

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



CAMDEN-ROCKPORT

KNOX COUNTY

US ROUTE 1

FEDERAL PROJECT NO. TAP-1888(000)

MAINEDOT WIN 18880.00

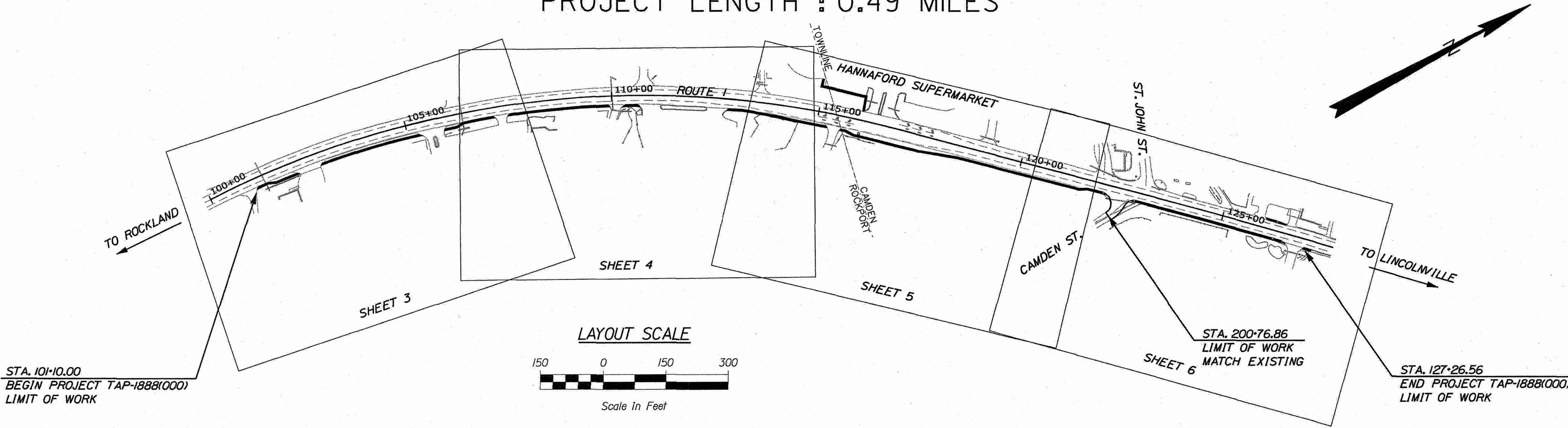
PROJECT LENGTH : 0.49 MILES

PLAN LEGEND

Town, County, State	Centerline-Existing	
Property Lines	Centerline-Proposed	
R/W Lines-Existing	Travelway-Existing	
R/W Lines-Proposed	Travelway-Proposed	
Culvert-Existing	Railroad	
Culvert Proposed	Catch Basins	Existing Proposed
Curbing	Manholes	Existing Proposed
Type 1	Proposed Underdrain	
Type 3	Proposed Ditch	
Type 5	Existing Ditch	
Outline of Bodies of Water	Utility Poles	Existing Proposed
Ledge	Fire Hydrants	Existing Proposed
Buildings	Existing Water Line	
Trees	Existing San. Sewer	
Tree Line	Existing San. Sewer Manhole	
Clearing Limit Line	Guardrail-Existing	
	Guardrail-Proposed	
	Guardrail-Cable, Other	

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TRAFFIC DATA

	CAMDEN - US RTE. 1 NORTHEAST OF HANNAFORD ENTRANCE/EXIT	CAMDEN - US RTE. 1 SOUTHWEST OF HANNAFORD ENTRANCE/EXIT	CAMDEN - HANNAFORD NORTHWEST OF US RTE. 1 ENTRANCE/EXIT
Current (2021) AADT	14,800	14,010	4880
Future (2041) AADT	16,280	15,410	5370
DHV - % of AADT	10.5%	10.5%	11%
Design Hour Volume	1706	1603	587
% Heavy Trucks (AADT)	6%	6%	2%
% Heavy Trucks (DHV)	2%	2%	2%
Directional Distribution (DHV)	52%	51%	52%
18 kip Equivalent P 2.0	633	631	215
18 kip Equivalent P 2.5	603	601	205
Design Speed (mph)	45/25	45/25	25
Functional Class:	PRINCIPAL/ARTERIAL	PRINCIPAL/ARTERIAL	COMMERCIAL DRIVEWAY

PROJECT LOCATION:

US ROUTE 1

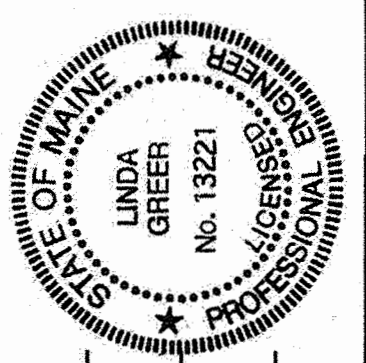
PROGRAM AREA:

MULTIMODAL

SCOPE OF WORK:

SIDEWALK AND SIGNAL IMPROVEMENTS

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>		5-6-21
CHIEF ENGINEER: <i>[Signature]</i>		5-4-2021



<i>[Signature]</i>	SIGNATURE	P.E. NUMBER	DATE
A. CORNEA II		13221	4/20/2021

PROJECT INFORMATION	PROGRAM	MULTIMODAL	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
			A. CORNEA II	L. GREER	CID			

18880.00	FEDERAL PROJECT NO. TAP-1888(000)	CAMDEN-ROCKPORT US ROUTE 1	TITLE SHEET
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SHEET NUMBER	1	OF 31
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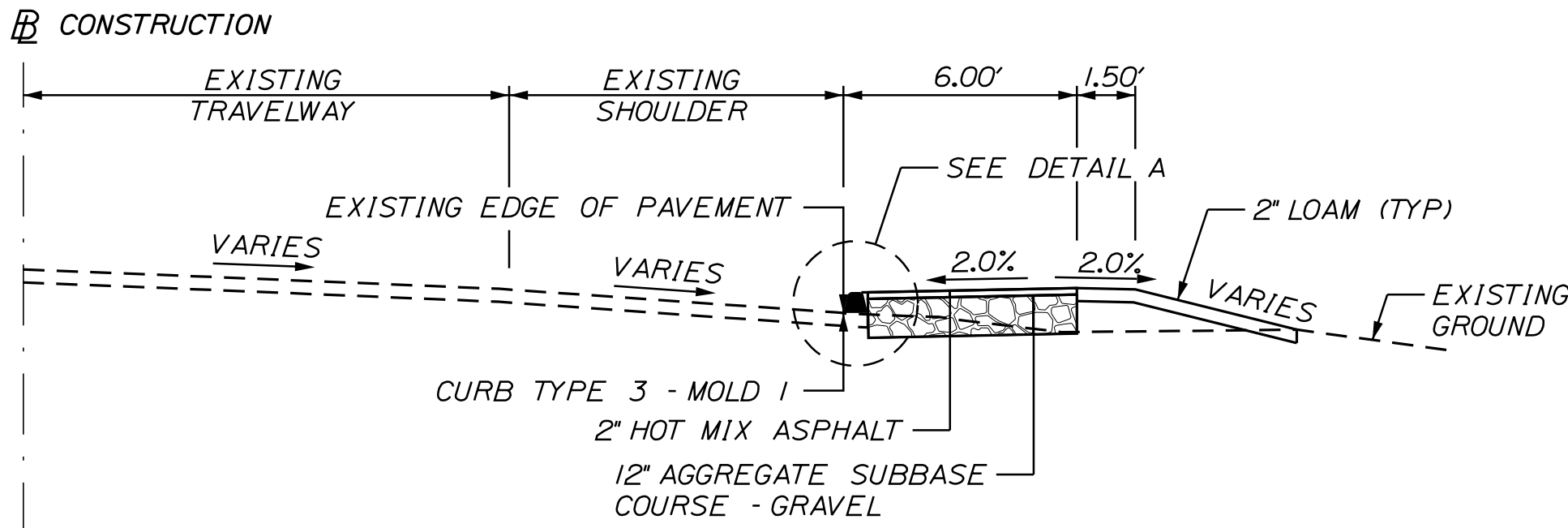


Date:4/20/2021

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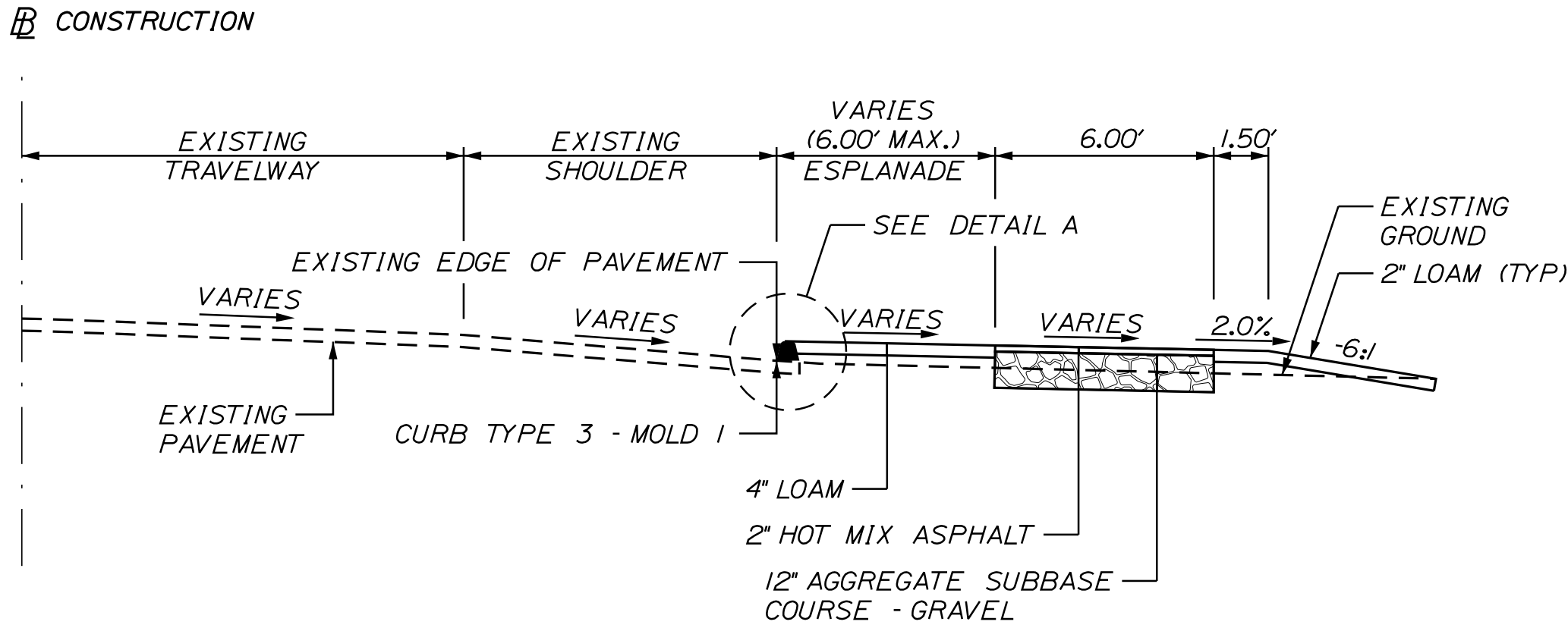
Division: HIGHWAY

Filename: ... \us1n\Highway\002\_ Typical.dgn



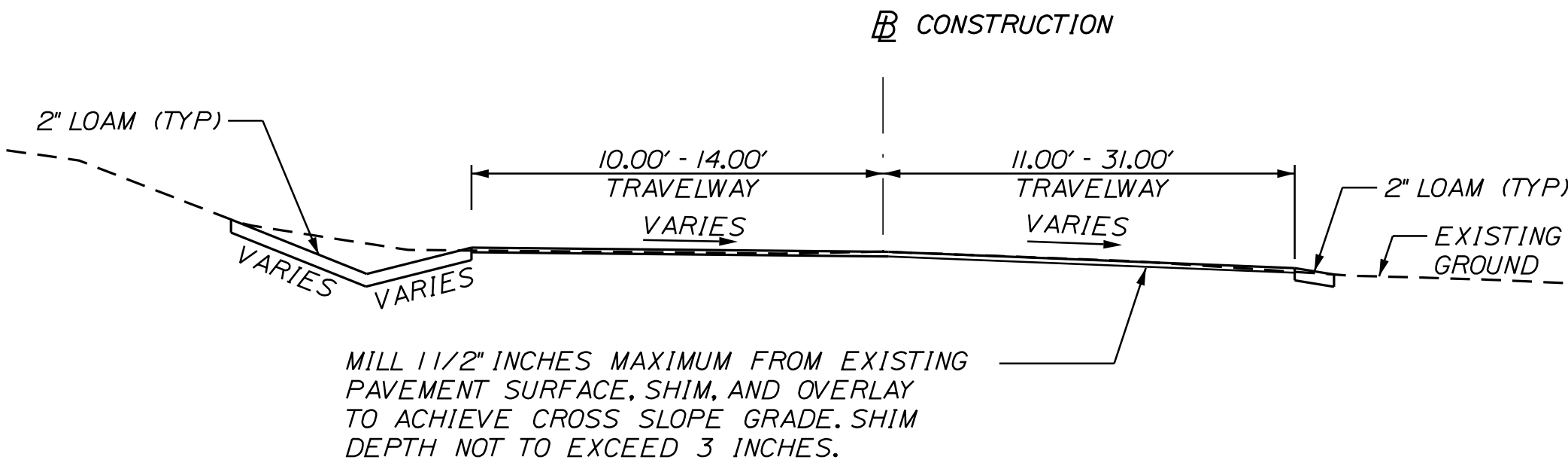
**US 1 - SIDEWALK TYPICAL SECTION**

STA. 101+10 - 101+40 RT  
STA. 106+30 - 110+60 RT  
STA. 114+94 - 116+06 LT  
STA. 126+00 - 126+50 LT  
STA. 112+50 - 115+72 RT  
STA. 121+70 - 126+60 RT (SEE ALSO SHOULDER DETAILS)  
STA. 126+40 - 126+55 LT  
STA. 127+16 - 127+26 RT

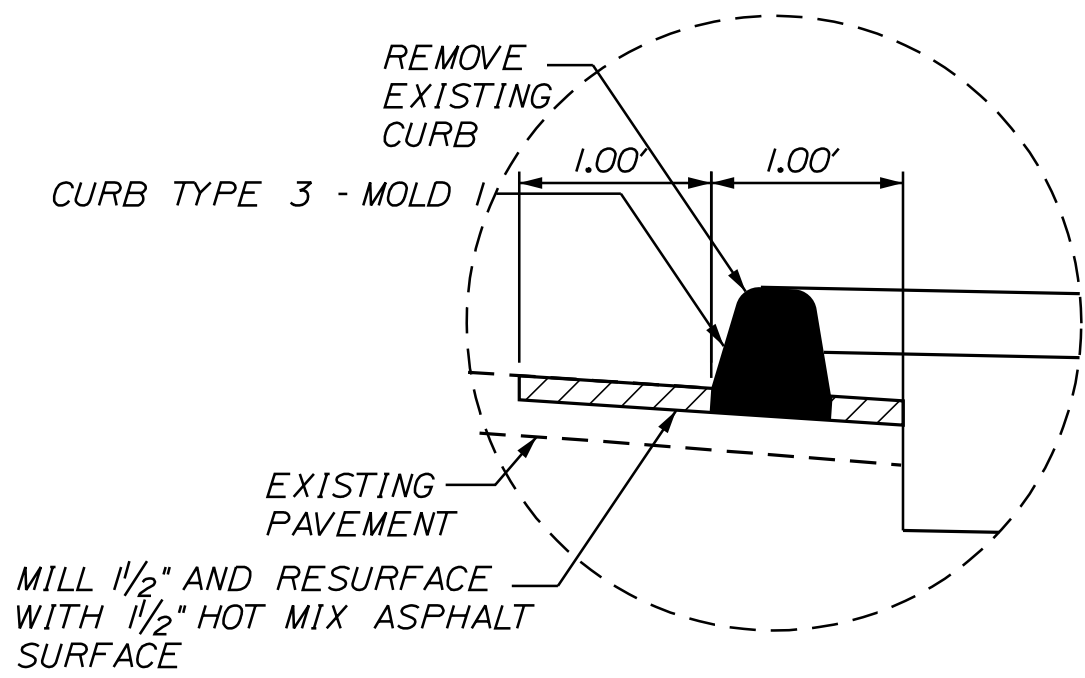


**US 1 - SIDEWALK WITH ESPLANADE TYPICAL SECTION**

STA. 101+40 - 106+30 RT  
STA. 118+15 - 121+70 RT (SEE SHOULDER DETAILS)



