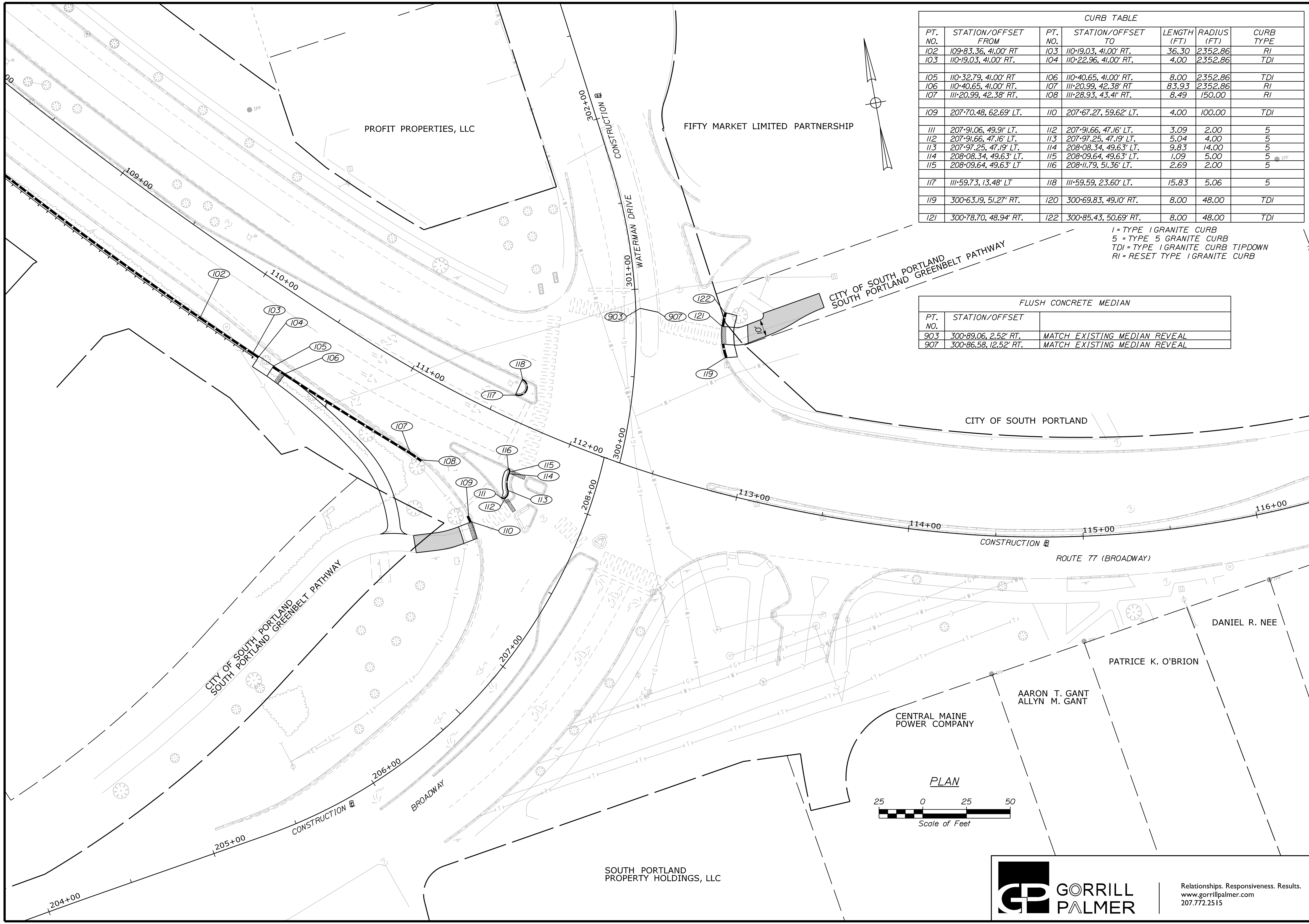
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207.772.2515

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-01866(500)
WIN
18665.00

PROJ. MANAGER	B. KEIZER	BY	DATE	SIGNATURE
DESIGN/DETAILED	TCL	TLW	05/20	
CHECKED/REVIEWED	DGE		05/20	
DESIGN/DETAILED				
DESIGN/DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
CURBING PLANS

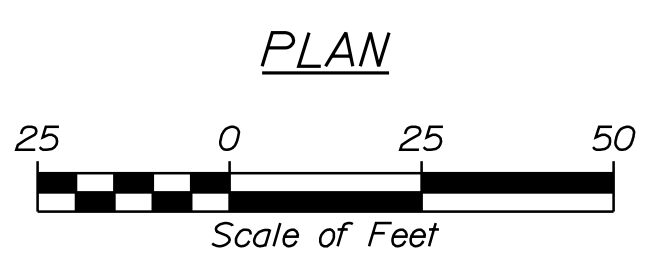
SHEET NUMBER
19
OF 34



CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
102	109+83.36, 41.00' RT	103	110+19.03, 41.00' RT.	36.30	2352.86	RI
103	110+19.03, 41.00' RT.	104	110+22.96, 41.00' RT.	4.00	2352.86	TDI
105	110+32.79, 41.00' RT	106	110+40.65, 41.00' RT.	8.00	2352.86	TDI
106	110+40.65, 41.00' RT.	107	111+20.99, 42.38' RT	83.93	2352.86	RI
107	111+20.99, 42.38' RT.	108	111+28.93, 43.41' RT.	8.49	150.00	RI
109	207+70.48, 62.69' LT.	110	207+67.27, 59.62' LT.	4.00	100.00	TDI
111	207+91.06, 49.91' LT.	112	207+91.66, 47.16' LT.	3.09	2.00	5
112	207+91.66, 47.16' LT.	113	207+97.25, 47.19' LT.	5.04	4.00	5
113	207+97.25, 47.19' LT.	114	208+08.34, 49.63' LT.	9.83	14.00	5
114	208+08.34, 49.63' LT.	115	208+09.64, 49.63' LT.	1.09	5.00	5
115	208+09.64, 49.63' LT	116	208+11.79, 51.36' LT.	2.69	2.00	5
117	111+59.73, 13.48' LT	118	111+59.59, 23.60' LT.	15.83	5.06	5
119	300+63.19, 51.27' RT.	120	300+69.83, 49.10' RT.	8.00	48.00	TDI
121	300+78.70, 48.94' RT.	122	300+85.43, 50.69' RT.	8.00	48.00	TDI

1 = TYPE 1 GRANITE CURB
 5 = TYPE 5 GRANITE CURB
 TDI = TYPE 1 GRANITE CURB TIPDOWN
 RI = RESET TYPE 1 GRANITE CURB

FLUSH CONCRETE MEDIAN		
PT. NO.	STATION/OFFSET	REMARKS
903	300+89.06, 2.52' RT.	MATCH EXISTING MEDIAN REVEAL
907	300+86.58, 12.52' RT.	MATCH EXISTING MEDIAN REVEAL



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DEPARTMENT OF TRANSPORTATION
STP-01866(500)

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18665.00

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS

CURBING PLANS

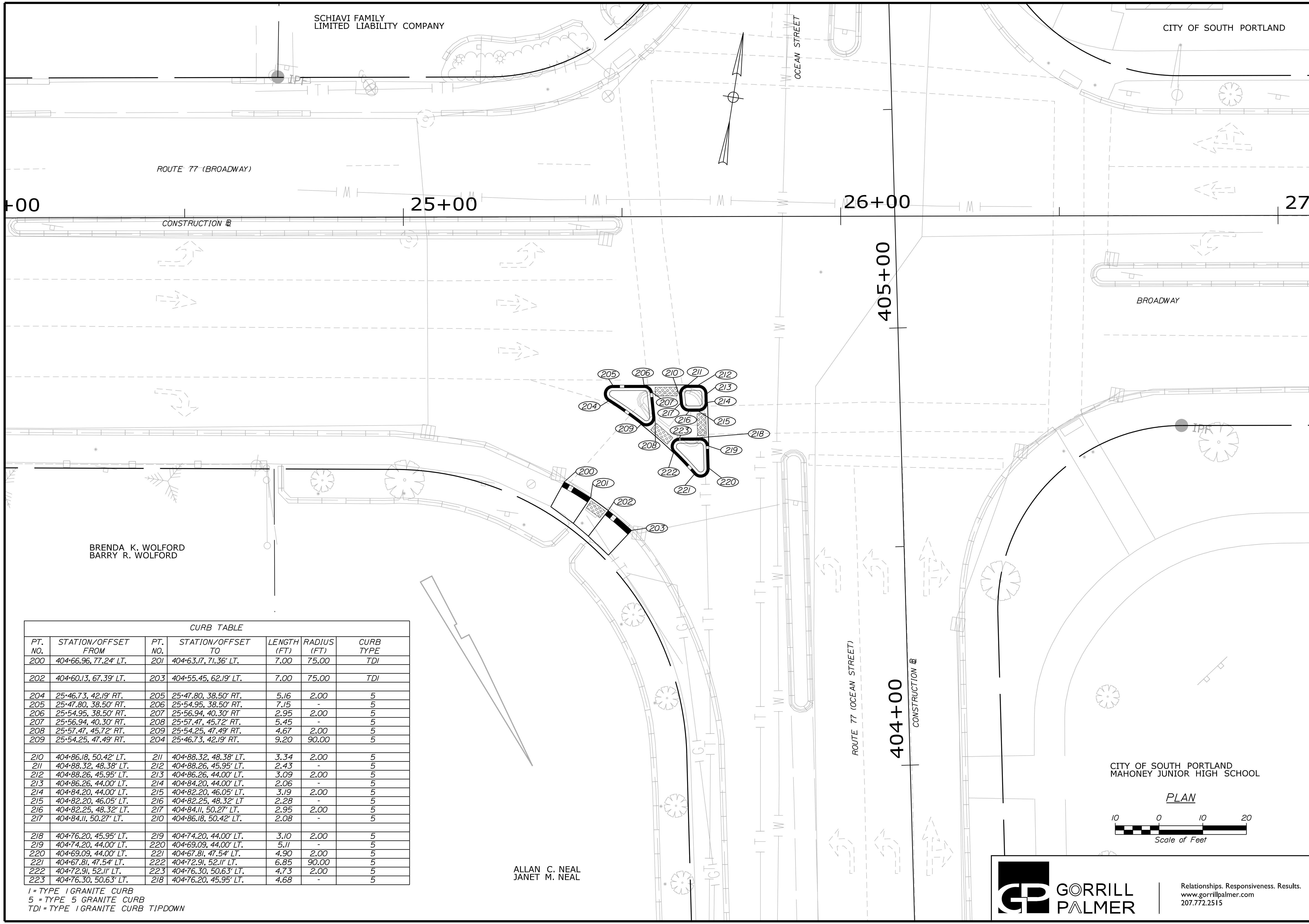
SHEET NUMBER

20

OF 34

SCHIAVI FAMILY LIMITED LIABILITY COMPANY

CITY OF SOUTH PORTLAND



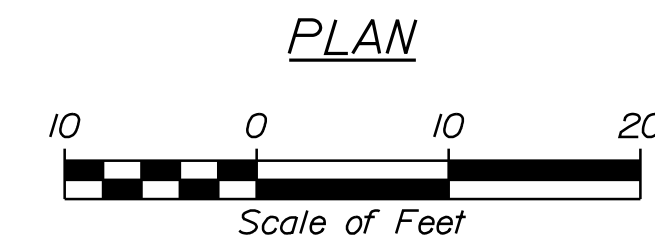
BRENDA K. WOLFORD
BARRY R. WOLFORD

ALLAN C. NEAL
JANET M. NEAL

CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
200	404+66.96, 77.24' LT.	201	404+63.17, 71.36' LT.	7.00	75.00	TDI
202	404+60.13, 67.39' LT.	203	404+55.45, 62.19' LT.	7.00	75.00	TDI
204	25+46.73, 42.19' RT.	205	25+47.80, 38.50' RT.	5.16	2.00	5
205	25+47.80, 38.50' RT.	206	25+54.95, 38.50' RT.	7.15	-	5
206	25+54.95, 38.50' RT.	207	25+56.94, 40.30' RT.	2.95	2.00	5
207	25+56.94, 40.30' RT.	208	25+57.47, 45.72' RT.	5.45	-	5
208	25+57.47, 45.72' RT.	209	25+54.25, 47.49' RT.	4.67	2.00	5
209	25+54.25, 47.49' RT.	204	25+46.73, 42.19' RT.	9.20	90.00	5
210	404+86.18, 50.42' LT.	211	404+88.32, 48.38' LT.	3.34	2.00	5
211	404+88.32, 48.38' LT.	212	404+88.26, 45.95' LT.	2.43	-	5
212	404+88.26, 45.95' LT.	213	404+86.26, 44.00' LT.	3.09	2.00	5
213	404+86.26, 44.00' LT.	214	404+84.20, 44.00' LT.	2.06	-	5
214	404+84.20, 44.00' LT.	215	404+82.20, 46.05' LT.	3.19	2.00	5
215	404+82.20, 46.05' LT.	216	404+82.25, 48.32' LT.	2.28	-	5
216	404+82.25, 48.32' LT.	217	404+84.11, 50.27' LT.	2.95	2.00	5
217	404+84.11, 50.27' LT.	210	404+86.18, 50.42' LT.	2.08	-	5
218	404+76.20, 45.95' LT.	219	404+74.20, 44.00' LT.	3.10	2.00	5
219	404+74.20, 44.00' LT.	220	404+69.09, 44.00' LT.	5.11	-	5
220	404+69.09, 44.00' LT.	221	404+67.81, 47.54' LT.	4.90	2.00	5
221	404+67.81, 47.54' LT.	222	404+72.91, 52.11' LT.	6.85	90.00	5
222	404+72.91, 52.11' LT.	223	404+76.30, 50.63' LT.	4.73	2.00	5
223	404+76.30, 50.63' LT.	218	404+76.20, 45.95' LT.	4.68	-	5