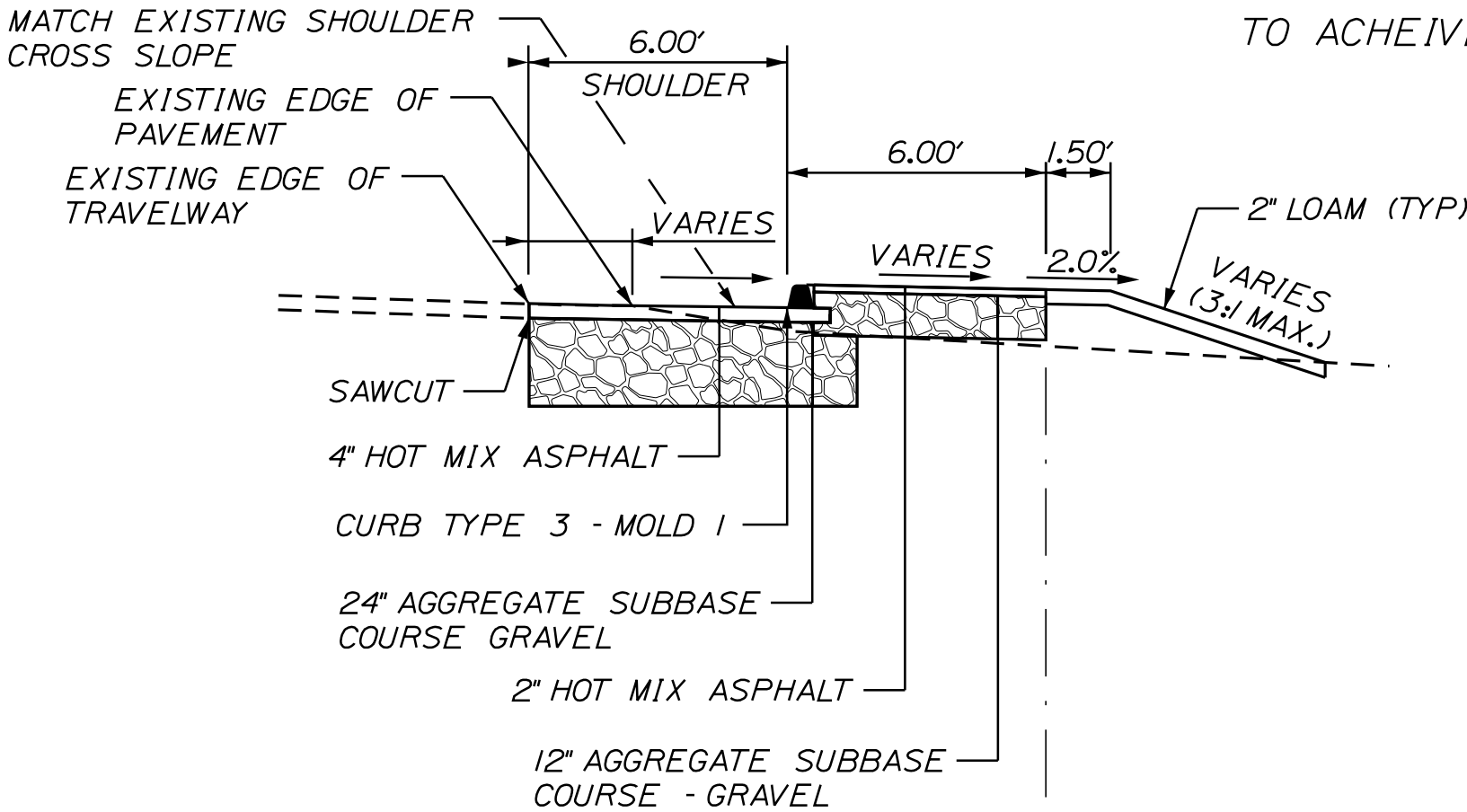
**CAMDEN STREET REALIGNMENT**  
STA. 200+18 - 200+80



**DETAIL A**

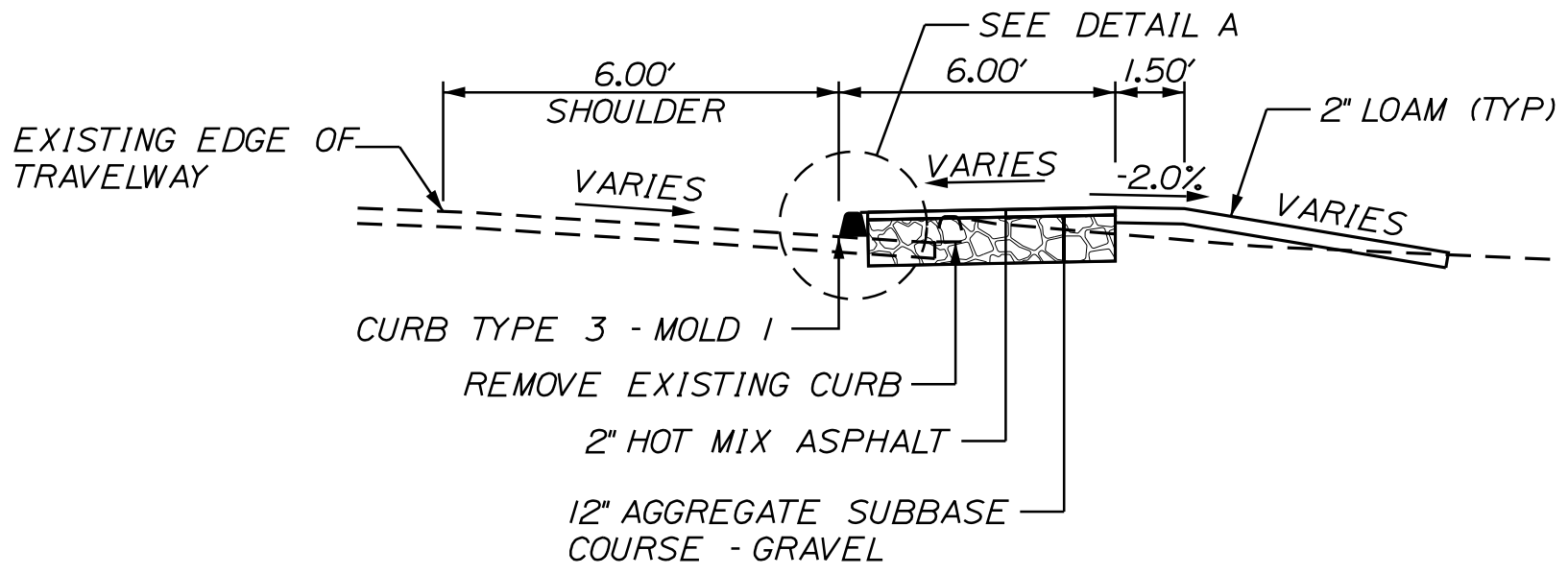
NOTE:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. WHEN SUPERELEVATION EXCEEDS THE SLOPE OF THE LOW SIDE SHOULDER, THE LOW SIDE SHOULDER SHALL HAVE THE SAME SLOPE AS THE TRAVELWAY.
3. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
4. THE ALGEBRAIC DIFFERENCE BETWEEN THE SHOULDER AND TRAVELWAY CROSS SLOPES "ROLLOVER" SHALL NOT EXCEED 8%.
5. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
6. PAVEMENT REMOVAL DEPTH FOR CAMDEN STREET MAY BE ADJUSTED IN ORDER TO ACHIEVE THE DESIRED CROSS SLOPE, SEE CROSS SECTIONS.



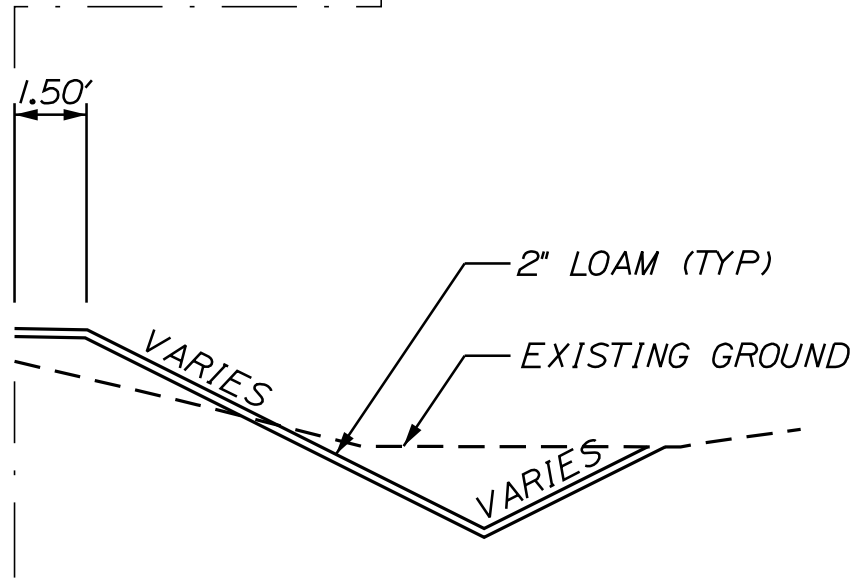
**SHOULDER WIDENING DETAIL**

STA. 114+00 - 118+15 RT  
(SEE ALSO ESPLANADE TYPICAL SECTION)



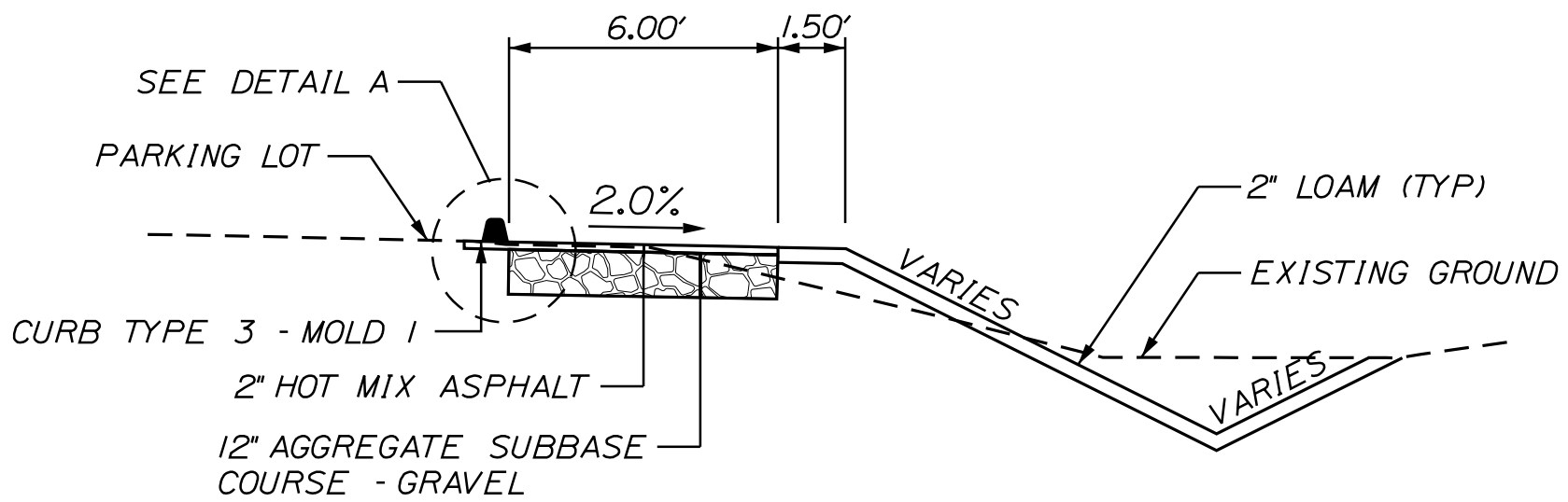
**SHOULDER REDUCTION DETAIL**

STA. 118+15 - 126+60 RT  
(SEE ALSO ESPLANADE TYPICAL SECTION)

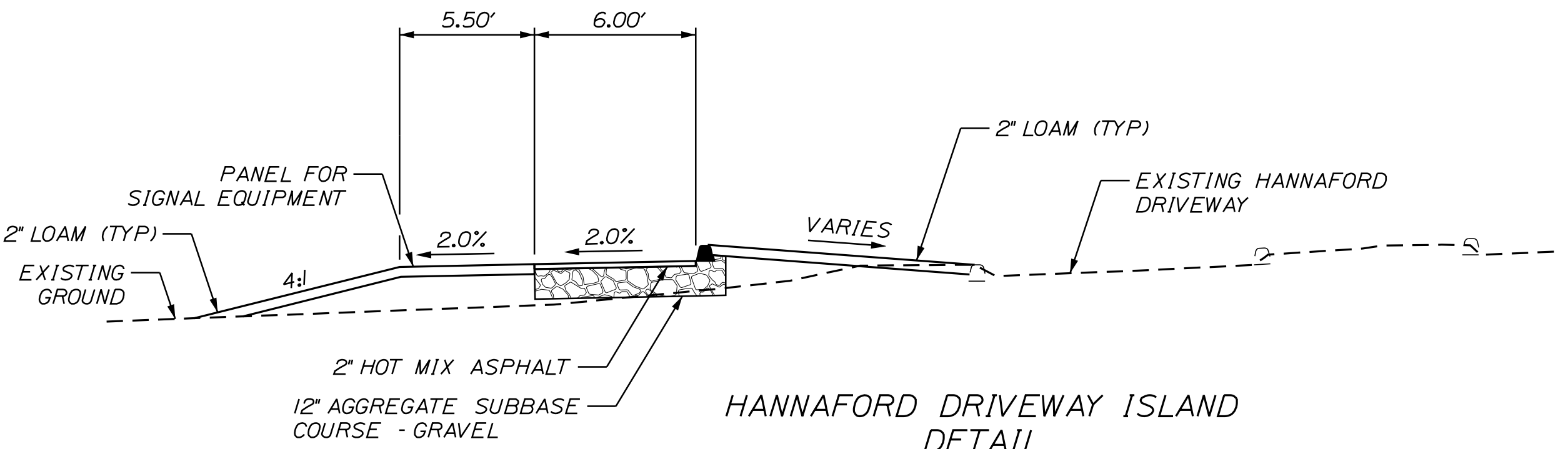


**DITCH DETAIL**

STA. 113+68 - 115+72 LT  
STA. 188+75 - 122+21 RT



**HANAFORD'S PARKING LOT**  
STA. 114+94 - 116+06 LT



**HANAFORD DRIVEWAY ISLAND DETAIL**

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
FEDERAL PROJECT NO. TAP-1888(000)
WIN 18880.00
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	MCS	-	-	-	-
CHECKED-REVIEWED	JLF	-	-	-	-
DESIGN-DETAILED	-	-	-	-	-
DESIGN-DETAILED	-	-	-	-	-
REVISIONS 1	-	-	-	-	-
REVISIONS 2	-	-	-	-	-
REVISIONS 3	-	-	-	-	-
REVISIONS 4	-	-	-	-	-
FIELD CHANGES	-	-	-	-	-

CAMDEN-ROCKPORT US ROUTE 1
TYPICAL SECTIONS

SHEET NUMBER
2
OF 31

### COMMON EXCAVATION FOR ESTIMATE

COMMON EXCAVATION (FROM CROSS SECTIONS)	1,040	
EARTH FROM DRIVES, OLD ROAD, ETC.	32	
PAVEMENT SALVAGE IN FILL	1	
TOTAL COMMON EXCAVATION (for estimate)		1,073

## FILL FOR BORROW CALCULATIONS

COMMON FILL (FROM CROSS SECTIONS)	942	
FILL FOR DRIVES	6	
PAVEMENT SALVAGE IN FILL	1	
TOTAL FILL		949

## ROCK EXCAVATION FOR ESTIMATE

* TOTAL ROCK EXCAVATION	32
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## UNCLASSIFIED EXCAVATION FOR ESTIMATE

TOTAL UNCLASSIFIED EXCAVATION	0
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### AVAILABLE COMMON EXCAVATION FOR BORROW CALCULATIONS

(1) TOTAL COMMON EXCAVATION		1,073
DEDUCTIONS:		
PAVEMENT SALVAGE (CUT & FILL)	27	
(2) TOTAL DEDUCTIONS		27

TOTAL AVAILABLE COMMON EXCAVATION (1) MINUS (2)	1,047
TOTAL AVAILABLE STRUCT. EXCAVATIONS (USUALLY UNDERDRAIN ONLY)	350
RIPRAP EXCAVATION	6
TOTAL AVAILABLE NON-ROCK EXCAVATION	1,403

## COMPUTATION OF WASTE STORAGE & WASTE MATERIAL

WASTE STORAGE AREA OR TOTAL WASTE MATERIAL)	<u>0</u>
TOTAL WASTE MATERIAL TO BE WASTED (TOTAL WASTE MATERIAL MINUS TOTAL WASTE MATERIAL TO BE UTILIZED)	<u>0</u>

## COMPUTATION OF GRANULAR BORROW FOR ESTIMATE

GRANULAR BORROW = 0 x 1.00 = 0

### COMPUTATION FOR COMMON BORROW FOR ESTIMATE

(3)TOTAL FILL	949
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TOTAL AVAIL. NON-ROCK EXCAV.	1,403	x 0.90 =	1,262
* TOTAL AVAIL. ROCK EXCAV.	32	x 1.30 =	42
* TOTAL AVAIL. STR. ROCK EXCAV.	55	x 1.30 =	72
TOTAL WASTE MATERIAL TO BE UTILIZED	0	x 0.00 =	0

(4)TOTAL AVAILABLE EXCAVATION	1,375
BORROW NEEDED = TOTAL FILL MINUS TOTAL AVAILABLE EXCAVATION	-426

\* FOR UNDETERMINED LOCATIONS

3 OF 31		SHEET NUMBER		CAMDEN-ROCKPORT US ROUTE 1		ESTIMATE		STATE OF MAINE	
								DEPARTMENT OF TRANSPORTATION	
								FEDERAL PROJECT NO. TAP-1888(000)	
								BRIDGE NO. 18880.00	
								PIN	
								HIGHWAY PLANS	



Date:4/20/2021

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Division: HIGHWAY

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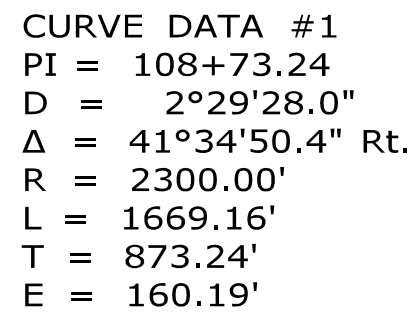
GENERAL NOTES

1. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE BUTTED. PAYMENT SHALL BE MADE UNDER ITEM 202.202 PAVEMENT SURFACE REMOVAL.
2. CONSTRUCT BUTT JOINTS AT ALL PAVED DRIVES AND ENTRANCES. BUTT JOINTS SHALL HAVE A MINIMUM WIDTH OF 18 INCHES OR AS DIRECTED BY THE RESIDENT.
3. PRIOR TO REMOVING ANY PAVEMENT OR PLACING ANY SHIM PAVEMENT, THE ROADWAY WILL BE INSPECTED FOR POSSIBLE SUBSURFACE BOULDERS, WHICH WILL BE REMOVED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT RENTAL ITEMS. BACKFILL WILL BE PLACED TO SUBGRADE WITH MATERIAL CONSISTENT WITH THE SURROUNDING MATERIAL. AGGREGATE SUBBASE COURSE GRAVEL WILL BE PLACED FROM SUBGRADE TO FINISH GRADE AND WILL BE PAID UNDER THE APPROPRIATE ITEM.
4. GRIND TRANSITION TAPERS AT CATCH BASINS UNDER ITEM 202.202 PAVEMENT SURFACE REMOVAL IN ACCORDANCE WITH STANDARD DETAIL 609(05) OR AS DIRECTED BY THE RESIDENT.
5. CLEARING LIMITS SHALL BE 10 FEET BEYOND AND PARALLEL TO THE CONSTRUCTION SLOPE LINES OR AS SHOWN ON THE PLANS UNLESS OTHERWISE AUTHORIZED BY THE RESIDENT.
6. ALL CLEARING SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO SEPARATE PAYMENT WILL BE MADE. THE ACTUAL LINES FOR CLEARING SHALL BE ESTABLISHED IN THE FIELD BY THE CONTRACTOR AS INDICATED ON THE PLANS AND APPROVED BY THE RESIDENT.
7. WHERE DEEMED NECESSARY BY THE RESIDENT, UNSUITABLE EXCESS MATERIAL SHALL BE REMOVED FROM THE EDGES OF SHOULDERS AND PLACED IN DESIGNATED AREAS OR DISPOSED OF. PAYMENT WILL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.
8. ALL INSLOPE AND DITCHES IN CUT AREAS SHALL BE GRADED AS SHOWN ON THE TYPICALS OR FLATTER, OR AS DIRECTED BY THE RESIDENT.
9. THE CONTRACTOR SHALL PLAN AND CONDUCT THEIR WORK ACCORDINGLY SO THAT UPON FINAL COMPLETION OF THE PROJECT THERE IS NO DROP-OFF FROM THE EDGE OF SHOULDER PAVEMENT.
10. 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.
11. 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.
12. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATION 703.19 AND WILL BE PAID FOR AS GRANULAR BORROW.
13. GRANULAR BORROW USED TO BACKFILL MUCK EXCAVATION OR IN LOW WET AREAS TO 1 FEET ABOVE WATER LEVEL OR OLD GROUND SHALL MEET REQUIREMENTS FOR GRANULAR BORROW MATERIAL FOR UNDERWATER BACKFILL AS SPECIFIED IN STANDARD SPECIFICATION 703.19.
14. 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.
15. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES AGGREGATE SUBBASE COURSE GRAVEL WHERE SHOWN AS FULL DEPTH CONSTRUCTION ON CROSS-SECTIONS.
16. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH: 3 INCHES HOT MIX ASPHALT AND 11 INCHES AGGREGATE SUBBASE COURSE GRAVEL WHERE SHOWN AS FULL DEPTH CONSTRUCTION ON CROSS-SECTIONS.
17. DRIVEWAYS SHOWN ON CROSS-SECTIONS AS OVERLAY SHALL HAVE PAVEMENT REMOVAL AND SHIM USED AS NEEDED TO ACHIEVE REQUIRED SLOPES. MINIMUM OVERLAY PAVEMENT DEPTH IS 1.5 INCHES.

18. THE FOLLOWING SHALL BE INCIDENTAL TO THE STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS
- A. ANY CUTTING OF EXISTING CULVERTS AND OR CONNECTORS NECESSARY TO INSTALL NEW CULVERT REPLACEMENTS OR EXTENSIONS
  - B. ALL PIPE EXCAVATION INCLUDING ANY CUTTING AND REMOVAL OF PAVEMENT
  - C. ALL DITCHING AT PIPE ENDS
  - D. FURNISHING, PLACING, GRADING, AND COMPACTING OF ANY NEW GRAVEL AND FOR TEMPORARY DETOURS TO MAINTAIN TRAFFIC DURING PIPE INSTALLATION (EXCAVATION IS ALSO INCIDENTAL)
  - E. ALL WORK NECESSARY TO CONNECT TO EXISTING PIPES AND DRAINAGE STRUCTURES, INCLUDING CUTTING OF EXISTING PIPES, INSTALLATION OF PIPE EXTENSIONS AND CONNECTIONS INTO NEW STRUCTURES INSTALLATION OVER EXISTING PIPES.
  - F. EXISTING FLOW LINES MAY BE CHANGED BY UP TO 1.5 FEET
  - G. ANY NECESSARY CLEARING OF BRUSH AND NON-PAY TREES WITHIN 10 FEET OF CULVERT ENDS
  - H. AN 18 INCH WIDE STRIP OF NON-WOVEN GEO-TEXTILE MEETING THE REQUIREMENTS OF ITEM 620.58 SHALL BE PLACED OVER ALL RCP JOINTS
19. PRIOR TO SURFACE PAVING, EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER ITEM 631.32, CULVERT CLEANER (INCLUDING OPERATOR).
20. 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.
21. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
22. INLETS AND OUTLETS OF ALL CULVERTS SHALL BE RIPRAPPED UNLESS OTHERWISE NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
23. ALL CULVERT SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES.
24. PLASTIC END CAPS SHALL BE PLACED ON TEH INLET END OF ALL DEAD-END 6 INCH TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL TO THIS ITEM.
25. AS DIRECTED BY THE RESIDENT, ALL EXISTING UNDERDRAIN OUTLETS SHALL BE LOCATED, CLEANED OUT AND DITCHED AS REQUIRED OR REPLACED AS NECESSARY. PAYMENT WILL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
26. ALL UNDERDRAIN SHOWN ON THE CROSS SECTIONS WILL HAVE THE FLOW LINE SCALED FROM THE CROSS SECTIONS. ALL FLOW LINE ELEVATIONS ARE SUBJECT TO APPROVAL BY THE RESIDENT.
27. 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.
28. A DELINEATOR POST (STANDARD SPECIFICATION ITEM 606.356, UNDERDRAIN DELINEATOR POST) WILL BE INSTALLED AT EACH END OF A RUN OF BITUMINOUS CURB.
29. BACKING UP BITUMINOUS OR CONCRETE SLIPFORM CURB IS INCIDENTAL TO THE CURB ITEMS. IN AREAS WHERE NEW BITUMINOUS OR CONCRETE SLIPFORM CURB IS DESIGNATED TO REPLACE EXISTING, THE REMOVAL OF THE OLD BITUMINOUS OR CONCRETE SLIPFORM CURB SHALL BE INCIDENTAL TO THE NEW CURB. IF CALLED FOR ON THE PLANS OR DIRECTED BY THE RESIDENT, LOAM OR DIRTY BORROW WILL BE PAID FOR SEPARATELY.
30. LOAM HAS BEEN ESTIMATED FOR ALL DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
31. UNLESS OTHERWISE NOTED SEEDING METHOD NO. 1 SHALL BE UTILIZED.
32. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 2 INCHES UNLESS OTHERWISE NOTED OR DIRECTED.
33. THE CONTRACTOR WILL BE RESPONSIBLE FOR MAINTAINING ALL EXISTING MAILBOXES TO ENSURE THAT THE MAIL WILL BE DELIVERABLE. PAYMENT FOR THIS WORK WILL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

34. THE CONTRACTOR IS RESPONSIBLE FOR THE CAREFUL SIDE STAKING OF EXISTING CENTERLINE AS PER STANDARD SPECIFICATIONS 105.6.2. CONTRACTOR PROVIDED SERVICE. SIDE STAKES SHALL BE PLACED SAFELY OUTSIDE OF THE CONSTRUCTION LIMITS AND THE EXISTING CENTERLINE GRADES SHALL BE TRANSFERRED TO THESE STAKES. THESE STAKES AND GRADES WILL BE USED TO LAYOUT CENTERLINE AND DETERMINE NEW CONSTRUCTION FINISH GRADES FROM DIFFERENTIAL ELEVATION SHEETS FURNISHED BY MAINEDOT. ALL LAYOUT, STAKES, AND GRADES WILL BE CHECKED AND MUST BE ACCEPTABLE TO THE RESIDENT.
35. ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL, OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT. ALL WORK, EQUIPMENT, AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
36. 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.
37. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
38. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
39. STATIONS REFERENCED ARE APPROXIMATE.
40. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING LAYOUT IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER APPROPRIATE CONTRACT ITEMS.
41. THE CONTRACTOR WILL PLACE APPROPRIATELY MARKED STAKES AT THE FOLLOWING LOCATIONS ON THE PROJECT: STRIPING PATTERN CHANGES, CROSS-SLOPE CHANGES, AND EVERY 500 FEET FOR STATIONING. THE CONTRACTOR WILL PAINT EVERY FULL STATION (100 FEET) ON THE EXISTING ROADWAY AND WILL TRANSFER THE PAINTED STATIONING THROUGH ALL INTERMEDIATE LIFTS (NOT SURFACE). APPROPRIATELY SIZED STRIPING PATTERN CHANGES WILL BE PAINTED ON SURFACE. STATIONING CONTROL MUST BE PLACED BEFORE PAVING CAN COMMENCE. CROSS-SLOPE AND STRIPING CHANGE CONTROLS MUST BE PLACED BEFORE PAVING CAN COMMENCE.
42. ALL HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES SHALL BE A 9.5 MM OR 12.5 MM MAINEDOT APPROVED MIX DESIGN. EXCLUDING WATER AND GAS GATE VALVES, THE CONTRACTOR SHALL SAW CUT THE EXISTING PAVEMENT FOR THE PATCH AT LEAST TWO FEET AWAY FROM THE NEAREST EDGE OF THE STRUCTURE. THE CONTRACTOR SHALL PLACE HMA IN LIFTS OF 2 INCHES OR LESS, AS DIRECTED BY THE RESIDENT, AND COMPACT THE HMA USING A MINIMUM OF 150 POUND PLATE COMPACTOR. HMA FOR PATCHING AROUND ADJUSTED, ALTERED, OR REBUILT UTILITY STRUCTURES IS CONSIDERED INCIDENTAL TO THE RESPECTIVE PAY ITEM FOR ADJUST, ALTER, OR REBUILD UTILITY STRUCTURE.
43. DETECTABLE WARNING DEVICES SET IN EXISTING SIDEWALKS OR PROPOSED BITUMINOUS SIDEWALKS SHALL BE PLACED PER THE STANDARD DETAIL 609(02); CONCRETE REQUIRED WILL BE INCIDENTAL.
44. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
45. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO 403 ITEMS.
46. REMOVAL OF EXISTING ROADSIGNS AND RELOCATION OF ROADSIGNS AS NOTED ON THE PLANS SHALL BE INCIDENTAL TO THE 645 PAY ITEMS.
47. 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.
47. ALL WORK SHALL CONFORM TO THE MAINE DOT STANDARD SPECIFICATIONS SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND THE FEDERAL HIGHWAY ADMINISTRATION MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) DATED 2009.
48. RELOCATING BOULDERS WILL BE INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.