1 = TYPE 1 GRANITE CURB
5 = TYPE 5 GRANITE CURB
TDI = TYPE 1 GRANITE CURB TIPDOWN

CITY OF SOUTH PORTLAND
MAHONEY JUNIOR HIGH SCHOOL



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DEPARTMENT OF TRANSPORTATION
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WIN
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PROJ. MANAGER	DATE	BY	DATE
DESIGN DETAILED	05/20	TCL	05/20
CHECKED-REVIEWED		DGE	
DESIGNS DETAILED			
DESIGNS DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
CURBING PLANS

SHEET NUMBER
21
OF 34

CITY OF SOUTH PORTLAND
SOUTH PORTLAND GREENBELT PATHWAY

CITY OF SOUTH PORTLAND
SOUTH PORTLAND GREENBELT PATHWAY

HANNA REALTY
ASSOCIATES, LLC

SOULE STREET

HANNA REALTY ASSOCIATES, LLC

MACOR CORPORATION

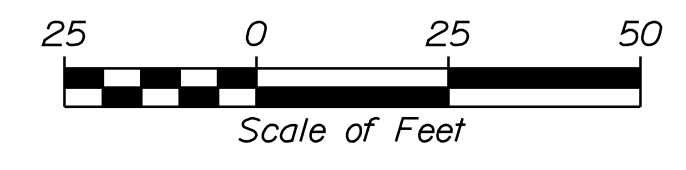
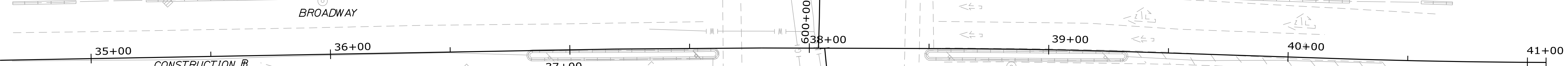
MILL COVE ASSOCIATES LIMITED PA
SOUTH PORTLAND AUTHORITY

MACOR CORPORATION

CITY OF SOUTH PORTLAND
PUBLIC LIBRARY

CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
301	603+16.85, 17.44' RT.	302	603+08.85, 17.52' RT.	8.00	-	TDI
302	603+08.85, 17.52' RT.	303	602+98.55, 17.49' RT.	10.30	-	FCI
400	505+45.59, 26.19' RT.	401	505+50.71, 25.92' RT.	5.06	-	TDI
401	505+50.71, 25.92' RT.	402	505+53.67, 26.14' RT.	2.94	11.33	TDI
403	38+43.82, 29.72' RT.	404	38+48.35, 28.78' RT.	4.66	11.33	TDI
404	38+48.35, 28.78' RT.	405	38+51.69, 28.79' RT.	3.34	-	TDI

TDI = TYPE I GRANITE CURB TIPDOWN
FCI = FLUSH TYPE I GRANITE CURB



ROMAN CATHOLIC BISHOP
OF PORTLAND

PLAN

- NOTES:
- POINTS 400 TO 402 SHALL BE CONSIDERED ONE 8' TIPDOWN.
 - POINTS 403 TO 405 SHALL BE CONSIDERED ONE 8' TIPDOWN.



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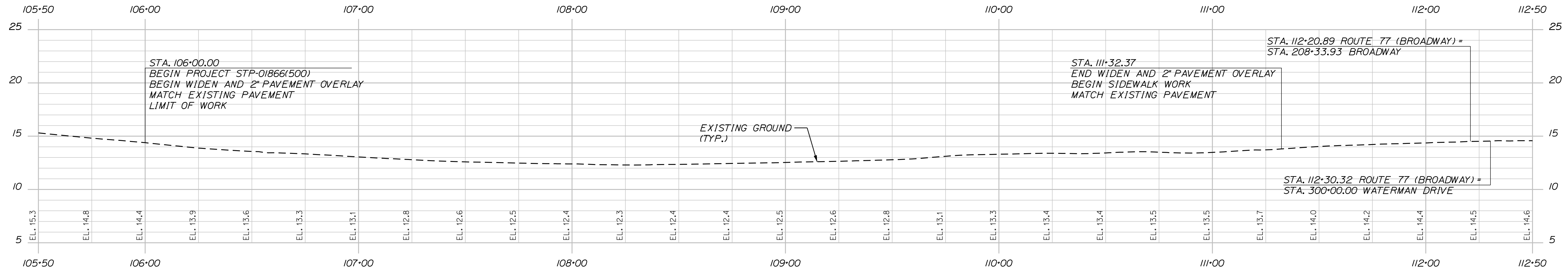
PROJ. MANAGER	DATE	BY	DATE	SIGNATURE
DESIGN DETAILED	05/20	TLW	05/20	
CHECKED-REVIEWED				
DESIGN DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
CURBING PLANS

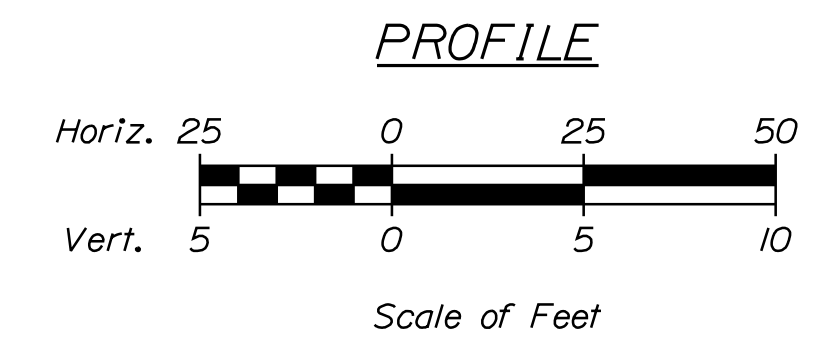
SHEET NUMBER

22

OF 34

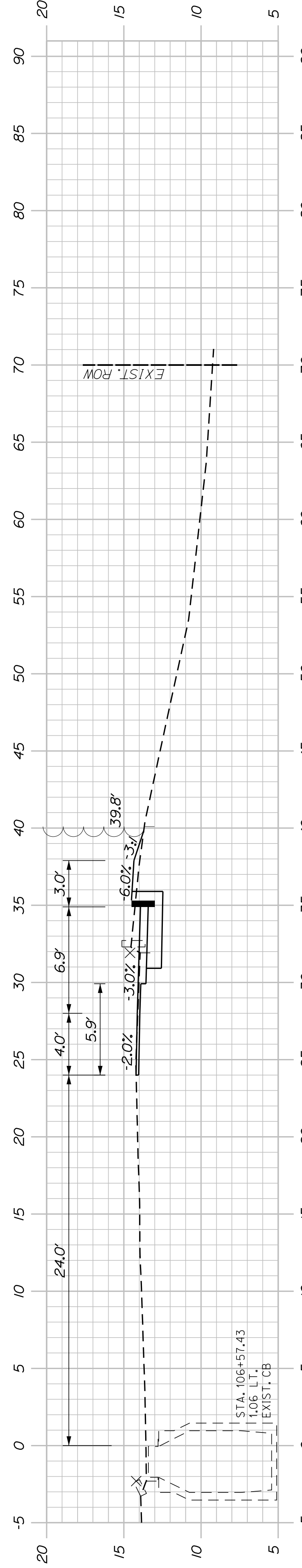


CASCO BAY BRIDGE PROFILE

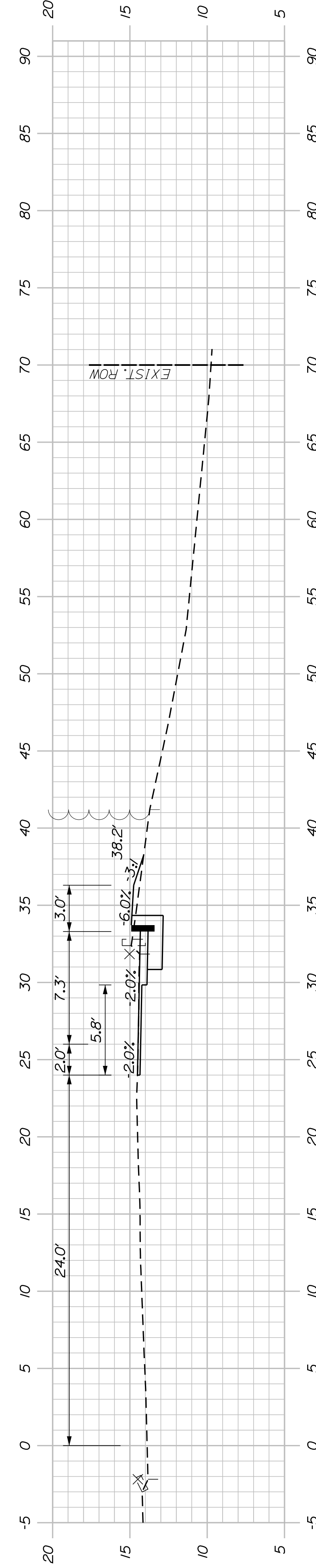


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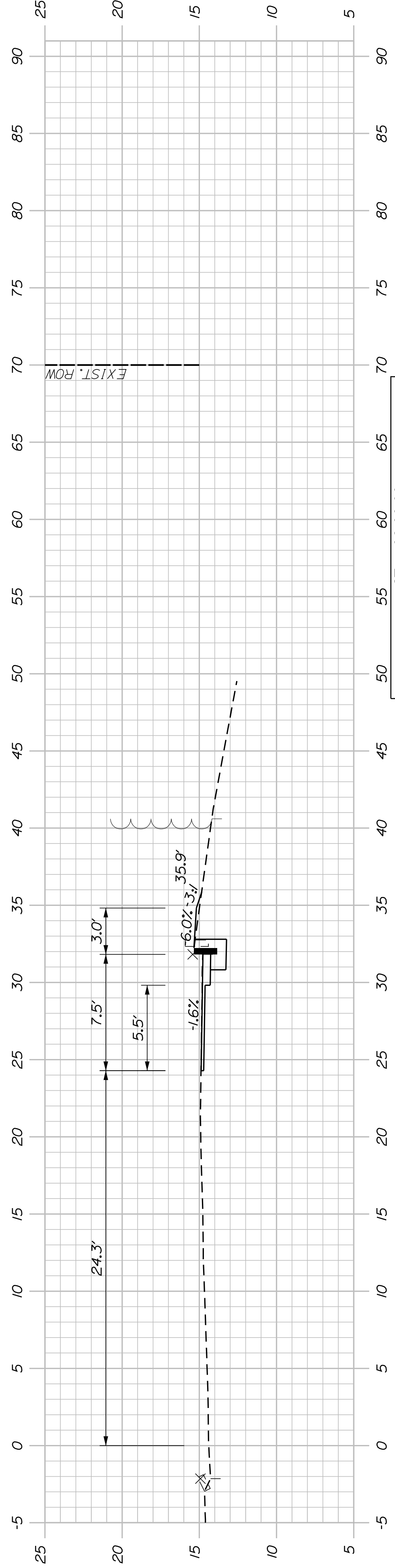
STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-01866(500)		WIN 18665.00	
PROJ. MANAGER	B. KEIZER	BY	T.L.W.	DATE	05/20/20
DESIGN DETAILED	T.C.L.	CHECKED/REVIEWED	D.G.E.	DATE	05/20/20
DESIGN DETAILED	-	DESIGN DETAILED	-	SIGNATURE	-
REVISIONS 1	-	REVISIONS 1	-	P.E. NUMBER	-
REVISIONS 2	-	REVISIONS 2	-	DATE	-
REVISIONS 3	-	REVISIONS 3	-	FIELD CHANGES	-
REVISIONS 4	-	REVISIONS 4	-		
SOUTH PORTLAND BROADWAY CORRIDOR INTERSECTION IMPROVEMENTS			PROFILE		
SHEET NUMBER			23		
			OF 34		