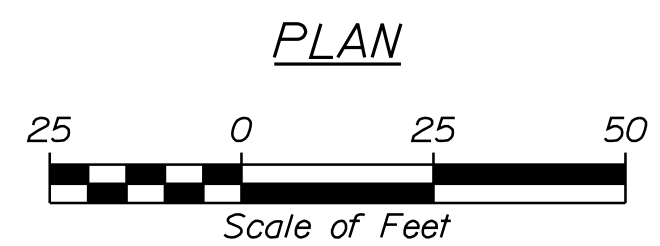
STATE OF MAINE DEPARTMENT OF TRANSPORTATION FEDERAL PROJECT NO. TAP-1888(000)										
	PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER	
	DESIGN-DETAILED	LIC	DESIGNED	MS	-	-	-	-	-	DATE
CAMDEN-ROCKPORT US ROUTE 1 GENERAL NOTES	CHECKED-REVIEWED	KAH	ILL	-	-	-	-	-	-	-
	DESIGN-DETAILED	-	-	-	-	-	-	-	-	-
	REVISIONS 1	-	-	-	-	-	-	-	-	-
	REVISIONS 2	-	-	-	-	-	-	-	-	-
	REVISIONS 3	-	-	-	-	-	-	-	-	-
SHEET NUMBER 4 OF 31	FIELD CHANGES									
	-									
BRIDGE NO.		PIN		18880.00		HIGHWAY PLANS				



PROJ. MANAGER	\$PROJ.MANAGERS	BY	DATE
DESIGN-DETAILED	LCG	MCS	-
CHECKED-REVIEWED	KAH	JLF	-
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

SHEET NUMBER  
5  
OF 31

PAVEMENT MARKING LEGEND	
SSWL	4" SINGLE SOLID WHITE LINE
SBL	12" STOP LINE







Date:4/20/2021

Username:

HIGHWAY

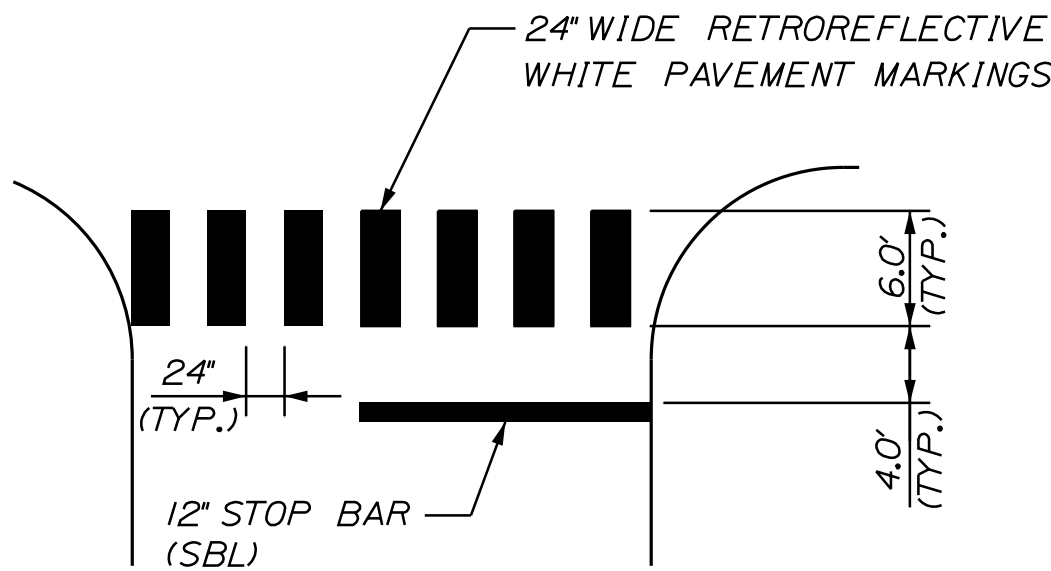
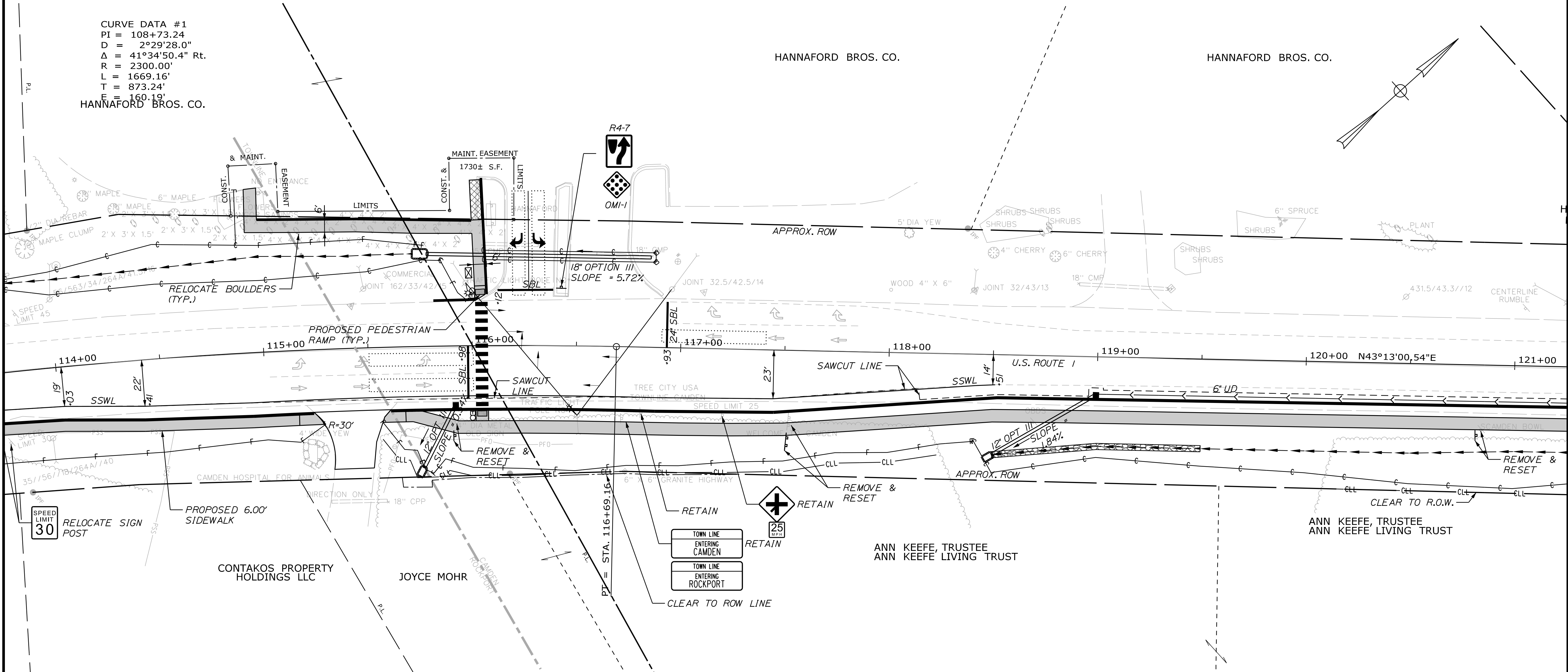
Division:

Filename: ... \ustn\Highway\007\_HDPlan3.dgn

CURVE DATA #1  
PI = 108+73.24  
D = 2°29'28.0"  
Δ = 41°34'50.4" Rt.  
R = 2300.00'  
L = 1669.16'  
T = 873.24'  
E = 160.19'

HANNAFORD BROS. CO.

HANNAFORD BROS. CO.



CROSS-WALK & STOP BAR  
MARKING DETAILS  
NOT TO SCALE

PAVEMENT MARKING LEGEND

SSWL 4" SINGLE SOLID WHITE LINE  
SBL 12" STOP LINE

ITEM 645.106 - DEMOUNT REG. WRNG. CONF & RTE MARKER SIGN  
ITEM 645.116 - REINSTALL REG. WRNG. CONF & RTE MARKER SIGN  
STA. 117+50 RT

ITEM 645.108 - DEMOUNT POLE  
ITEM 645.118 - REINSTALL POLE  
STA. 117+50 RT

ITEM 645.292 - REG. WRNG. CONF & RTE MARKER TYPE II  
STA. 116+45 R4-7 LT  
STA. 116+45 OMI-1 LT

ITEM 603.159 - 12" CULVERT PIPE OPTION III  
STATION TO STATION  
STA. 115+76 STA. 115+92 RT  
STA. 118+50 STA. 119+00 RT

ITEM 613.319 - EROSION CONTROL BLANKET  
STA. 119+50 - STA. 120+75 RT  
ITEM 610.18 - STONE DITCH PROTECTION  
STA. 118+50 - STA. 119+50 RT

ITEM 604.247 48" CATCH BASIN TYPE F5-C  
STA. 200+50 LT

DRIVES & ENTRANCES  
STA. 115+40 RT PAVED

ITEM 605.09 - 6" UNDERDRAIN TYPE B  
STA. 119+00 - STA. 121+25 RT

ITEM 608.07 - PLAIN CONCRETE SIDEWALK  
ITEM 608.26 - CURB RAMP DETECTABLE WARNING FIELD  
STA. 116+04 LT  
STA. 116+05 RT

ITEM 603.179 - 18" CULVERT PIPE OPTION III  
STATION TO STATION  
STA. 115+79 STA. 116+85 LT

ITEM 610.08 - PLAIN RIPRAP  
STA. 115+76 RT  
STA. 115+79 LT  
STA. 118+50 RT

ITEM 609.31 - CURB TYPE 3  
STA. 114+25 - STA. 115+23 RT  
STA. 115+00 - STA. 116+00 LT (ALONG PARKING LOT)  
STA. 115+82 - STA. 116+02 LT  
STA. 115+60 - STA. 121+25 RT  
STA. 116+05 - STA. 116+08 RT

ITEM 604.092 48" CATCH BASIN TYPE B1-C  
STA. 115+92 RT  
STA. 119+00 RT

ITEM 627.733 4" WHITE OR YELLOW  
PAINTED PAVEMENT MARKING  
STA. 114+25 - STA. 118+50 RT  
STA. 116+05 LT/RT (CROSSWALK)

ITEM 627.18 - 12" SOLID WHITE PAVEMENT MARKING LINE  
STA. 115+98  
STA. 116+12 (HANNAFORD)  
STA. 116+95

PLAN



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
FEDERAL PROJECT NO. TAP-1888(000)  
WIN  
18880.00  
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGNED-DETAILED	LCG	-	-	-	-
CHECKED-REVIEWED	KAH	-	-	-	-
DESIGNED-DETAILED	JLF	-	-	-	-
DESIGNED-DETAILED	-	-	-	-	-
REVISIONS 1	-	-	-	-	-
REVISIONS 2	-	-	-	-	-
REVISIONS 3	-	-	-	-	-
REVISIONS 4	-	-	-	-	-
FIELD CHANGES	-	-	-	-	-

CAMDEN-ROCKPORT  
US ROUTE 1  
PLANS

SHEET NUMBER

7

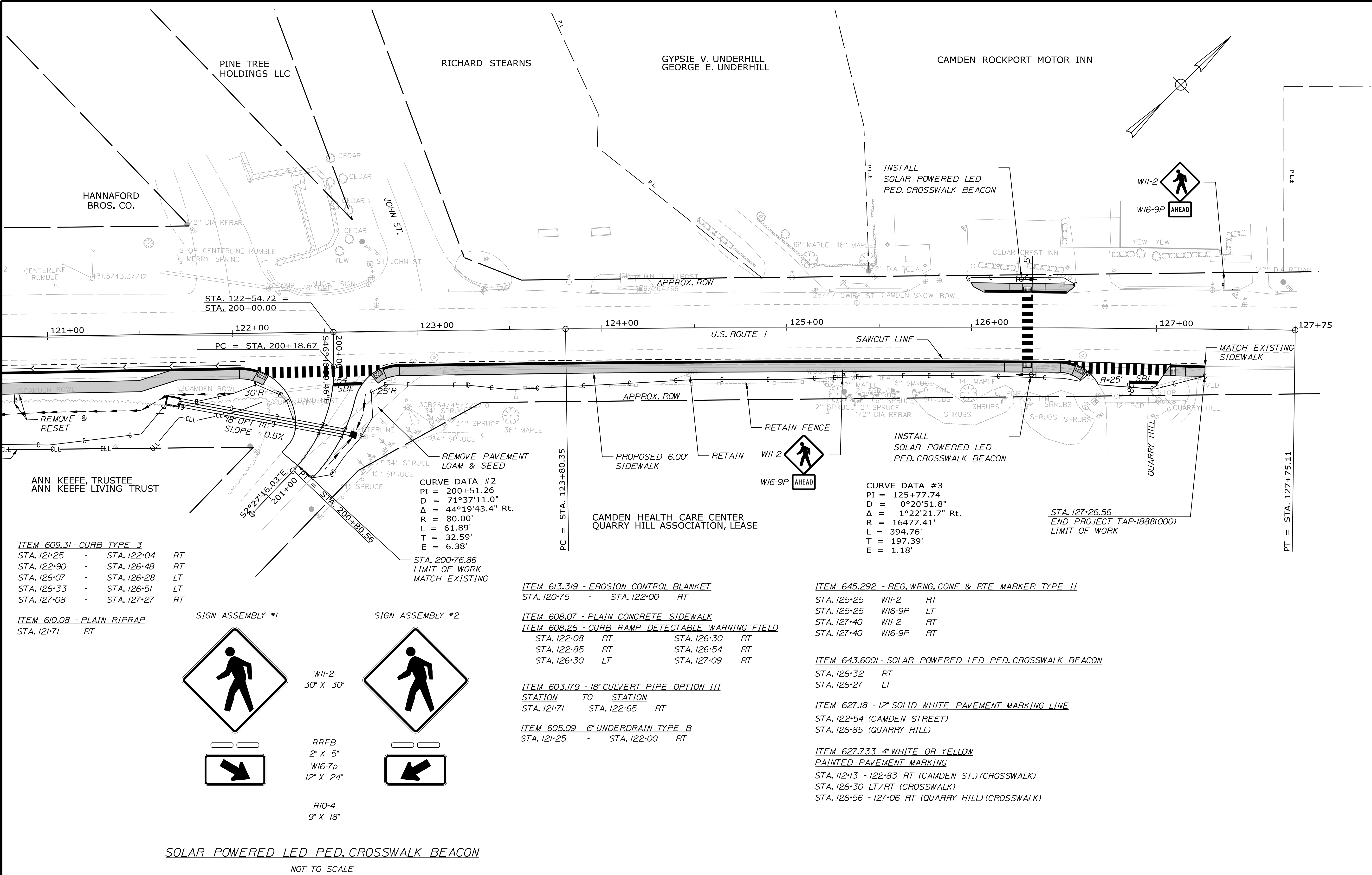
OF 31

Date: 4/20/2021

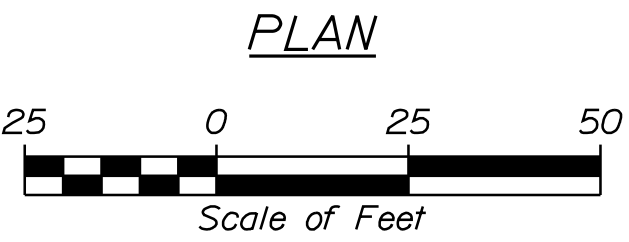
Username:

Division: HIGHWAY

Filename: ... \usn\Highway\008\_HDPlan4.dgn



PAVEMENT MARKING LEGEND	
SSWL	4" SINGLE SOLID WHITE LINE
SBL	12" STOP LINE



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
FEDERAL PROJECT NO. TAP-1888(000)

CAMDEN-ROCKPORT  
US ROUTE 1  
PLANS

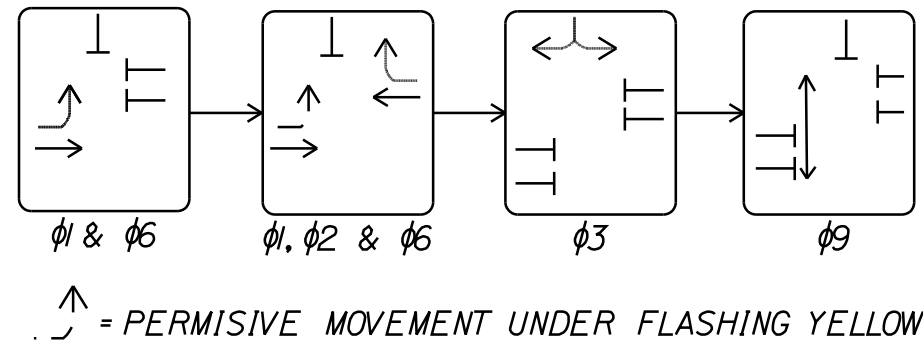
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OF 31

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
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REVISIONS 2	-	-	-	-	-
REVISIONS 3	-	-	-	-	-
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WIN  
18880.00  
HIGHWAY PLANS

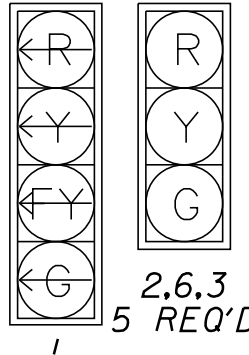


STANDARD 8Ø NEMA CONTROLLER



SIGNAL HEADS (PROPOSED)

12" LED LENSES  
5" (NOMINAL) BACKPLATES  
WITH 3" RETROREFLECTIVE BORDER, YELLOW

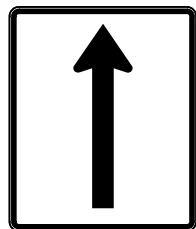


TRAFFIC SIGNS



SEE DETAIL BELOW

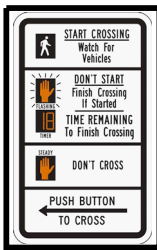
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R3-5a  
30"x36"  
2 REQ'D

B

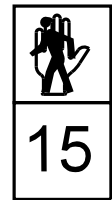
COUNTDOWN PED SIGNAL/SIGNS



R10-3b(L)  
P1

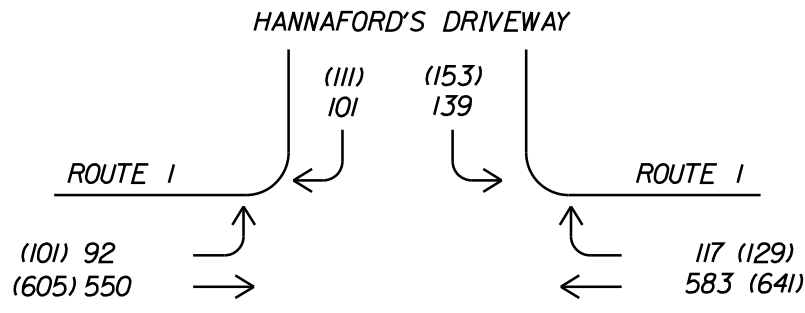


R10-3b(R)  
P2

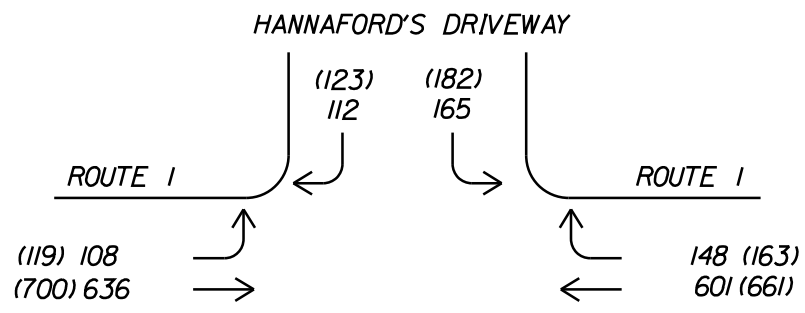


P1, P2

DESIGN HOUR VOLUMES (AM)



DESIGN HOUR VOLUMES (PM)



XXX - 2021 DESIGN HOUR VOLUMES  
(XXX) - 2041 DESIGN HOUR VOLUMES

NOTES

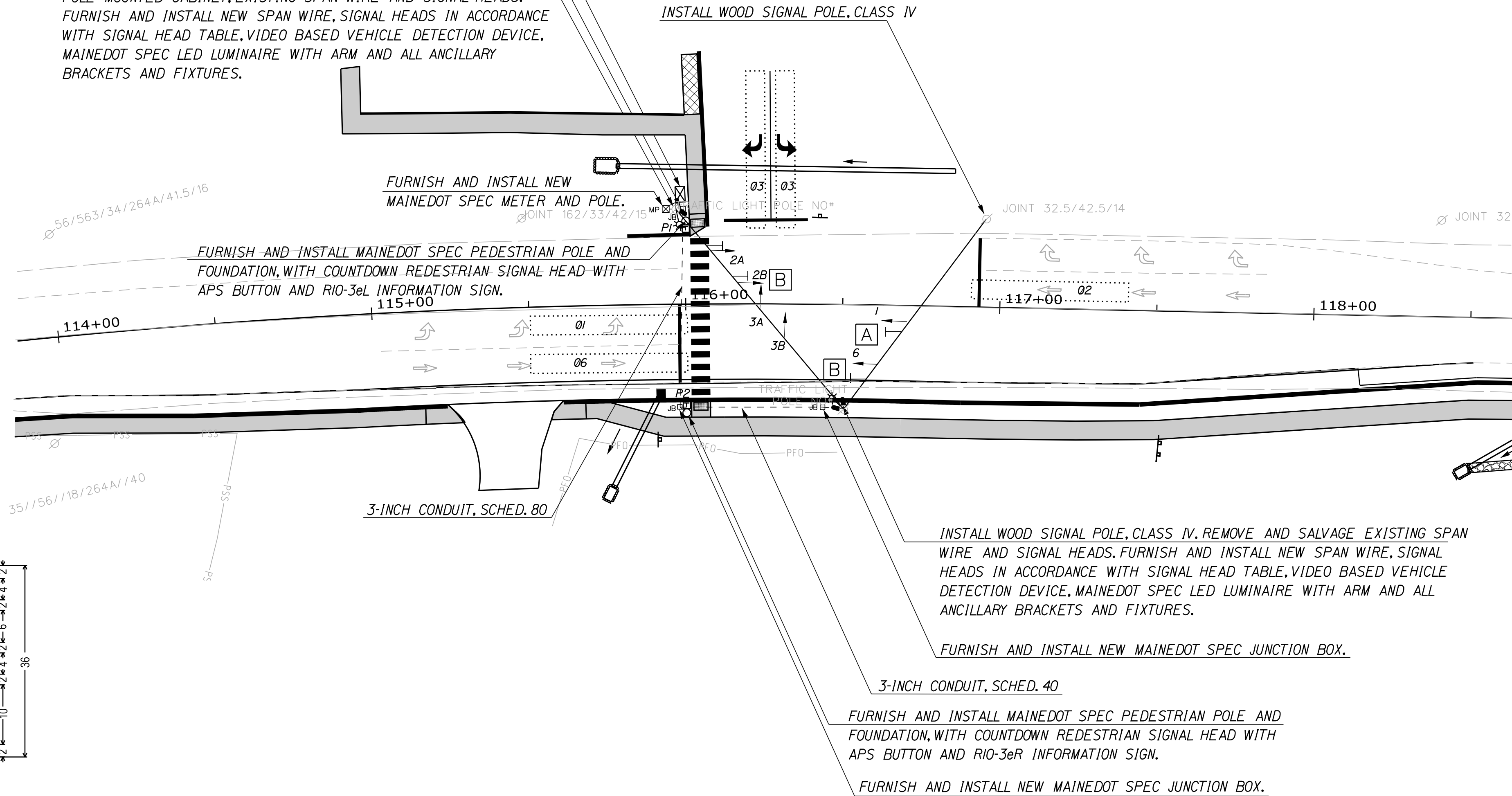
1. ALL SIGNAL EQUIPMENT SHALL BE INSTALLED PER MUTCD 2009 EDITION STANDARDS AND THE MAINE DOT STANDARD SPECIFICATIONS, 2014.
2. CONTRACTOR SHALL PROVIDE UNIFORMED OFFICERS FOR TRAFFIC CONTROL DURING NEW SIGNAL INSTALLATION AND PROVIDE APPROPRIATE MUTCD CONSTRUCTION WARNING SIGNS.
3. SIGNAL TIMING MAY BE ADJUSTED TO ENSURE THE SIGNAL IS OPERATING AS WELL AS POSSIBLE. THIS WORK SHALL BE INCIDENTAL TO ITEM 652.36. AND MUST BE APPROVED BY THE RESIDENT.
4. REMOVAL OF THE EXISTING TRAFFIC CONTROL EQUIPMENT AND POLES SHALL BE INCIDENTAL TO THE INSTALLATION OF THE NEW SIGNAL SYSTEM. THE EXISTING EQUIPMENT SHALL BE SALVAGED TO THE STATE OF MAINE DOT.
5. CONDUIT SHALL BE A MINIMUM OF 36 INCHES DEEP.

6. THE CONTRACTOR SHALL CONTACT AND COORDINATE WITH UTILITY UPON AWARD OF THE CONTRACT.
7. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINEDOT SPECIFICATIONS.
8. TWO COPIES OF THE SIGNAL CONTROLLER MANUAL AND TWO COPIES OF AS-BUILT PLANS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE TOWN ELECTRICIAN.
9. CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES.
10. 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.
11. ALL PUSH BUTTONS SHALL BE LOCATED WITHIN 1' FROM THE EDGE OF THE SIDEWALK.
12. ALL TRAFFIC SIGNALS SHALL BE 12 INCH DIAMETER WITH L.E.D. LENSES AND SHALL HAVE 5 INCH BACK PLATES WITH YELLOW RETROREFLECTIVE TAPE ALONG ALL BORDERS.
13. THE COST OF THE RISERS AND OVERHEAD LANE USE SIGNS SHALL BE INCIDENTAL TO ITEM 643.80.
14. PEDESTAL POLES SHALL BE ON 18 INCH DIAMETER FOUNDATIONS.
15. INSTALL SECONDARY SPAN WIRE FOR STABILIZATION OF SIGNAL HEADS AND SIGNS.
16. LED LUMINAIRE WITH ARM TO BE INSTALLED ON TOP OF EXISTING POLE, WITH DISTRIBUTION TYPE 3. CONTRACTOR SHALL PROVIDE MANUFACTURE LIGHTING DESIGN FOR APPROVAL BY RESIDENT.

FURNISH AND INSTALL NEW ATCC MAINEDOT SPEC GROUND MOUNT CABINET AND ATC SIGNAL CONTROLLER WITH ALL ANCILLARY EQUIPMENT INCLUDING VIDEO DETECTION. NEW CABINET IS TO BE INSTALLED ON A CONCRETE FOUNDATION.

FURNISH AND INSTALL NEW MAINEDOT SPEC JUNCTION BOX.

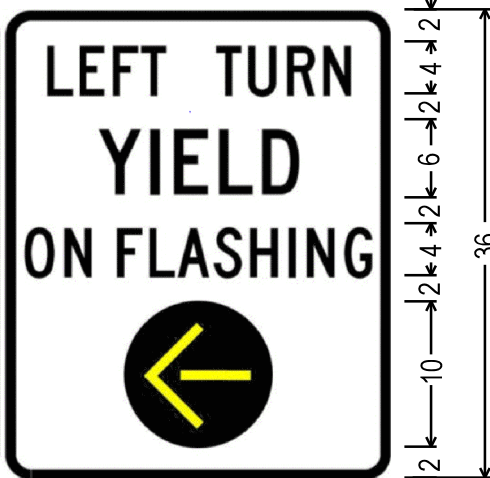
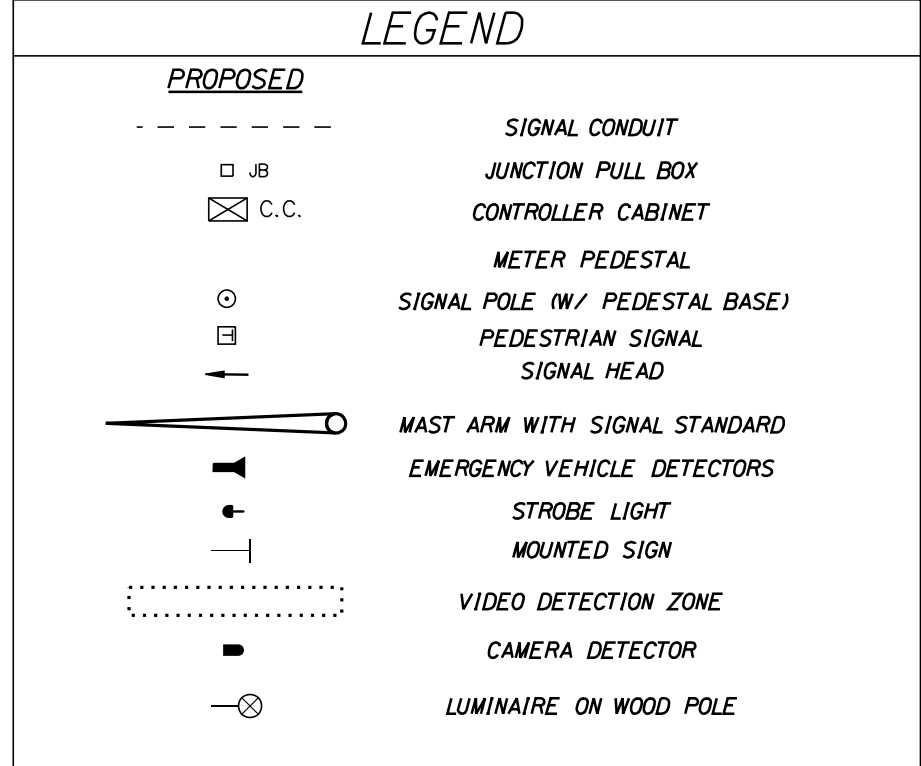
RETAIN WOOD SIGNAL POLE, CLASS IV. REMOVE AND SALVAGE EXISTING POLE MOUNTED CABINET, EXISTING SPAN WIRE AND SIGNAL HEADS. FURNISH AND INSTALL NEW SPAN WIRE, SIGNAL HEADS IN ACCORDANCE WITH SIGNAL HEAD TABLE, VIDEO BASED VEHICLE DETECTION DEVICE, MAINEDOT SPEC LED LUMINAIRE WITH ARM AND ALL ANCILLARY BRACKETS AND FIXTURES.