106+50.00

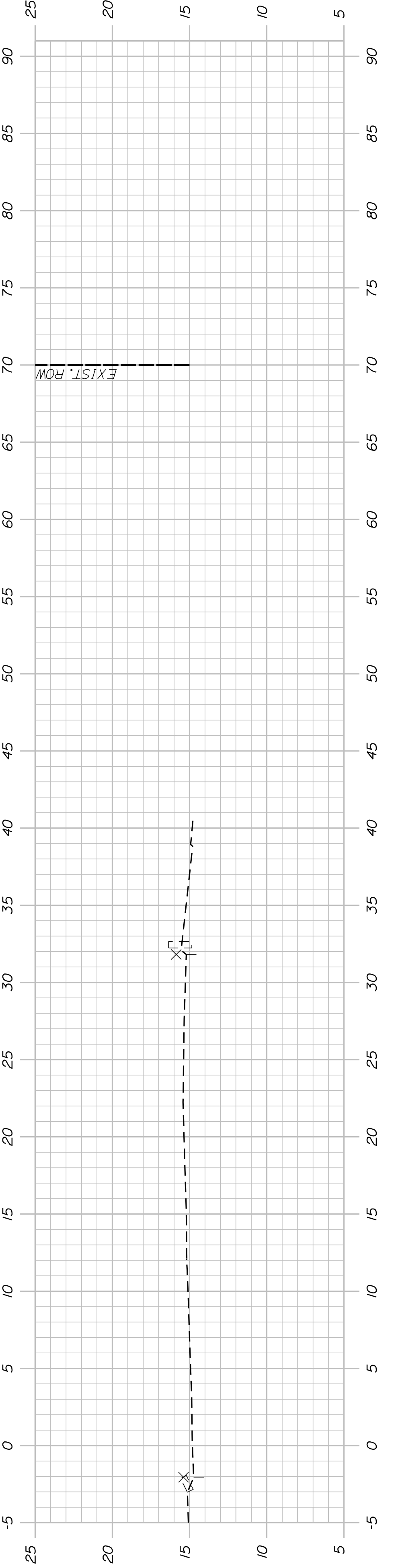


106+25.00

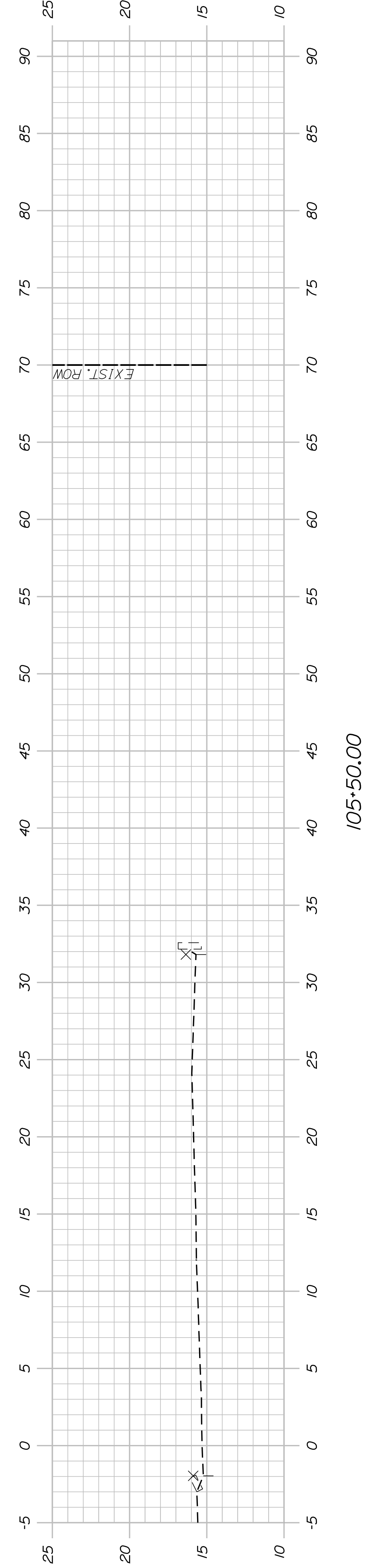


STA. 106+00.00
 BEGIN PROJECT STP-01866(500)
 BEGIN WIDEN AND 2" PAVEMENT OVERLAY
 MATCH EXISTING PAVEMENT
 LIMIT OF WORK

106+00.00



105+75.00



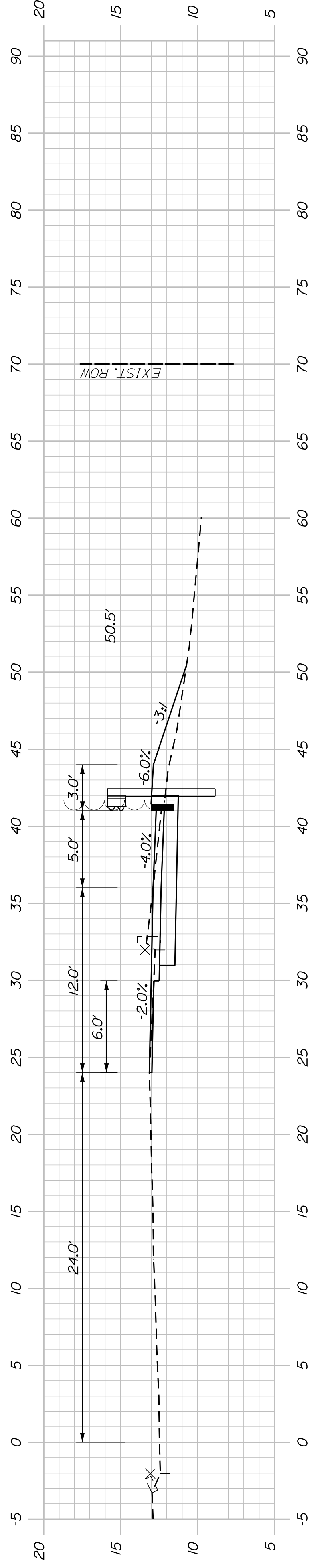
105+50.00

SHEET NUMBER
24
 OF 34

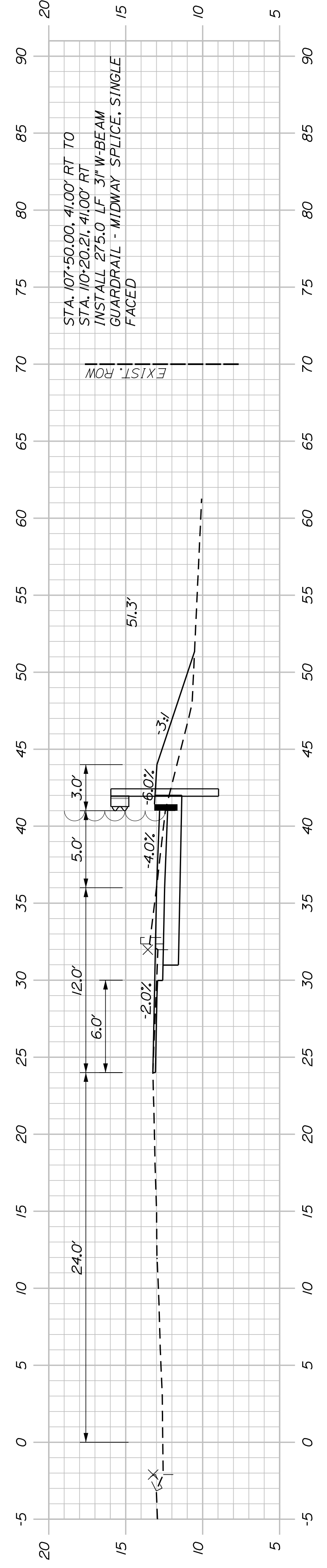
**SOUTH PORTLAND
 BROADWAY CORRIDOR
 INTERSECTION IMPROVEMENTS
 CROSS SECTIONS**

PROJ. MANAGER	B. KEIZER	BY	DATE
DESIGN-DETAILED	TCL	TLW	05/20
CHECKED-REVIEWED	DGE	-	05/20
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

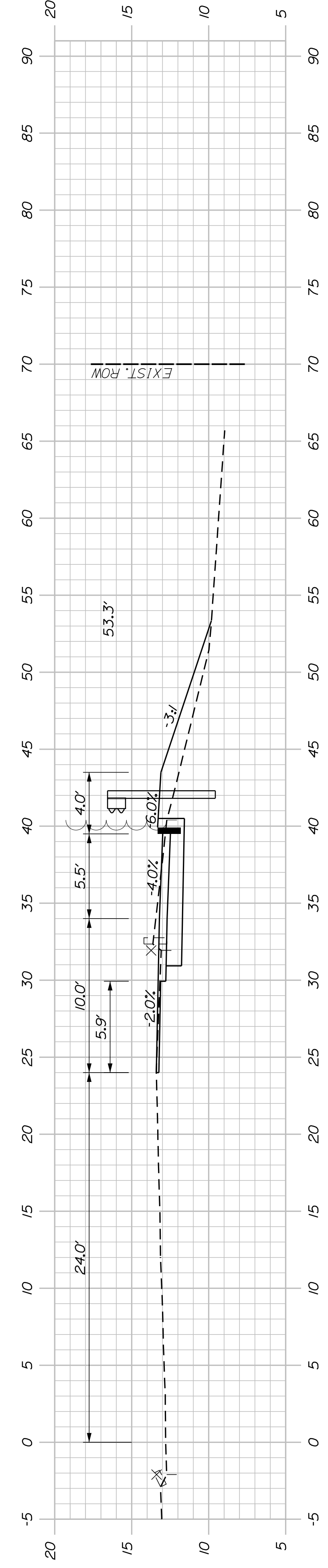
STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
STP-01866(500)
 WIN
 18665.00