LIST OF MAJOR ITEMS

EQUIPMENT AND WORK ITEM 643.80	QUANTITY
WOOD POLE, CLASS IV	2
ATC CONTROLLER, ATCC CONTROL CABINET AND METER	1
NEW SPAN WIRE	2
ONE-WAY, 3 SECTION, 12-INCH SIGNAL HEAD	5
ONE-WAY, 4 SECTION, 12-INCH SIGNAL HEAD	1
LED LUMINAIRE WITH ARM, ON EXISTING SIGNAL POLE	2
SIGNAL PEDESTAL WITH COUNTDOWN PED SIGNAL AND APS PUSH BUTTON ASSEMBLY	2
18-INCH FOUNDATION FOR PEDESTAL POLE (ITEM 626.411)	2
VIDEO DETECTION CAMERA (ITEM 643.83)	3
CONCRETE JUNCTION BOX (ITEM 626.11)	3
METALLIC CONDUIT (ITEM 626.21)	20 LF
3-INCH NON-METALLIC CONDUIT, SCHED. 40 (ITEM 626.22)	60 LF
3-INCH NON-METALLIC CONDUIT, SCHED. 80 (ITEM 626.22)	65 LF

LEGEND



1.875" Radius, 0.750" Border, 0.500" Indent, Black on White;  
[LEFT TURN] C 2K;  
[YIELD] D 2K;  
[ON FLASHING] B 2K;  
FYA symbol;

PLAN



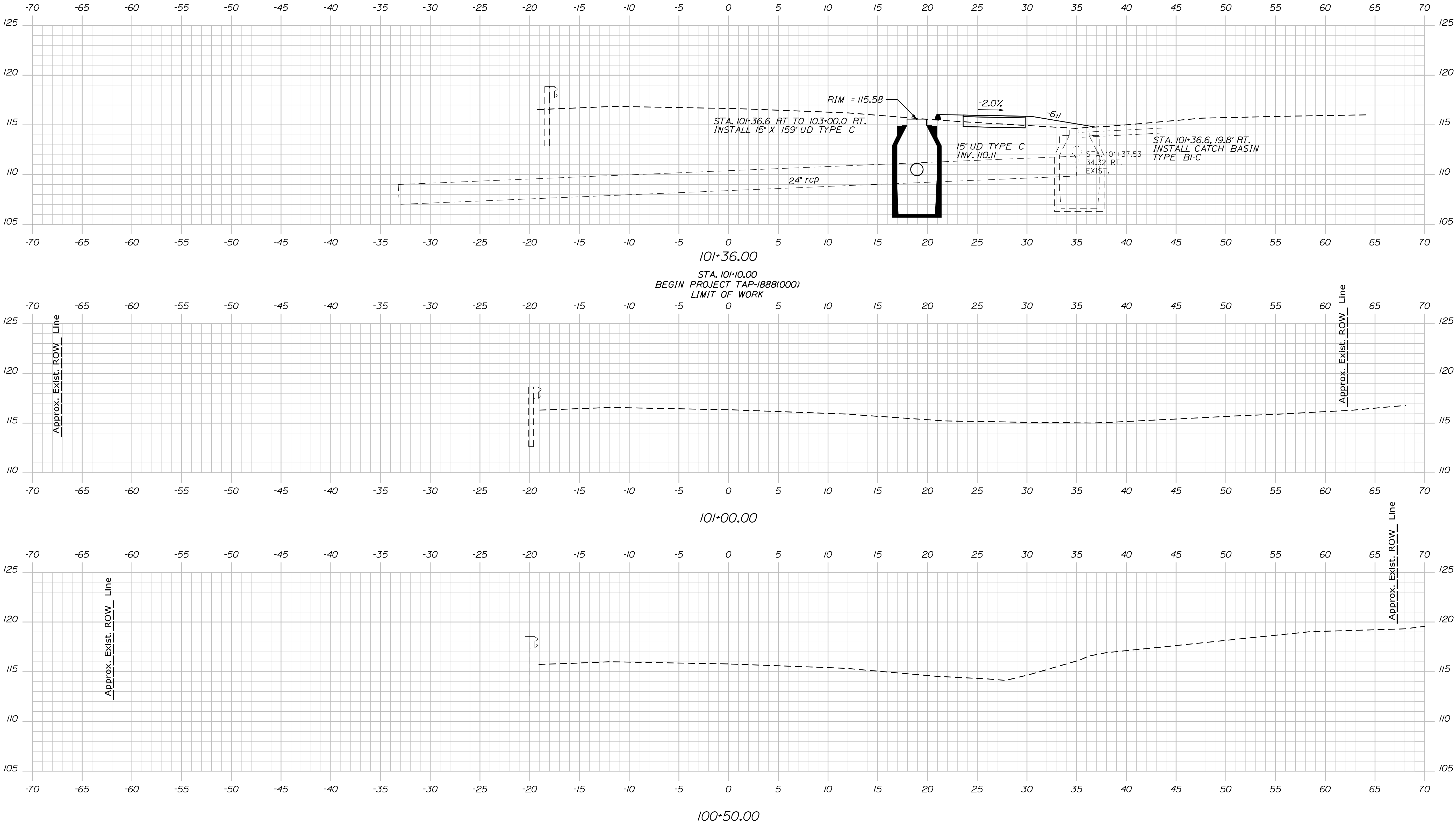
STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	FEDERAL PROJECT NO. TAP-1888(000)	PIN 18880.00	BRIDGE NO.	HIGHWAY PLANS
CAMDEN-ROCKPORT US ROUTE 1 SIGNAL PLAN					
SHEET NUMBER 9 OF 31					

Date:4/20/2021

Username:

Division: HIGHWAY

Filename: ... \usfn\Highway\010\_Xsect.dgn



Sta. 100+00.00 to Sta. 101+36.00

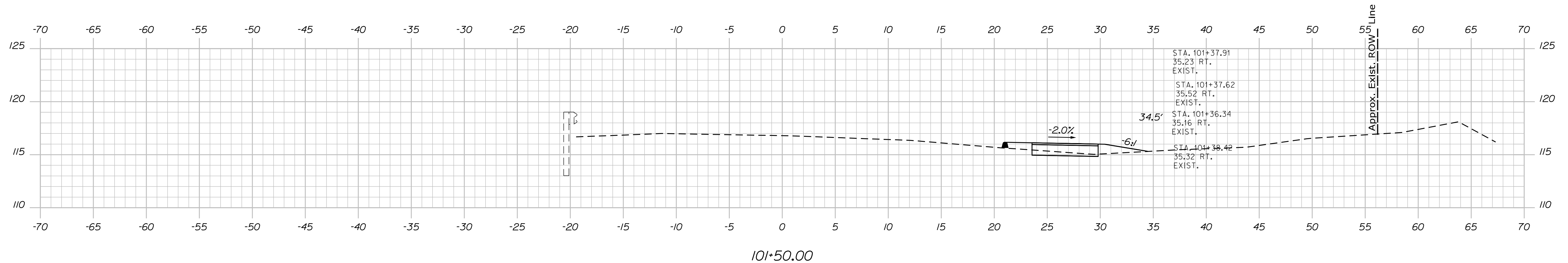
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CHECKED-REVIEWED	JLF	-	-
DESIGN-DETAILED	-	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

CAMDEN-ROCKPORT  
US ROUTE 1

CROSS SECTIONS



Filename: ... \ustn\Highway\011\_Xsect.dgn



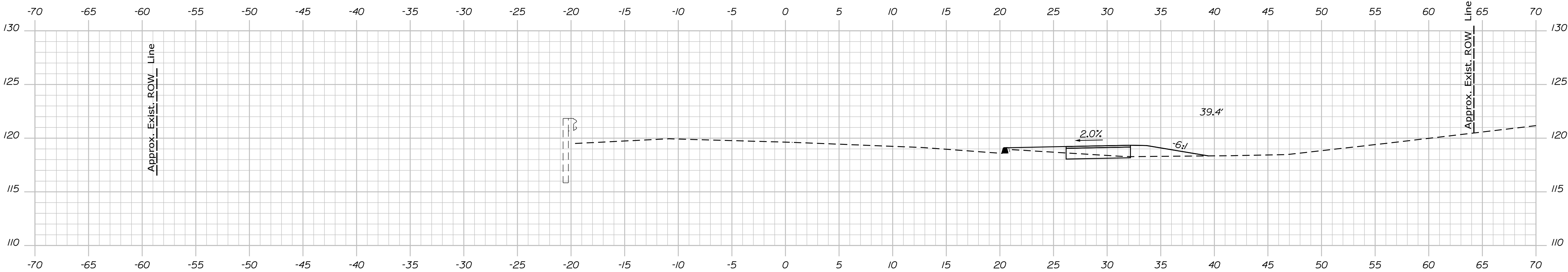
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						CHECKED-REVIEWED		KAH		JLF				SIGNATURE	
						DESIGN2-DETAILED2									
						DESIGN3-DETAILED3									
						REVSIONS 1								P.E. NUMBER	
						REVSIONS 2									
						REVSIONS 3									
						REVSIONS 4									
						FIELD CHANGES								DATE	
OF 31														BRIDGE NO. 18880.00	
														WIN 18880.00	
														HIGHWAY PLANS	

Date:4/20/2021

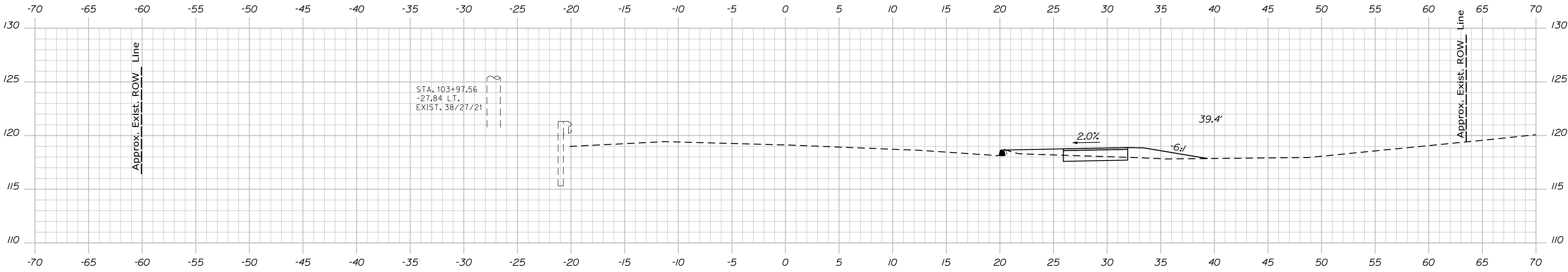
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Division: HIGHWAY

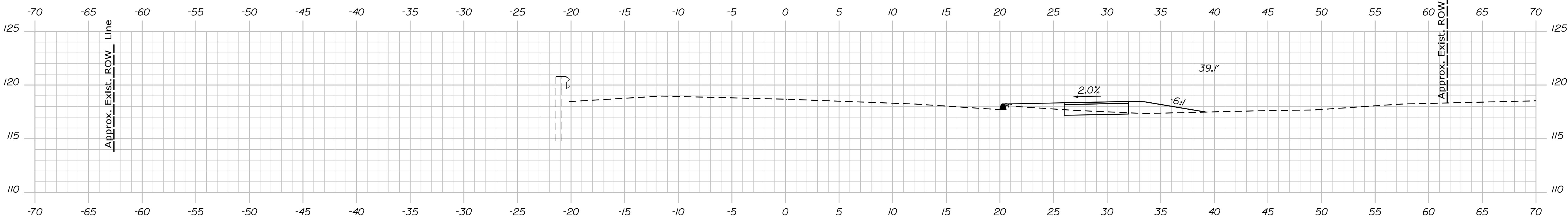
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104+50.00



104+00.00



103+50.00

Sta. 103+50.00 to Sta. 104+50.00

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	MCS	-
CHECKED-REVIEWED	JLF	-
DESIGN-DETAILED	-	-
DESIGN-DETAILED	-	-
REVISIONS 1	-	-
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FIELD CHANGES	-	-

CAMDEN-ROCKPORT

US ROUTE 1

CROSS SECTIONS

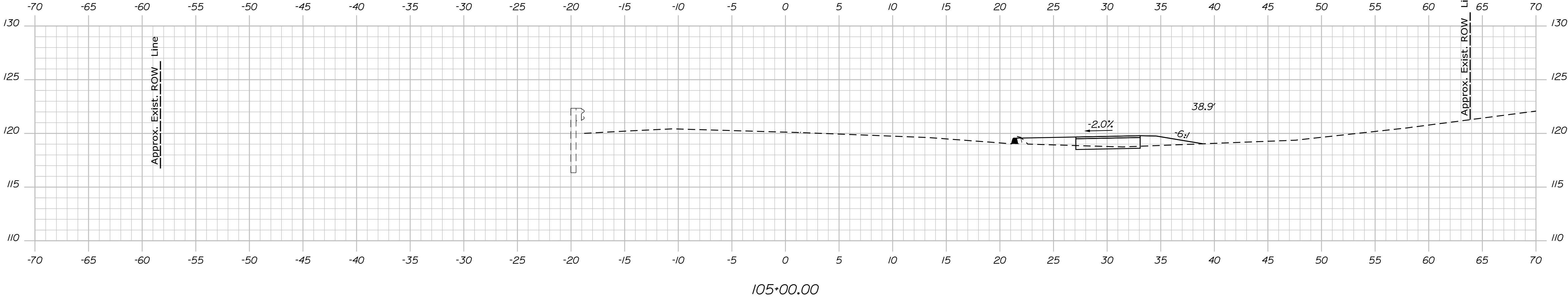
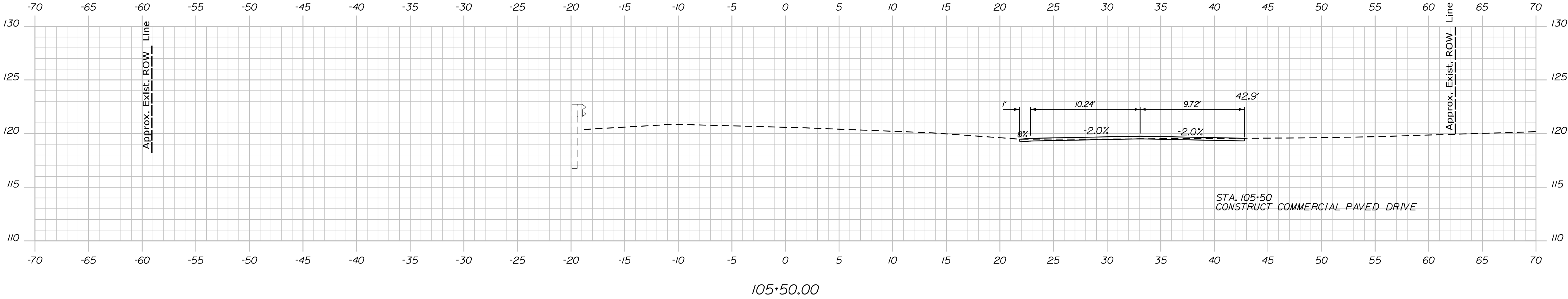
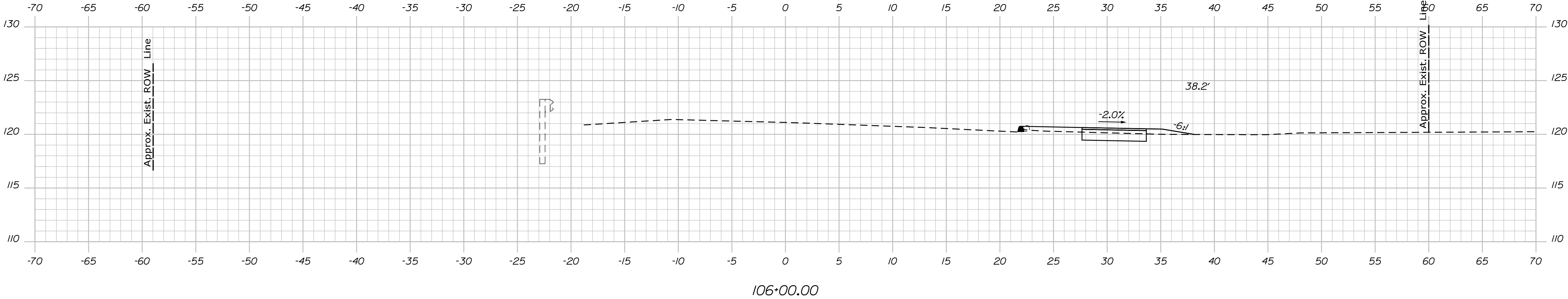


Date:4/20/2021

Username:

Division: HIGHWAY

Filename: ... \ustm\Highway\013\_Xsect.dgn



STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
FEDERAL PROJECT NO. TAP-1888(000)

PROJ. MANAGER  
DESIGN-DETAILED  
CHECKED-REVIEWED  
DESIGN-DETAILED  
REVISIONS 1  
REVISIONS 2  
REVISIONS 3  
REVISIONS 4  
FIELD CHANGES

BY  
DATE  
MCS  
JLF  
SIGNATURE  
P.E. NUMBER  
DATE

CAMDEN-ROCKPORT  
US ROUTE 1  
CROSS SECTIONS

SHEET NUMBER  
13  
OF 31

BRIDGE NO.  
WIN  
18880.00  
HIGHWAY PLANS

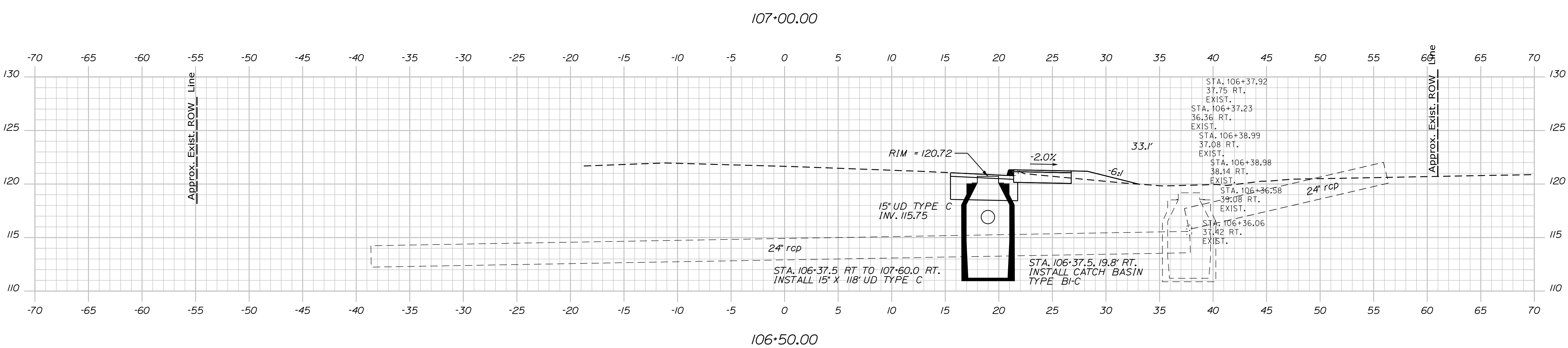
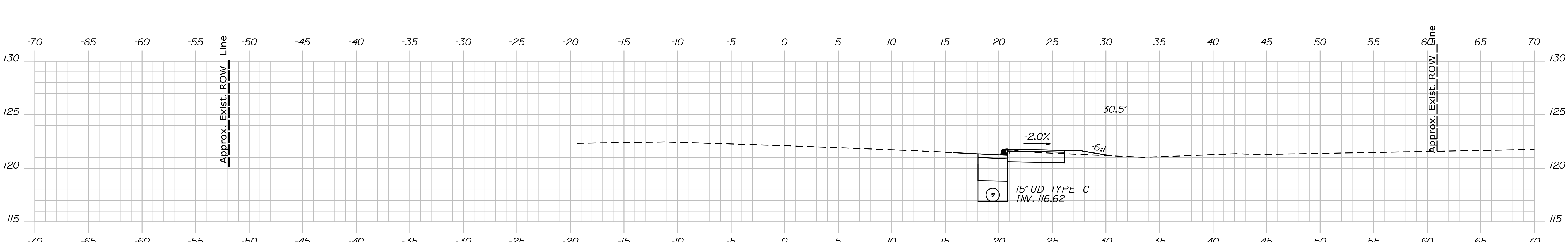
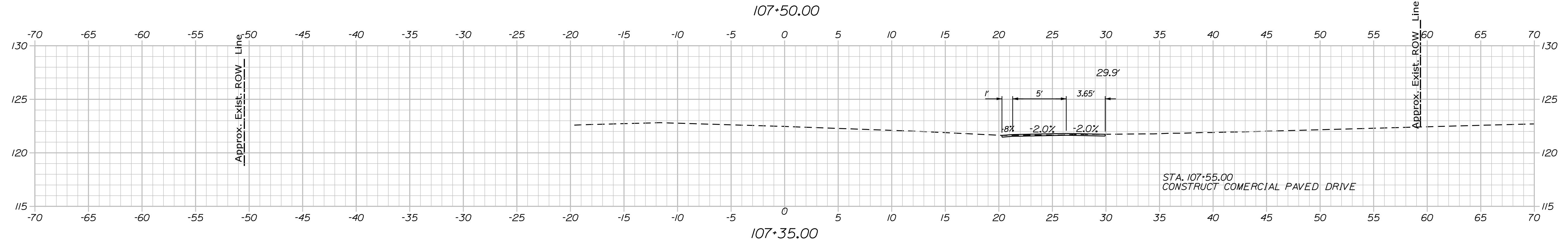
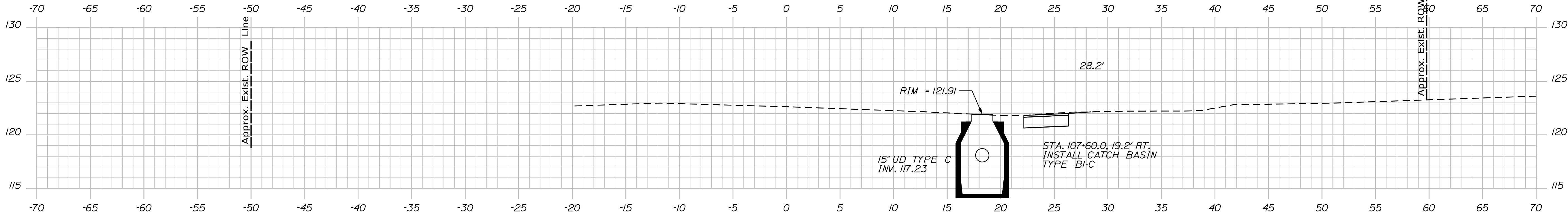
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Date:4/20/2021

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Division: HIGHWAY

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CHECKED-REVIEWED	JLF	-	-	-	-
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REVISIONS 1	-	-	-	-	-
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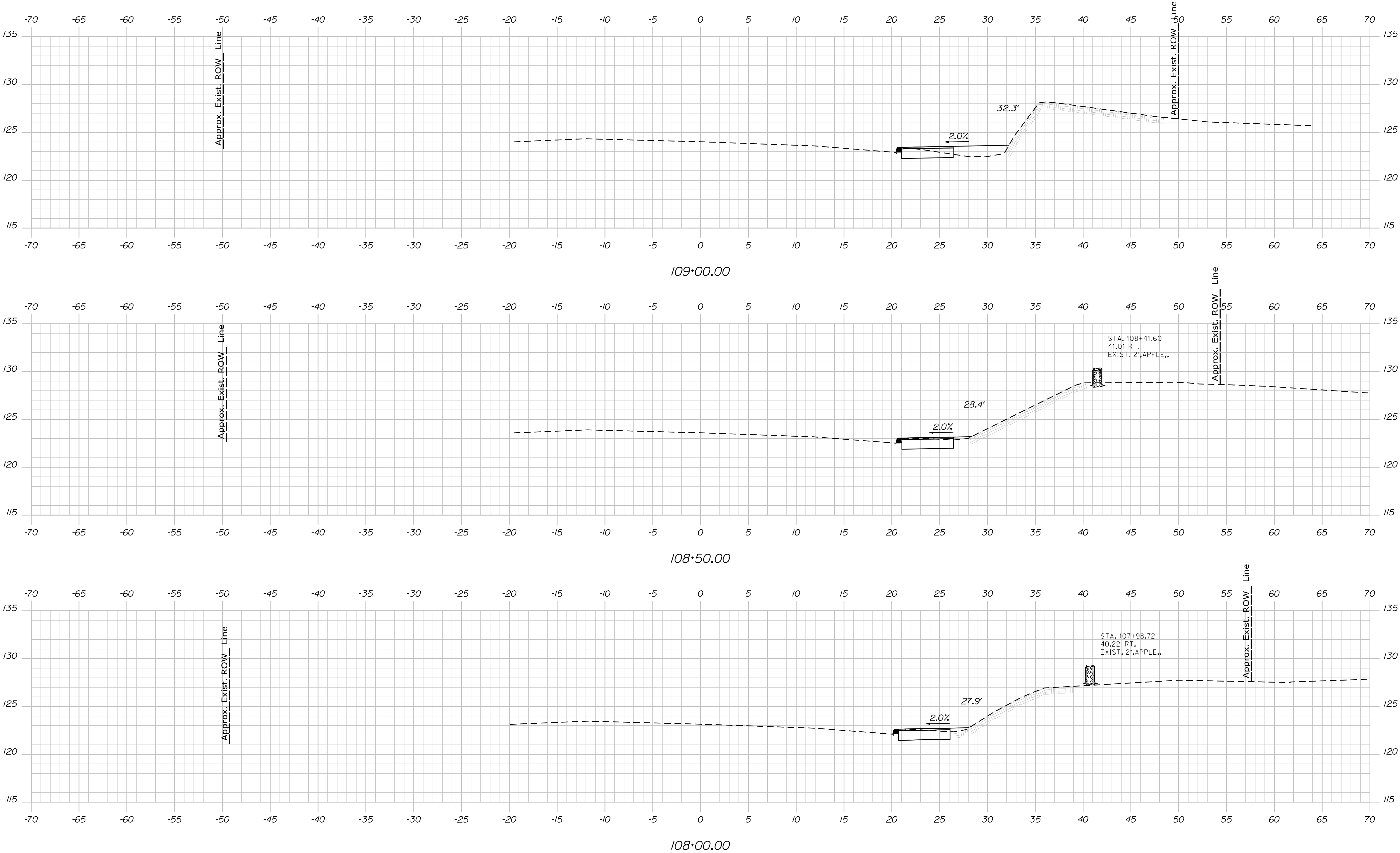


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STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
FEDERAL PROJECT NO. TAP-1888(000)

BRIDGE NO.  
WIN  
18880.00

HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	DATE	
CHECKED-REVIEWED	DATE	
DESIGN-DETAILED	DATE	
REVISIONS 1	DATE	
REVISIONS 2	DATE	
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FIELD CHANGES	DATE	

CAMDEN-ROCKPORT  
US ROUTE 1

CROSS SECTIONS

SHEET NUMBER

15

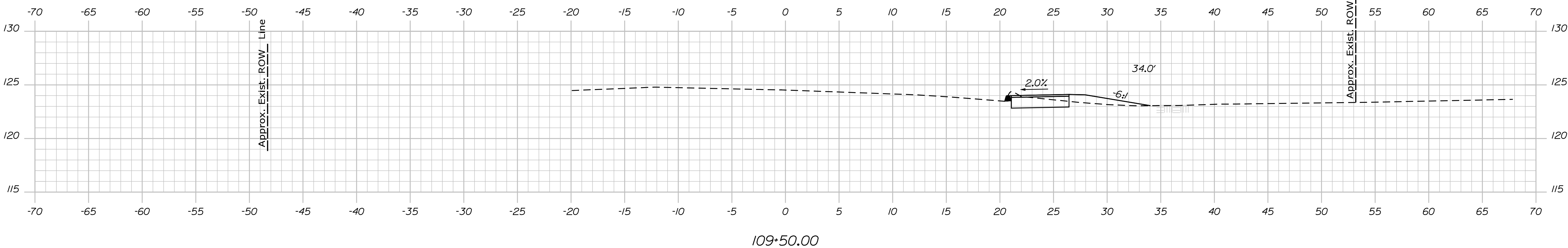
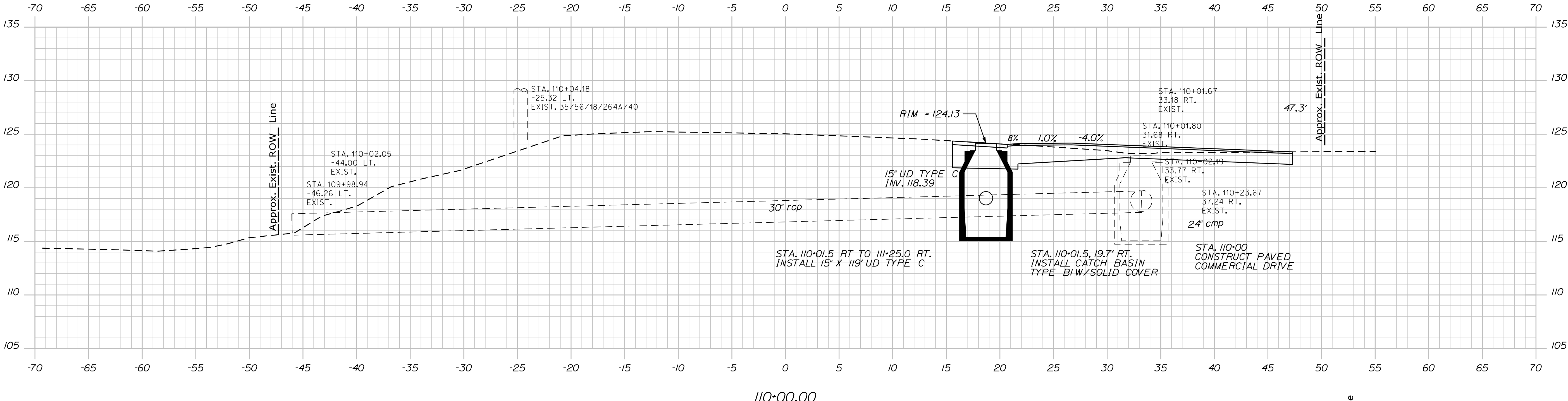
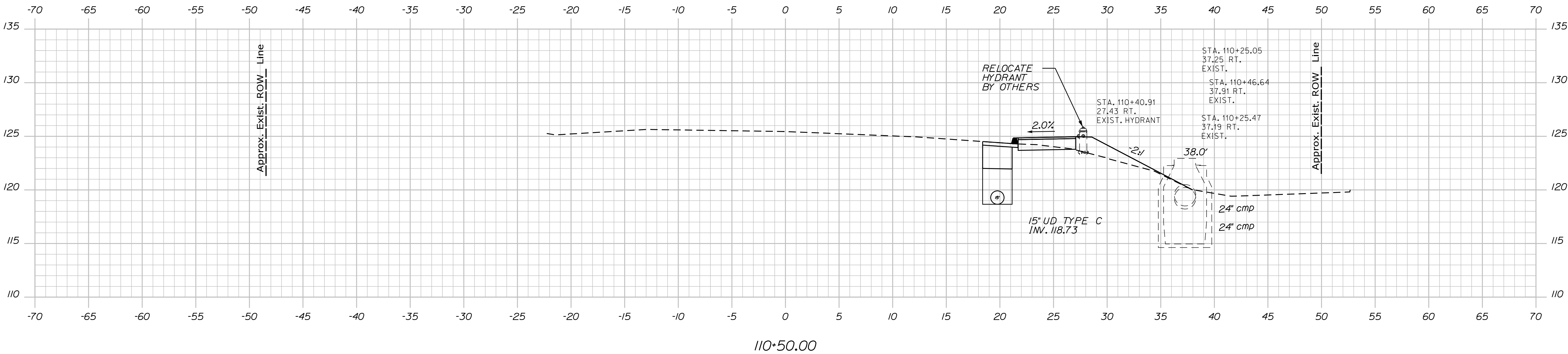
OF 31