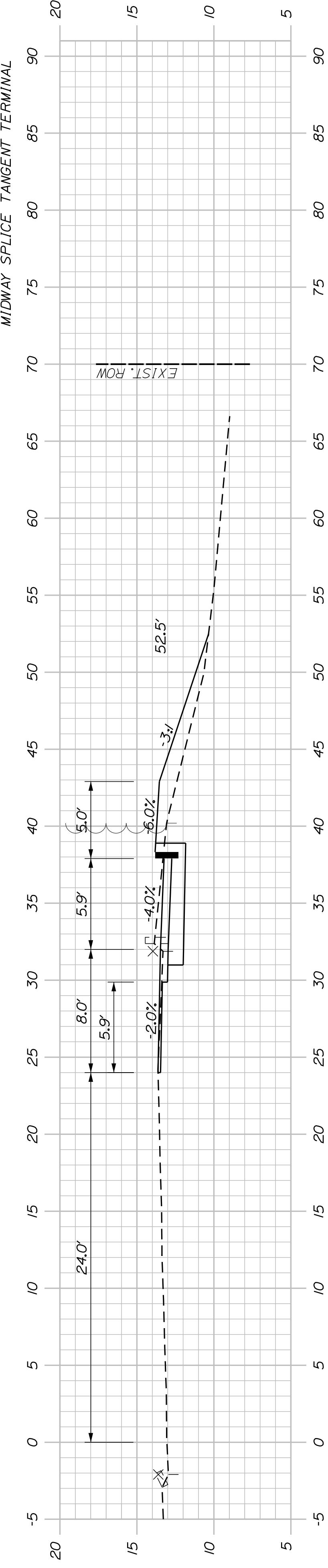
107+75.00



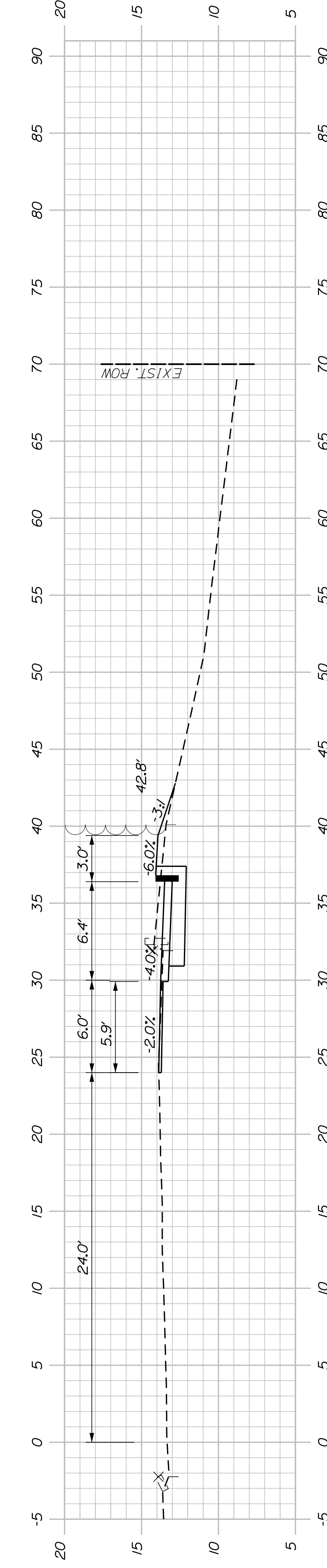
107+50.00



107+25.00



107+00.00



106+75.00

SHEET NUMBER

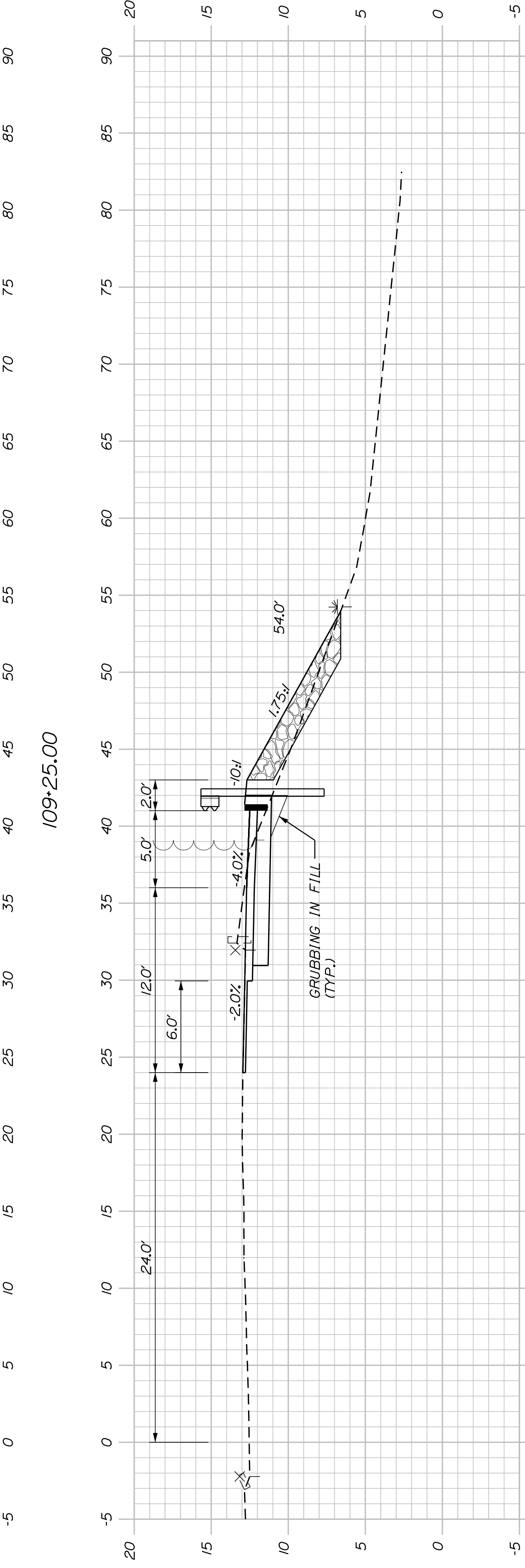
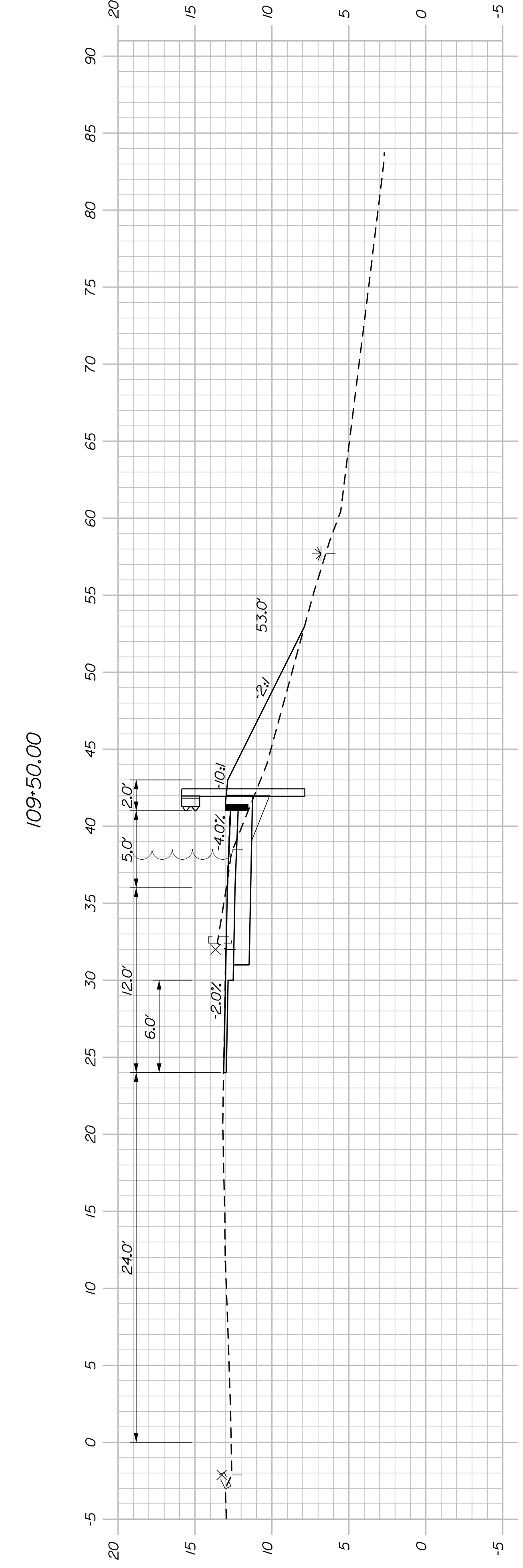
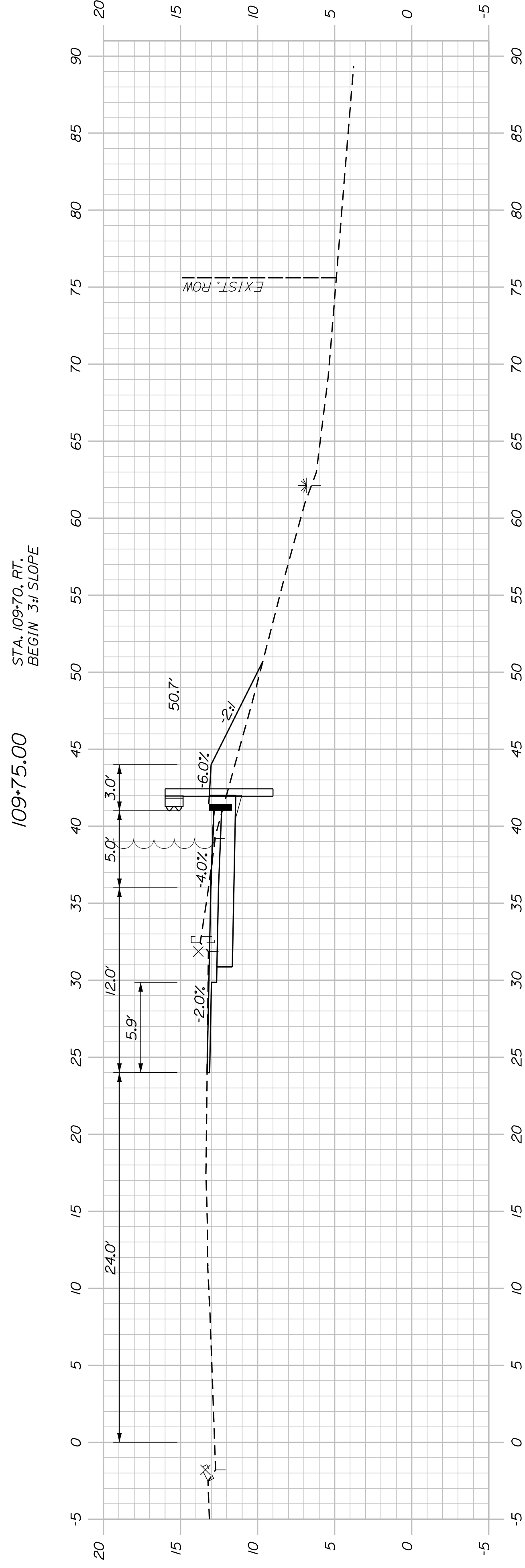
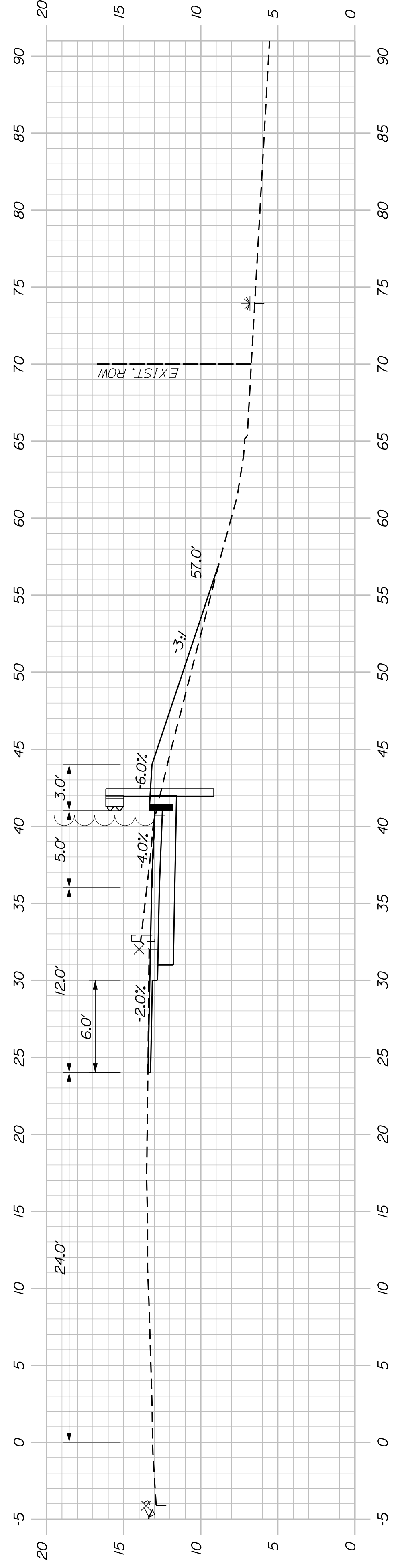
25

OF 34

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
CROSS SECTIONS

PROJ. MANAGER	B. KEIZER	BY	TLW	DATE	05/20
DESIGN DETAILED	TCL	CHECKED	REVIEWED	DGE	05/20
DESIGN DETAILED		DESIGN DETAILED			
REVISIONS 1		REVISIONS 2		REVISIONS 3	
REVISIONS 4		REVISIONS 5		REVISIONS 6	
FIELD CHANGES					

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-01866(500)
WIN
18665.00



109+00.00

AVOID TIDAL IMPACTS BELOW ELEVATION 6.5'

**SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
CROSS SECTIONS**

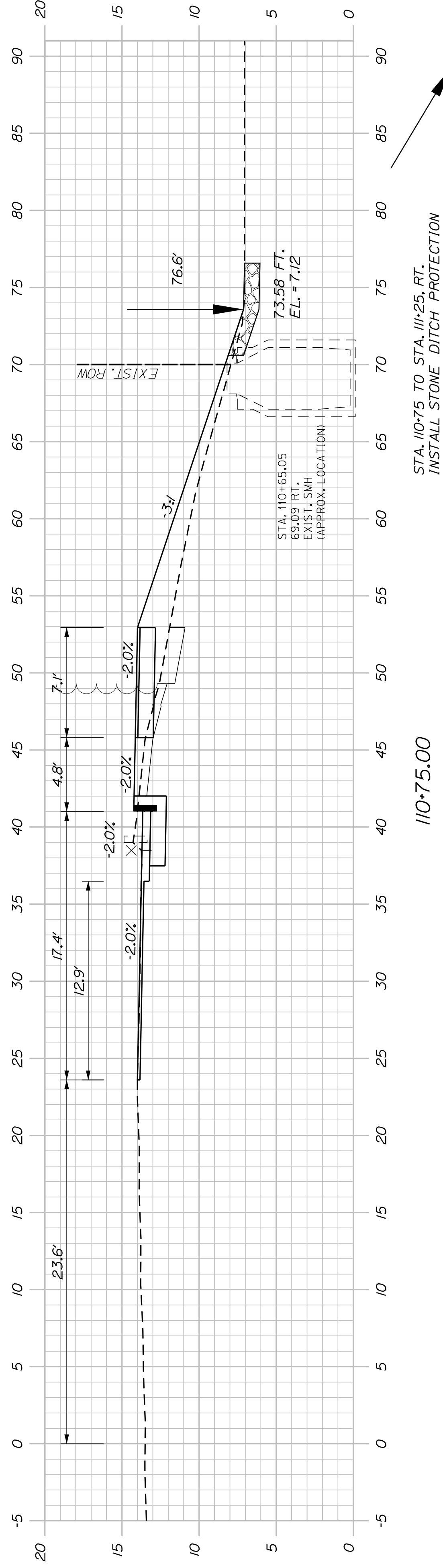
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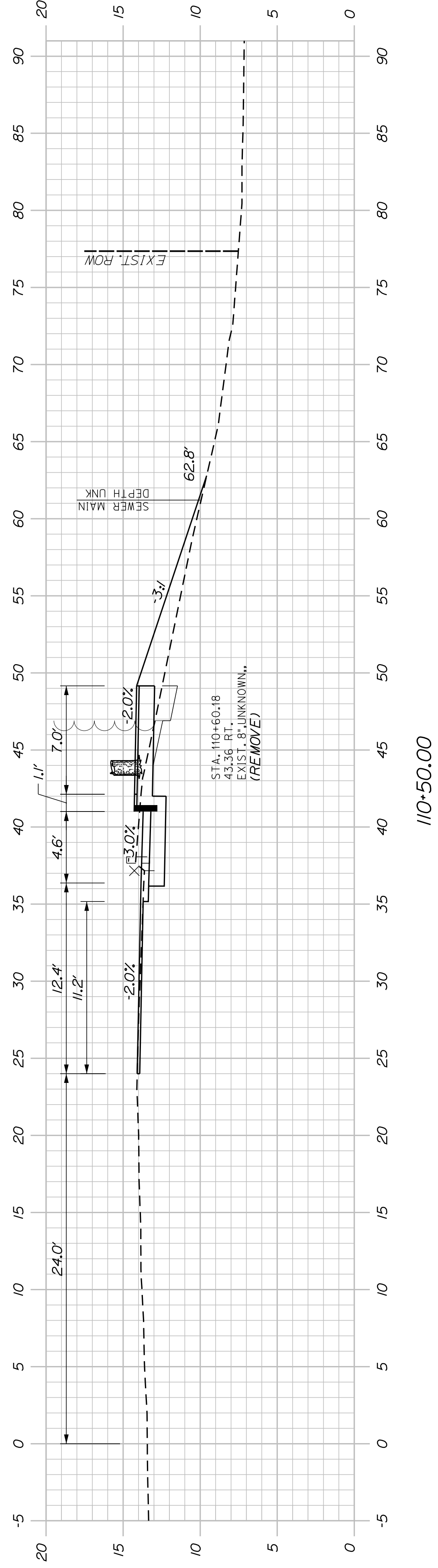
OF 34

PROJ. MANAGER	B. KEEZER	BY	DATE
DESIGN-DETAILED	TCL	TLW	05/20
CHECKED-REVIEWED	DGE	-	05/20
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES			

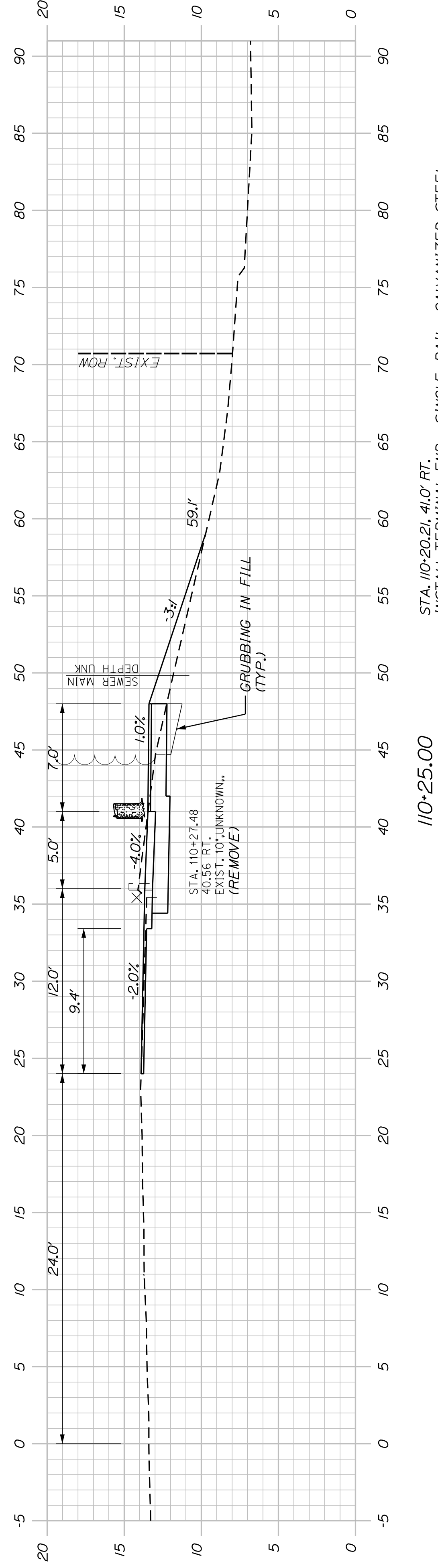
STATE OF MAINE DEPARTMENT OF TRANSPORTATION
SIGNATURE
P.E. NUMBER
DATE
STP-01866(500)
WIN 18665.00



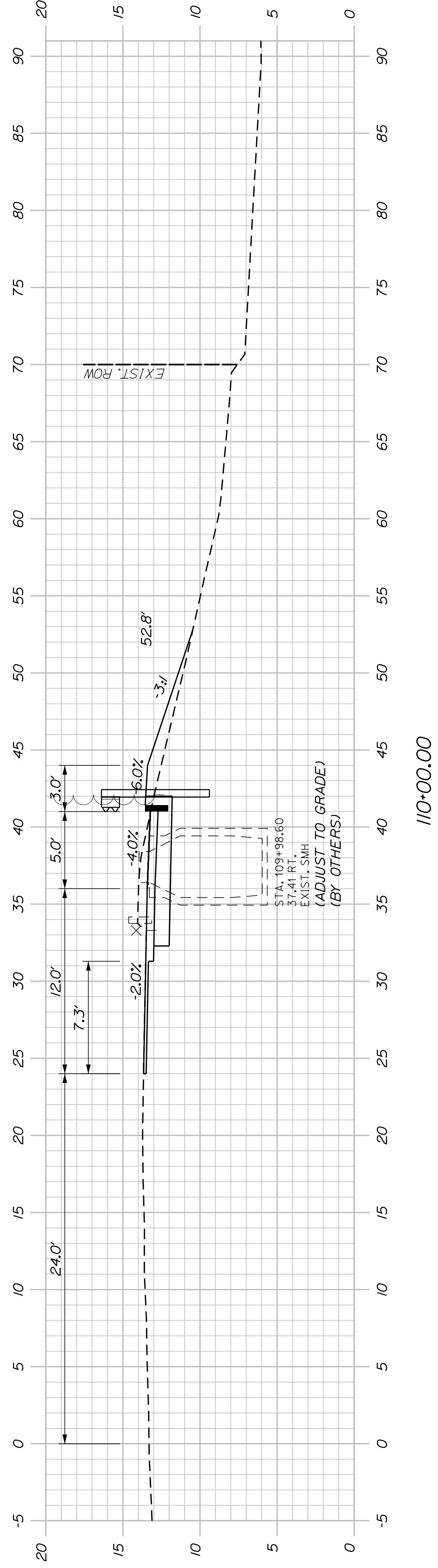
110+75.00



110+50.00



110+25.00



110+00.00

SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
CROSS SECTIONS

SHEET NUMBER

28

OF 34

PROJ. MANAGER	B. KEIZER	BY	DATE
DESIGN-DETAILED	TCL	TLW	05/20
CHECKED-REVIEWED	DGE		05/20
DESIGN-DETAILED			
DESIGN-DETAILED			
REVISIONS 1			
REVISIONS 2			
REVISIONS 3			
REVISIONS 4			
FIELD CHANGES			

SIGNATURE

P.E. NUMBER

DATE

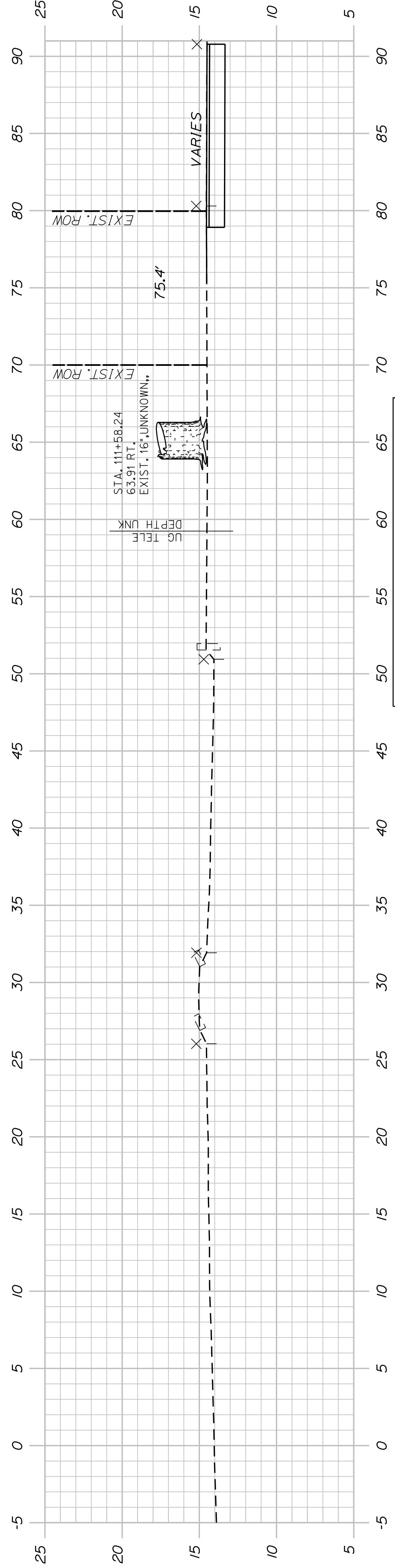
STATE OF MAINE

DEPARTMENT OF TRANSPORTATION

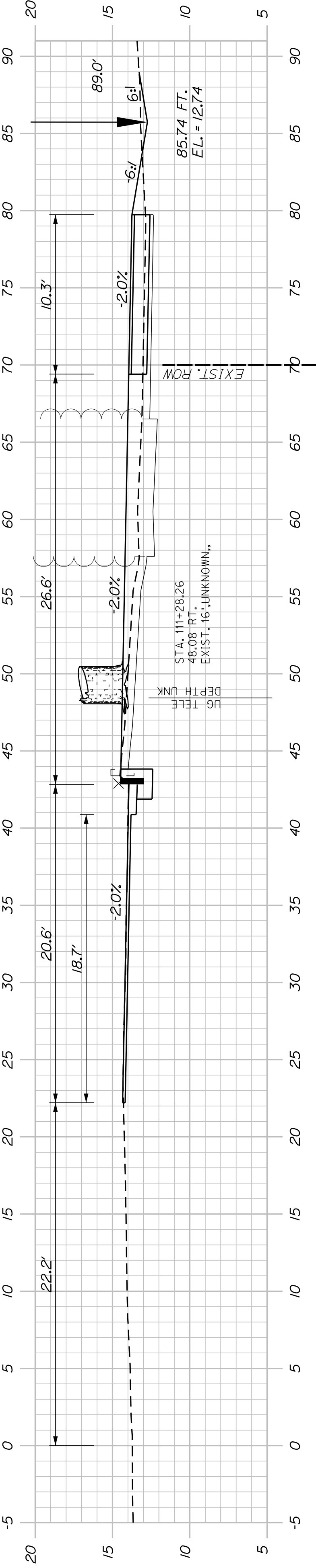
STP-01866(500)

WIN

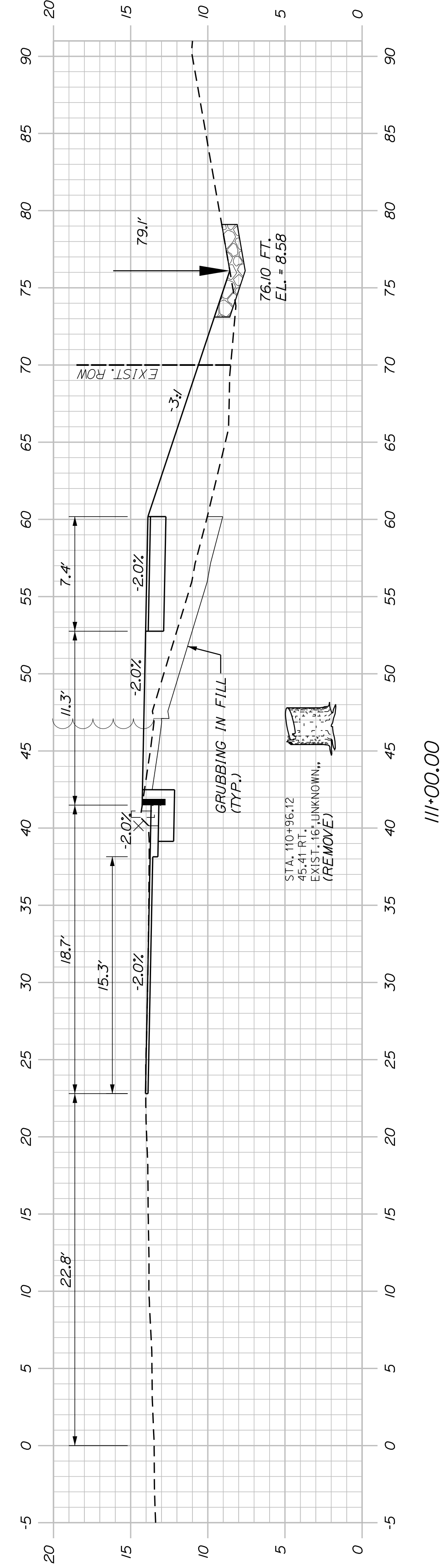
18665.00



STA. 111+32.37
END WIDEN AND 2" PAVEMENT OVERLAY
BEGIN SIDEWALK WORK
MATCH EXISTING PAVEMENT



111+25.00



111+00.00

SHEET NUMBER
29
OF 34

**SOUTH PORTLAND
BROADWAY CORRIDOR
INTERSECTION IMPROVEMENTS
CROSS SECTIONS**

PROJ. MANAGER	B. KEIZER	BY	DATE
DESIGN DETAILED	TCL	TLW	05/20
CHECKED-REVIEWED	DGE	-	05/20
DESIGN DETAILED	-	-	-
DESIGN DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES			

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-01866(500)
WIN
18665.00

Town, County, State _____
 Approx. Property Lines _____ P.L.
 Existing Right of Way _____
 Limits of Wrought Portion _____ L.O.W.P.
 Control Of Access _____ C.O.A.
 New Right of Way _____
 New Easement _____
 New Temporary Rights _____
 New R/W Within Existing R/W _____

New R/W Along Existing R/W _____
 Building _____
 Trees Conifer _____ Deciduous _____
 Tree Line _____
 Water Edge _____
 Ledge _____
 Fence CHAIN LINK _____ BARB WIRE _____ STOCKADE _____
 Sign _____ Well _____ Mailbox _____

Clearing Limit Line _____ CLL
 Bush Line _____
 Rock/Boulder _____
 Flag Pole _____
 Well _____

Sanitary Sewer _____
 Telephone Line _____
 Electric Line _____
 Water Line _____
 Underdrain Line _____
 Gas Line _____
 Guardrail _____
 Culvert _____

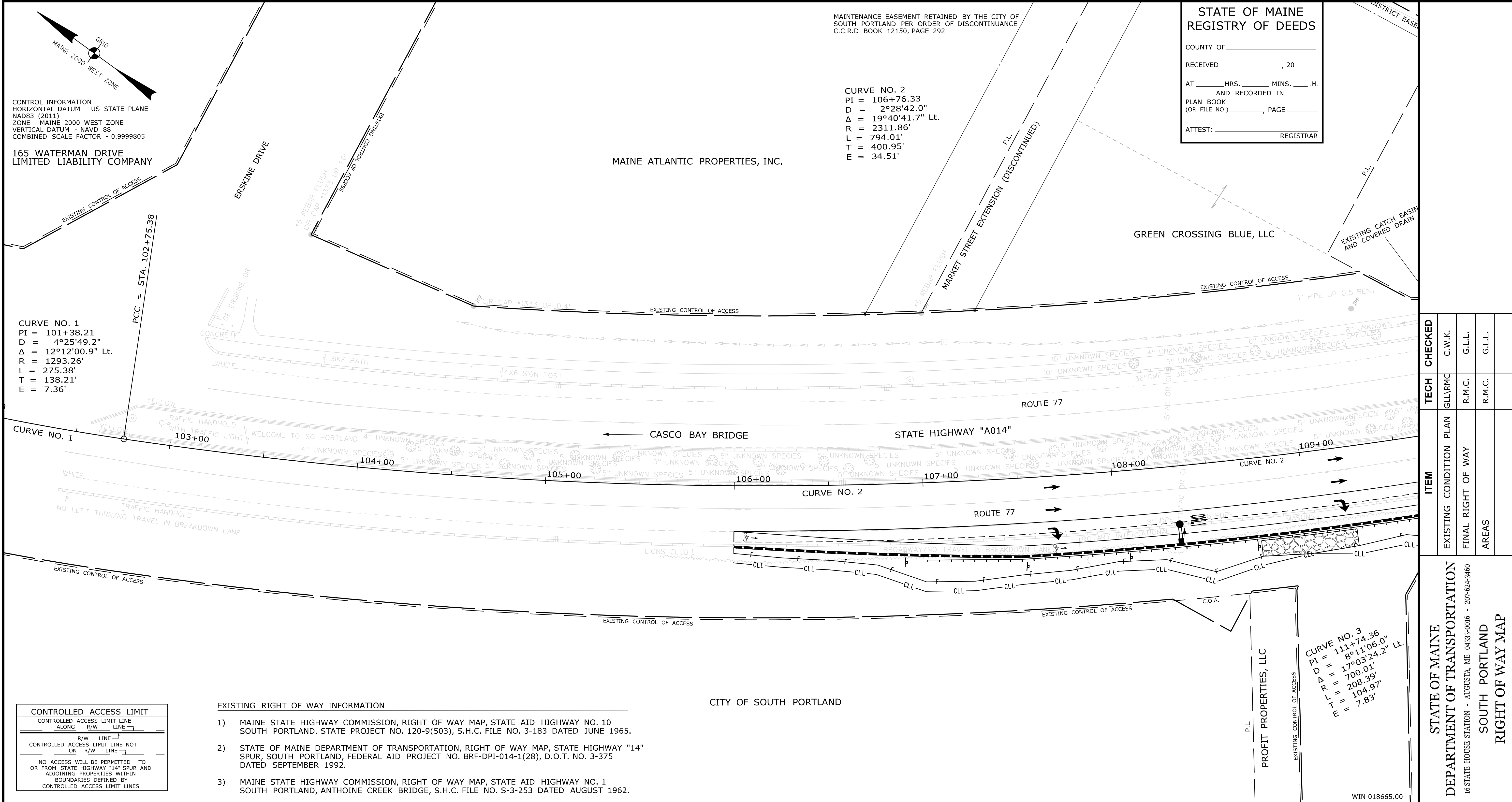
Traveled Way _____
 Ditch _____
 Catch Basin _____
 Manhole _____
 Sewer Manhole _____
 Utility Pole _____
 Fire Hydrant _____
 Curbing _____

PLAN LEGEND
 Existing _____ Proposed _____

Cut Line _____ Fill Line _____
 Stonewall _____ Retaining Wall _____
 Baseline _____
 Monument _____
 Iron Rod Found _____ IRF _____
 Replacement Pin Set _____
 Traverse Point _____
 Pipe Found _____ IPF _____

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

25 0 25 50 75 100
 Scale of Feet



STATE OF MAINE
 REGISTRY OF DEEDS

COUNTY OF _____
 RECEIVED _____, 20____
 AT _____ HRS. _____ MINS. _____ M.
 AND RECORDED IN
 PLAN BOOK _____, PAGE _____
 (OR FILE NO.) _____, PAGE _____
 ATTEST: _____ REGISTRAR

REVISIONS				PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD				BRUCE A. VAN NOTE COMMISSIONER JOYCE NOEL TAYLOR CHIEF ENGINEER DATE _____	STATE HIGHWAY "A014" ROUTE 77 SOUTH PORTLAND CUMBERLAND COUNTY FEDERAL AID PROJECT NO. STP-1866(500)			SHEET NUMBER 30 OF 34
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE	COND.	7/6/2020		36889	109	FEBRUARY 2019 SCALE 1" = 25'	

Date: 11/12/2020

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\WSTA\030_RWPLAN1.dgn

TECH	CHECKED	C.W.K.	G.L.L.

ITEM	EXISTING CONDITION PLAN	FINAL RIGHT OF WAY	AREAS

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

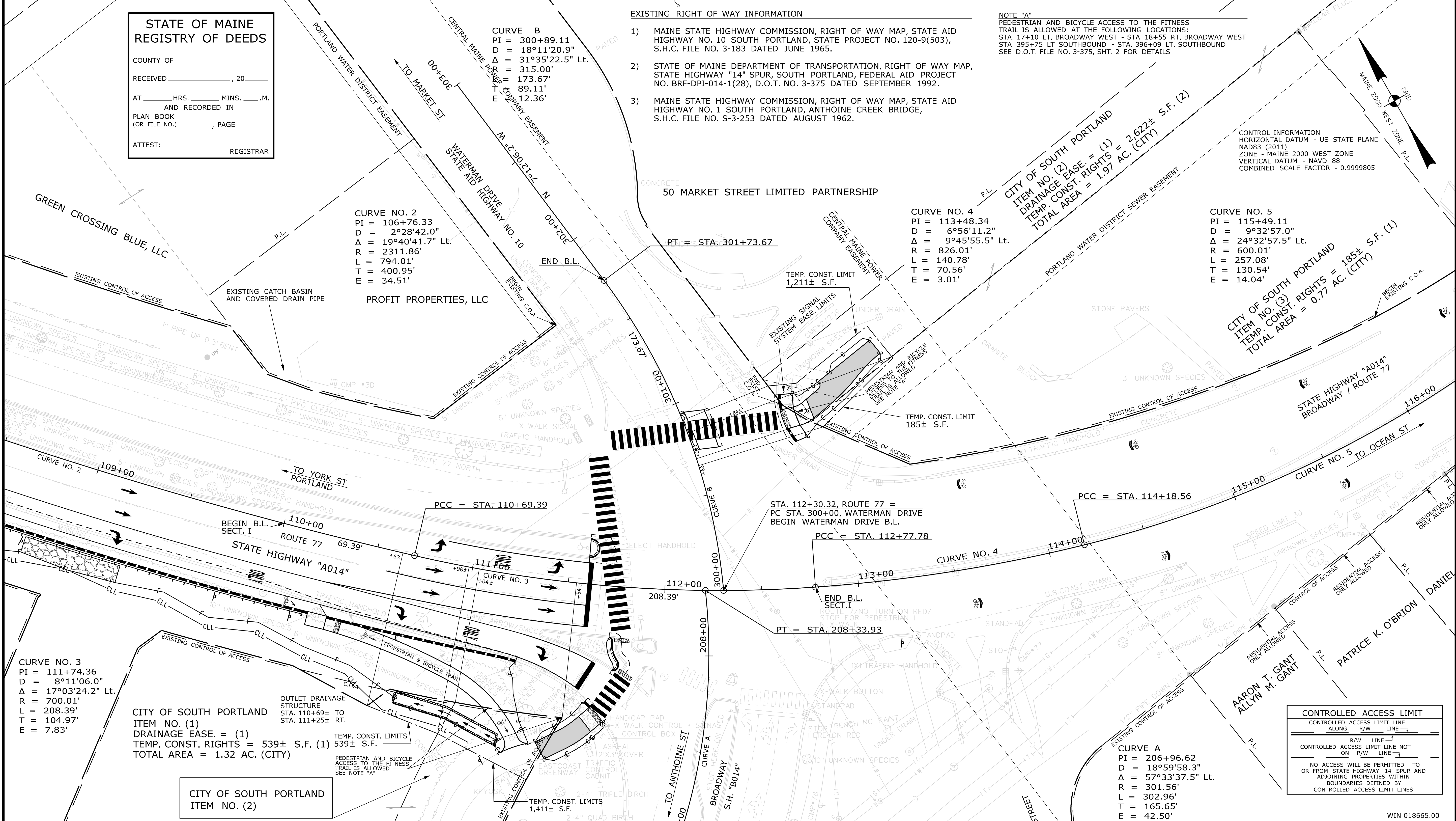
WIN 018665.00

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

Scale of Feet: 0, 25, 50, 75, 100

PLAN LEGEND

Existing	Proposed	Existing	Proposed	Existing	Proposed
Sanitary Sewer	Telephone Line	Electric Line	Water Line	Underdrain Line	Gas Line
Guardrail	Culvert	Traveler Way	Ditch	Catch Basin	Manhole
Utility Pole	Fire Hydrant	Curbing	Stonewall	Retaining Wall	Baseline
Monument	Iron Rod Found	Replacement Pin Set	Fill Line	Traverse Point	Pipe Found



Date: 11/12/2020

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\MSTA031_RWPLAN2.dgn

STATE OF MAINE DEPARTMENT OF TRANSPORTATION 16 STATE HOUSE STATION - AUGUSTA, ME 04333-0016 - 207-624-3460	STATE OF MAINE DEPARTMENT OF TRANSPORTATION SOUTH PORTLAND RIGHT OF WAY MAP	STATE OF MAINE DEPARTMENT OF TRANSPORTATION SOUTH PORTLAND RIGHT OF WAY MAP	STATE OF MAINE DEPARTMENT OF TRANSPORTATION SOUTH PORTLAND RIGHT OF WAY MAP
TECH	CHECKED	C.W.K.	G.L.L.
ITEM	EXISTING CONDITION PLAN	G.L.L./R.M.C.	R.M.C./G.L.L.
	FINAL RIGHT OF WAY	R.M.C.	G.L.L.
	AREAS		

REVISIONS				PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD				BRUCE A. VAN NOTE				STATE HIGHWAY "A014"				SHEET NUMBER	
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	PAGE	INSTRUMENT	DATE	BOOK	PAGE	COND.	7/6/2020	36889	109	COMMISSIONER JOYCE NOEL TAYLOR CHIEF ENGINEER				31		
															DATE				OF 34		
												FEBRUARY 2019				RIGHT-OF-WAY MAP		D.O.T. FILE NO. 3-637			
												SCALE 1" = 25'				SHEET 2 OF 5					

Date: 11/12/2020

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\MSTA032_RWPLAN3.dgn

PLAN LEGEND

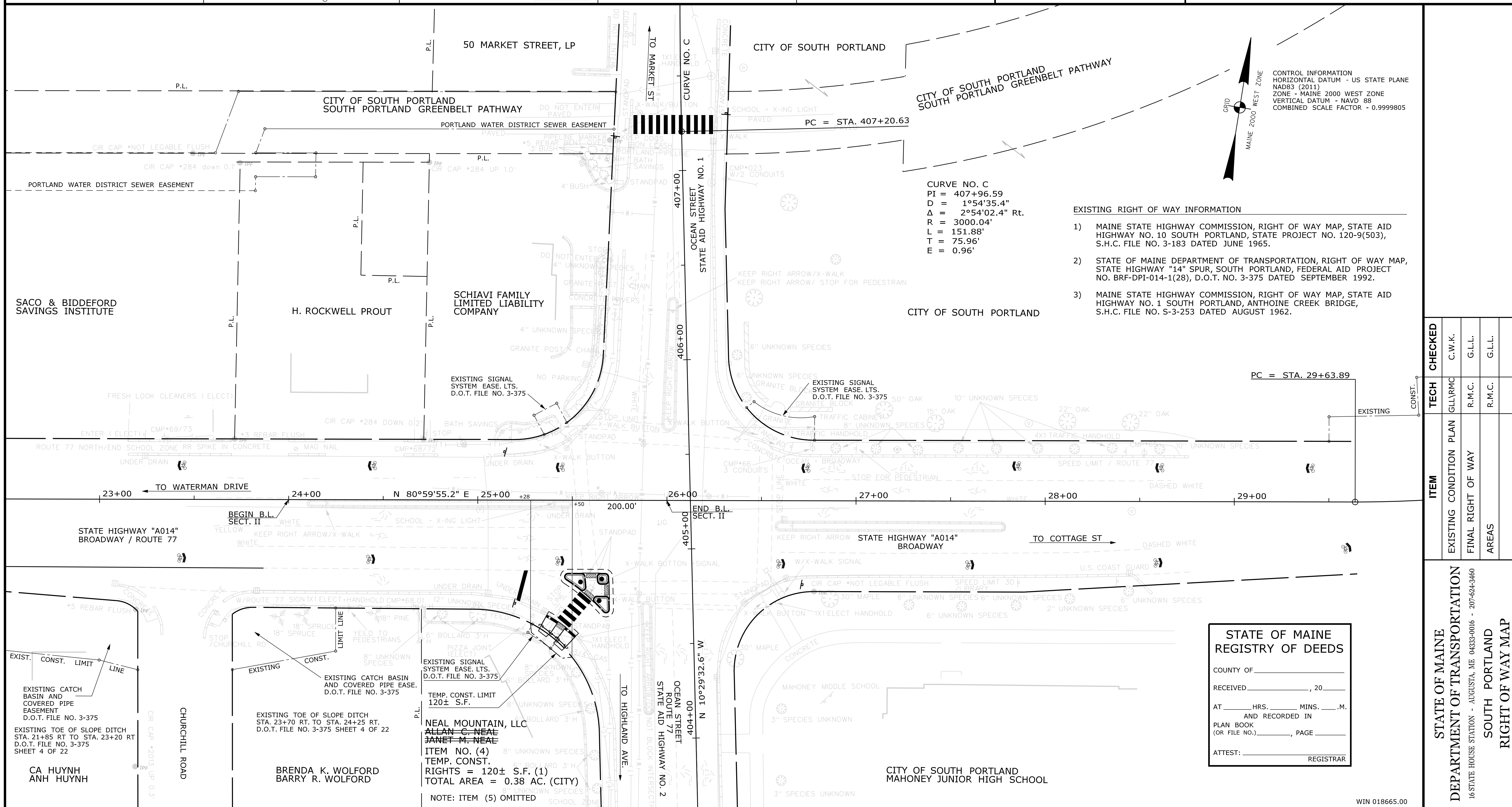
Town, County, State	_____	New R/W Along Existing R/W	_____	Sanitary Sewer	Existing	Proposed	Traveled Way	Existing	Proposed	Cut Line	_____	Fill Line	_____
Approx. Property Lines	P.L.	Building	_____	Telephone Line	_____	_____	Ditch	_____	_____	Stonewall	_____	Retaining Wall	_____
Existing Right of Way	_____	Trees	Conifer	Electric Line	_____	_____	Catch Basin	_____	_____	Baseline	10+00	_____	11+00
Limits of Wrought Portion	L.O.W.P.	Bush	Deciduous	Water Line	_____	_____	Manhole	_____	_____	Monument	_____	_____	12+00
Control Of Access	C.O.A.	Water Edge	_____	Underdrain Line	_____	_____	Sewer Manhole	_____	_____	Iron Rod Found	IRF	Traverse Point	TPF
New Right of Way	_____	Ledge	_____	Gas Line	_____	_____	Utility Pole	_____	_____	Replacement Pin Set	_____	Pipe Found	_____
New Easement	_____	Fence	Chain Link	Guardrail	_____	_____	Fire Hydrant	_____	_____	_____	_____	_____	_____
New Temporary Rights	_____	Sign	Barb Wire	Culvert	_____	_____	Curbing	_____	_____	_____	_____	_____	_____
New R/W Within Existing R/W	_____	_____	Well	_____	_____	_____	_____	_____	_____	_____	_____	_____	_____

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

Scale of Feet

25 0 25 50 75 100

CONTROL INFORMATION
 HORIZONTAL DATUM - US STATE PLANE NAD83 (2011)
 ZONE - MAINE 2000 WEST ZONE
 VERTICAL DATUM - NAVD 88
 COMBINED SCALE FACTOR - 0.9999805



- EXISTING RIGHT OF WAY INFORMATION**
- 1) MAINE STATE HIGHWAY COMMISSION, RIGHT OF WAY MAP, STATE AID HIGHWAY NO. 10 SOUTH PORTLAND, STATE PROJECT NO. 120-9(503), S.H.C. FILE NO. 3-183 DATED JUNE 1965.
 - 2) STATE OF MAINE DEPARTMENT OF TRANSPORTATION, RIGHT OF WAY MAP, STATE HIGHWAY "14" SPUR, SOUTH PORTLAND, FEDERAL AID PROJECT NO. BRF-DPI-014-1(28), D.O.T. NO. 3-375 DATED SEPTEMBER 1992.
 - 3) MAINE STATE HIGHWAY COMMISSION, RIGHT OF WAY MAP, STATE AID HIGHWAY NO. 1 SOUTH PORTLAND, ANTHOINE CREEK BRIDGE, S.H.C. FILE NO. S-3-253 DATED AUGUST 1962.

CURVE NO. C
 PI = 407+96.59
 D = 1°54'35.4"
 Δ = 2°54'02.4" Rt.
 R = 3000.04'
 L = 151.88'
 T = 75.96'
 E = 0.96'

**STATE OF MAINE
 REGISTRY OF DEEDS**

COUNTY OF _____

RECEIVED _____, 20____

AT _____ HRS. _____ MINS. _____ M.
 AND RECORDED IN _____

PLAN BOOK (OR FILE NO.) _____, PAGE _____

ATTEST: _____ REGISTRAR

REVISIONS				PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD					
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE				
1.	07/08/20	ITEM NO. 4 REVISED OWNERSHIP	D.S.G.			COND.	7/6/2020	36889	109				

BRUCE A. VAN NOTE
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER

DATE _____

**STATE HIGHWAY "A014"
 ROUTE 77 / BROADWAY**

SOUTH PORTLAND CUMBERLAND COUNTY
 FEDERAL AID PROJECT NO. STP-1866(500)

FEBRUARY 2019
 SCALE 1" = 25'

RIGHT-OF-WAY MAP
 SHEET 3 OF 5

D.O.T. FILE NO. 3-637

SHEET NUMBER
32
 OF 34

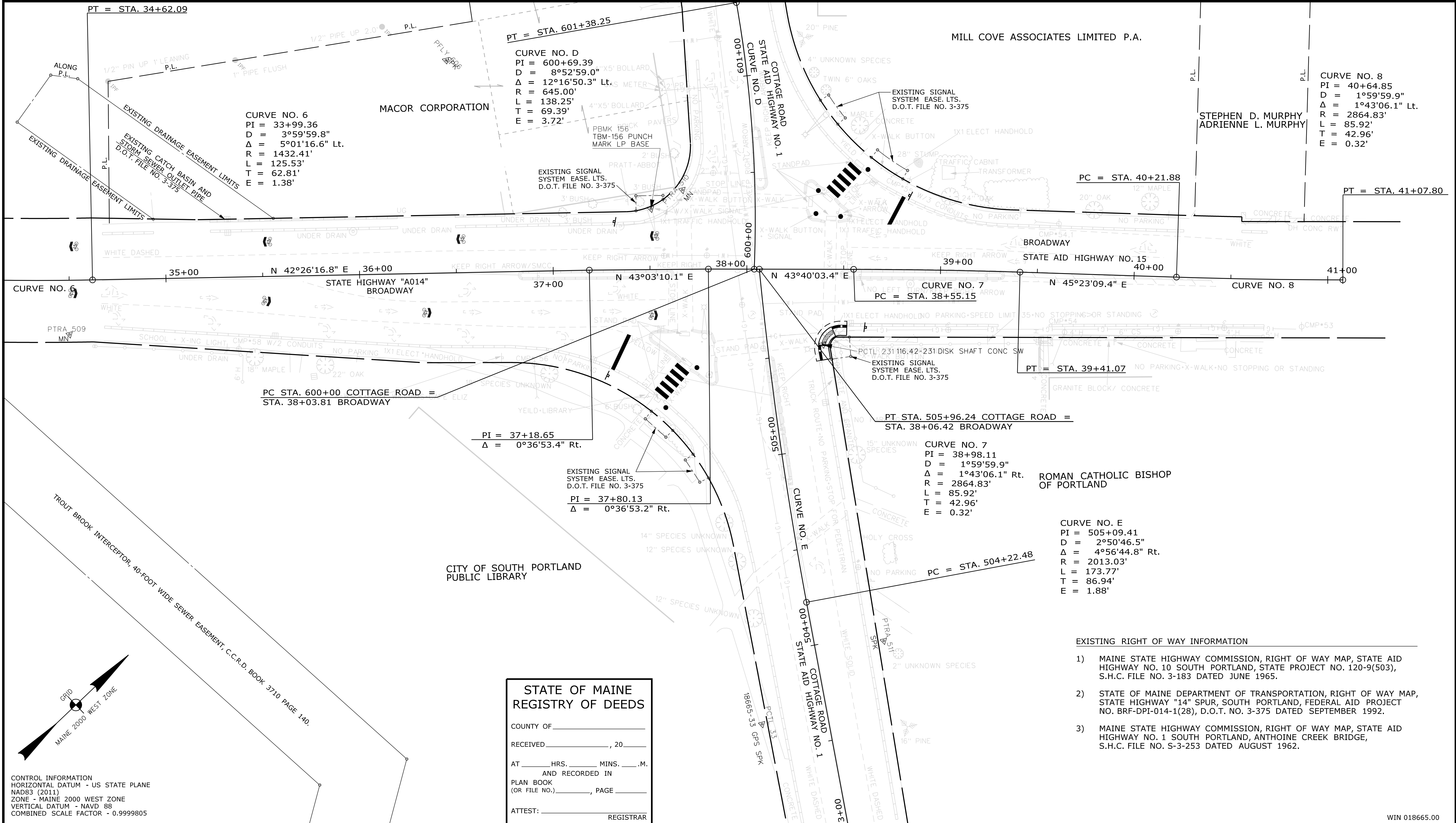
Town, County, State	_____
Approx. Property Lines	P.L.
Existing Right of Way	_____
Limits of Wrought Portion	L.O.W.P.
Control Of Access	C.O.A.
New Right of Way	_____
New Easement	_____
New Temporary Rights	_____
New R/W Within Existing R/W	_____

New R/W	_____	Along Existing R/W	_____
Building	_____	Clearing Limit Line	CLL
Trees	Conifer _____ Deciduous _____	Bush Line	_____
Water Edge	_____	Rock/Boulder	_____
Ledge	_____	Flag Pole	_____
Fence	CHAIN LINK _____ BARB WIRE _____	STOCKADE	_____
Sign	_____	Well	_____
		Mallbox	_____

PLAN LEGEND	
Existing	Proposed
Sanitary Sewer	_____
Telephone Line	_____
Electric Line	_____
Water Line	_____
Underdrain Line	_____
Gas Line	_____
Guardrail	_____
Culvert	_____
Traveled Way	_____
Ditch	_____
Catch Basin	_____
Manhole	_____
Sewer Manhole	_____
Utility Pole	_____
Fire Hydrant	_____
Curbing	_____

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

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



REVISIONS		
NO.	DATE	DESCRIPTION

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

BRUCE A. VAN NOTE
 COMMISSIONER
 JOYCE NOEL TAYLOR
 CHIEF ENGINEER

DATE _____

STATE HIGHWAY "A014"
 BROADWAY / COTTAGE ROAD
 SOUTH PORTLAND CUMBERLAND COUNTY
 FEDERAL AID PROJECT NO. STP-1866(500)

FEBRUARY 2019
 SCALE 1" = 25'

RIGHT-OF-WAY MAP
 SHEET 4 OF 5

D.O.T. FILE NO. 3-637

SHEET NUMBER
33
 OF 34

Date: 11/12/2020

Username: Jude.Hogan

Division: ROW

Filename: ... \00\ROW\MSTA033_RWPLAN4.dgn

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	GLLRMC	C.W.K.
FINAL RIGHT OF WAY	R.M.C.	G.L.L.
AREAS	R.M.C.	G.L.L.

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

**STATE OF MAINE
 REGISTRY OF DEEDS**

COUNTY OF _____

RECEIVED _____, 20____

AT _____ HRS. _____ MINS. _____ M.
 AND RECORDED IN
 PLAN BOOK _____, PAGE _____

(OR FILE NO.) _____, PAGE _____

ATTEST: _____ REGISTRAR

CONTROL INFORMATION
 HORIZONTAL DATUM - US STATE PLANE
 NAD83 (2011)
 ZONE - MAINE 2000 WEST ZONE
 VERTICAL DATUM - NAVD 88
 COMBINED SCALE FACTOR - 0.9999805

WIN 018665.00

Town, County, State	_____
Approx. Property Lines	P.L.
Existing Right of Way	_____
Limits of Wrought Portion	L.O.W.P.
Control Of Access	C.O.A.
New Right of Way	_____
New Easement	_____
New Temporary Rights	_____
New R/W Within Existing R/W	_____

New R/W Along Existing R/W	_____
Building	_____
Trees	Conifer _____ Deciduous _____
Tree Line	_____
Water Edge	_____
Ledge	_____
Fence	CHAIN LINK _____ BARB WIRE _____ SIGN _____
Sign	_____
Clearing Limit Line	CLL
Bush Line	_____
Rock/Boulder	_____
Flag Pole	_____
Stockade	_____
Well	_____
Mallbox	_____

PLAN LEGEND	
Existing	Proposed
Sanitary Sewer	_____
Telephone Line	_____
Electric Line	_____
Water Line	_____
Underdrain Line	_____
Gas Line	_____
Guardrail	_____
Culvert	_____
Traveled Way	_____
Ditch	_____
Catch Basin	_____
Manhole	_____
Sewer Manhole	_____
Utility Pole	_____
Fire Hydrant	_____
Curbing	_____

Existing	Proposed
Stonewall	_____
Baseline	_____
Monument	_____
Iron Rod Found	IRF
Replacement Pin Set	_____
Fill Line	_____
Retaining Wall	_____
Traverse Point	_____
Pipe Found	IPF

Cut Line	_____
Stonewall	_____
Baseline	_____
Monument	_____
Iron Rod Found	IRF
Replacement Pin Set	_____
Fill Line	_____
Retaining Wall	_____
Traverse Point	_____
Pipe Found	IPF

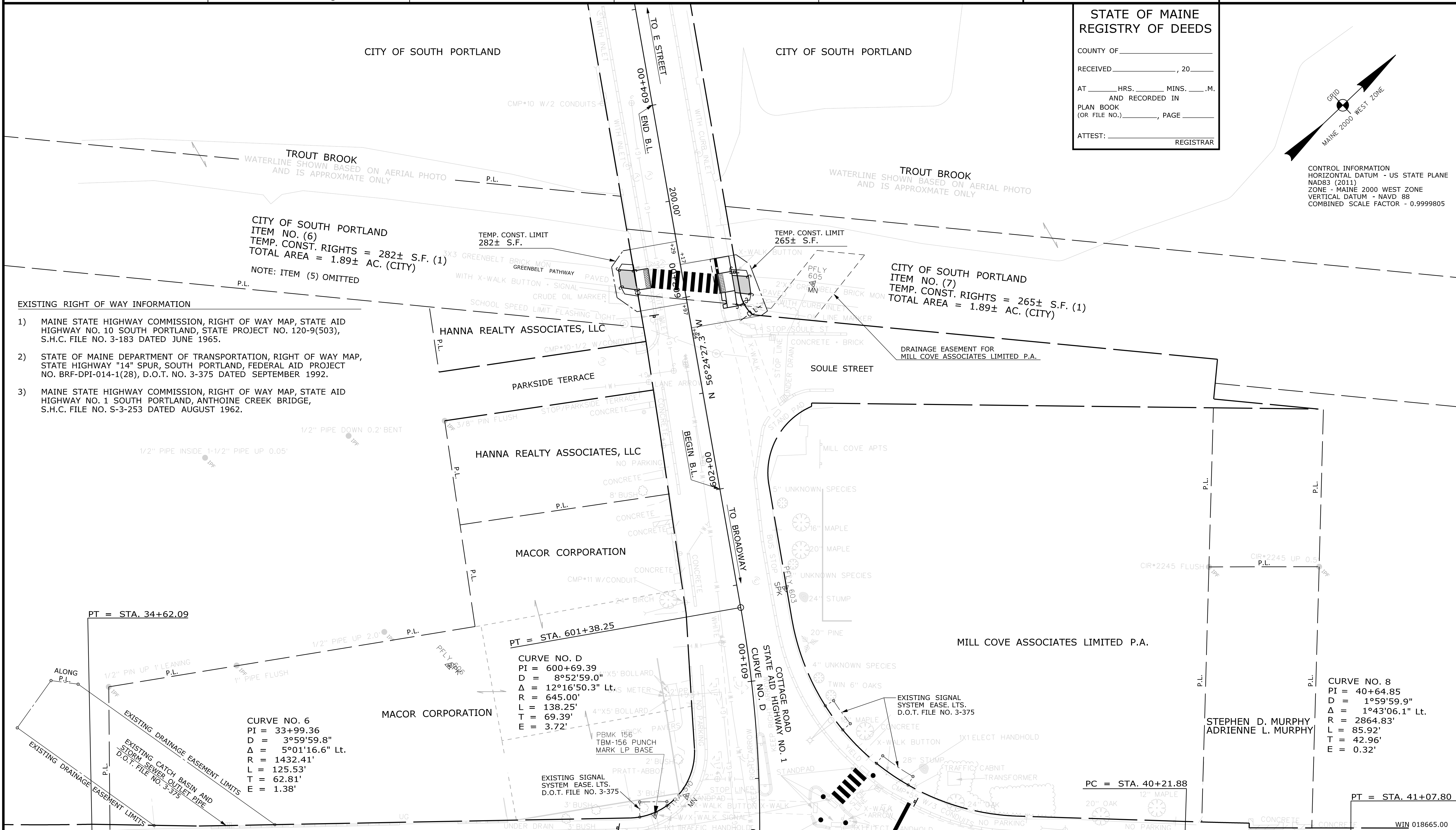
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25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY OF _____
RECEIVED _____, 20____
AT _____ HRS. _____ MINS. _____ M.
AND RECORDED IN
PLAN BOOK (OR FILE NO.) _____, PAGE _____
ATTEST: _____ REGISTRAR

CONTROL INFORMATION
HORIZONTAL DATUM - US STATE PLANE
NAD83 (2011)
ZONE - MAINE 2000 WEST ZONE
VERTICAL DATUM - NAVD 88
COMBINED SCALE FACTOR - 0.9999805



ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	GLLRMC	C.W.K.
FINAL RIGHT OF WAY	R.M.C.	G.L.L.
AREAS	R.M.C.	G.L.L.

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

REVISIONS			PLAN FILED IN PLAN BOOK				PAGE COUNTY RECORD			
NO.	DATE	DESCRIPTION	BY	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE	BRUCE A. VAN NOTE
						COND.	7/6/2020	36889	109	COMMISSIONER
										JOYCE NOEL TAYLOR
										CHIEF ENGINEER
										DATE

STATE HIGHWAY "A014"
BROADWAY / COTTAGE ROAD
SOUTH PORTLAND CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. STP-1866(500)

FEBRUARY 2019
SCALE 1" = 25'

RIGHT-OF-WAY MAP
SHEET 5 OF 5

D.O.T. FILE NO. 3-637

SHEET NUMBER	
34	
OF 34	

Filename: ... \00\ROW\MSTA034_RWPLAN5.dgn Division: ROW
 Username: Jude.Hogan Date: 11/12/2020