Date:4/20/2021

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Division: HIGHWAY

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FIELD CHANGES	-	-

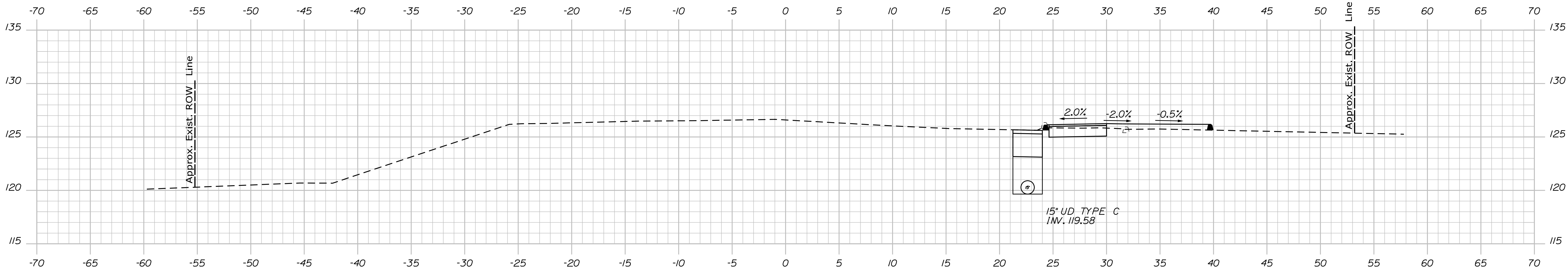


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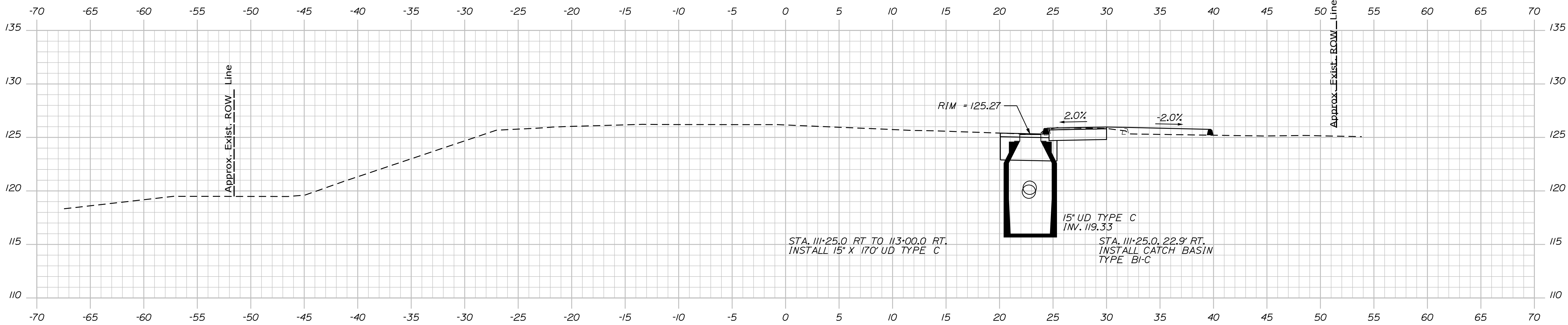
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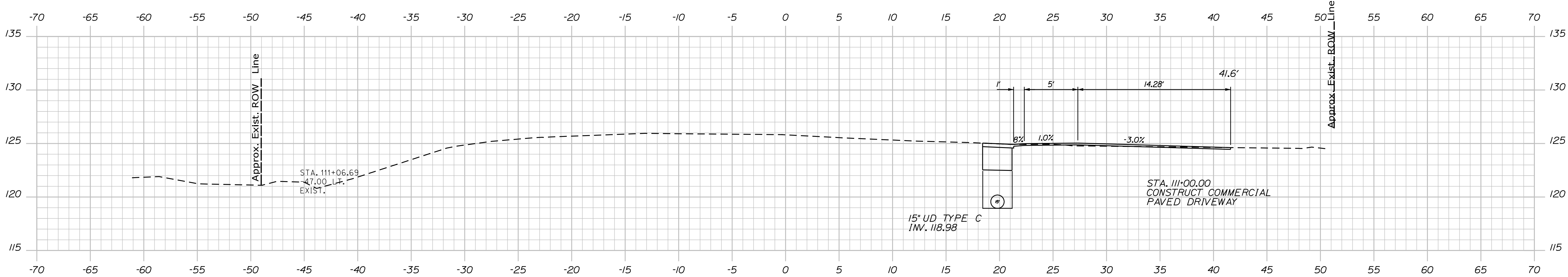
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112+00.00



113+50.00



113+00.00

PROJ. MANAGER	BY	DATE
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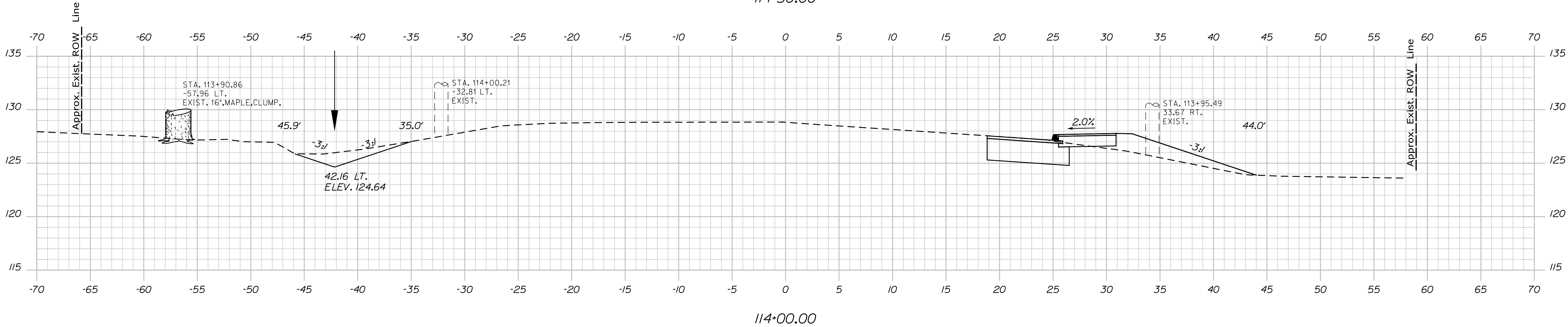
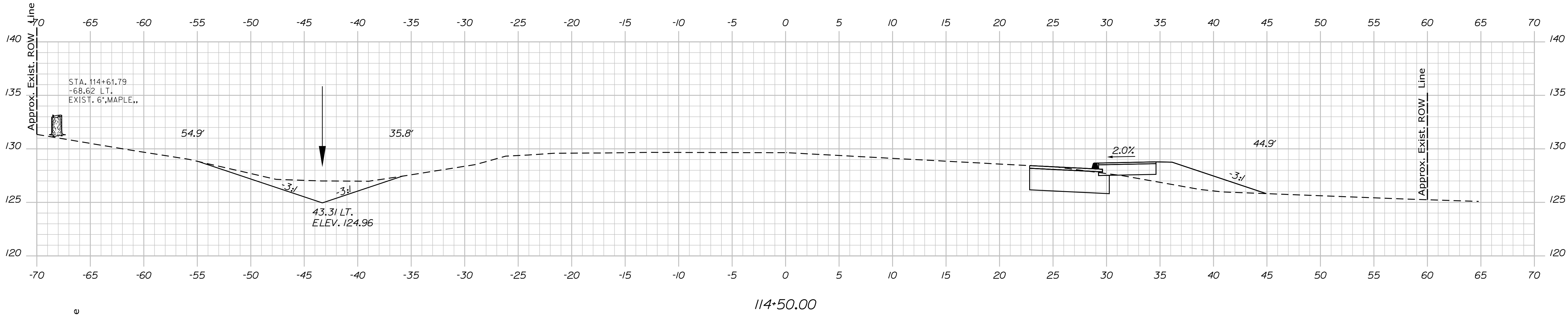
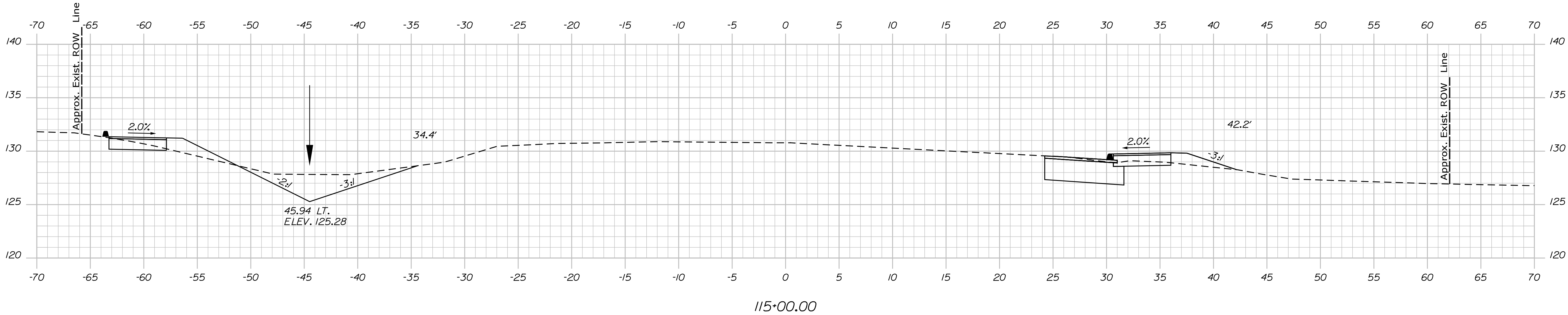
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18  OF 31		CROSS SECTIONS		DESIGN-DETAILED	LCG	M/S	-	
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				DESIGN2-DETAILED2	-	-	-	
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				REVISIONS 2	-	-	-	
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				REVISIONS 4	-	-	-	DATE
				FIELD CHANGES	-	-	-	BRIDGE NO.
								WIN 18880.00
								HIGHWAY PLANS

Date:4/20/2021

Username:

Division: HIGHWAY

Filename: ... \usfn\Highway\019\_Xsect.dgn



PROJ. MANAGER	BY	DATE
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DESIGN-DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

CAMDEN-ROCKPORT

US ROUTE 1

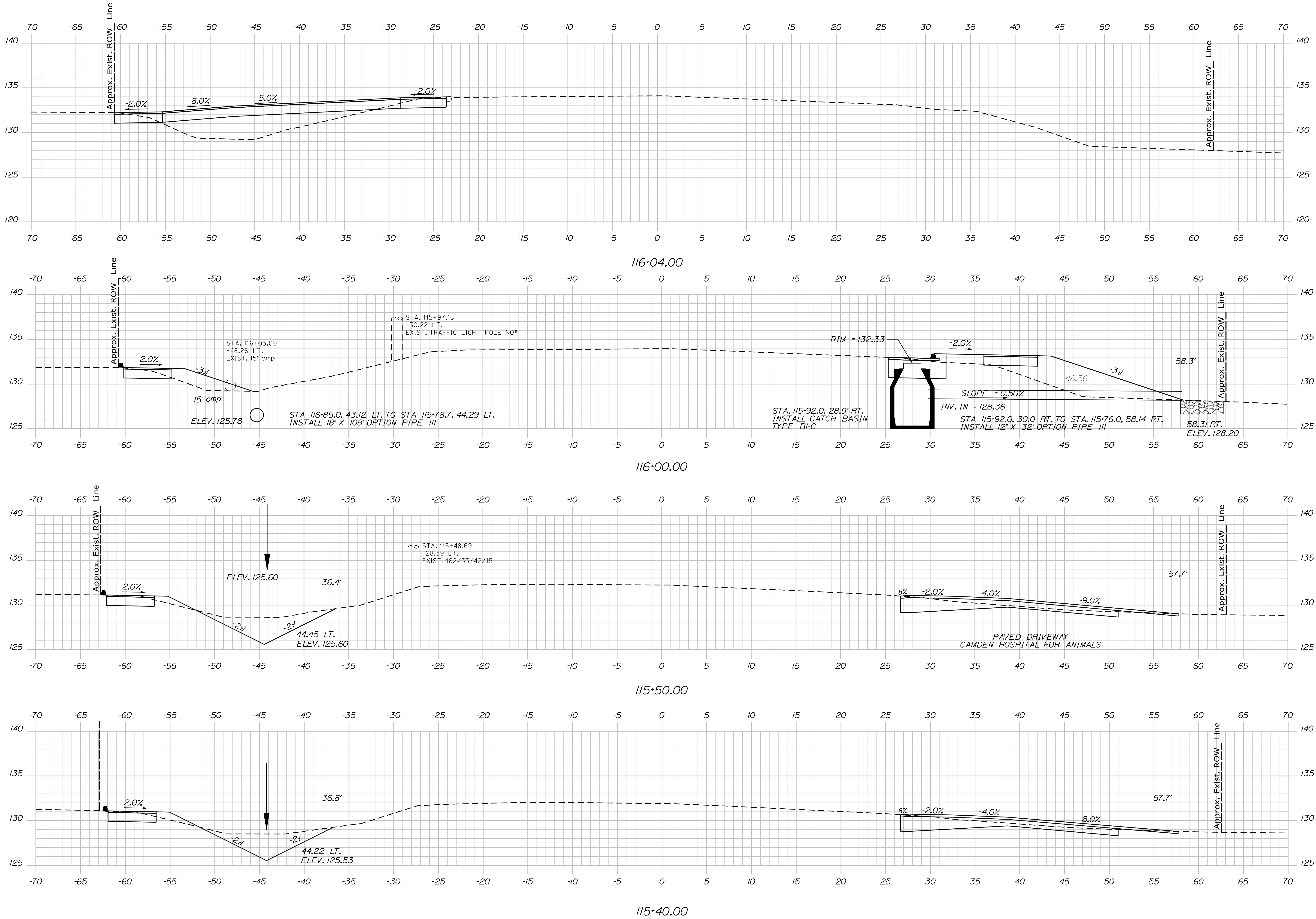
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Date:4/20/2021

Username:

Division: HIGHWAY

Filename: ... \usfn\Highway\020\_Xsect.dgn



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DESIGNED-DETAILED	MCS	-	-
CHECKED-REVIEWED	JLF	-	-
DESIGNED-DETAILED	-	-	-
DESIGNED-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
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FIELD CHANGES	-	-	-

CAMDEN-ROCKPORT  
US ROUTE 1  
CROSS SECTIONS

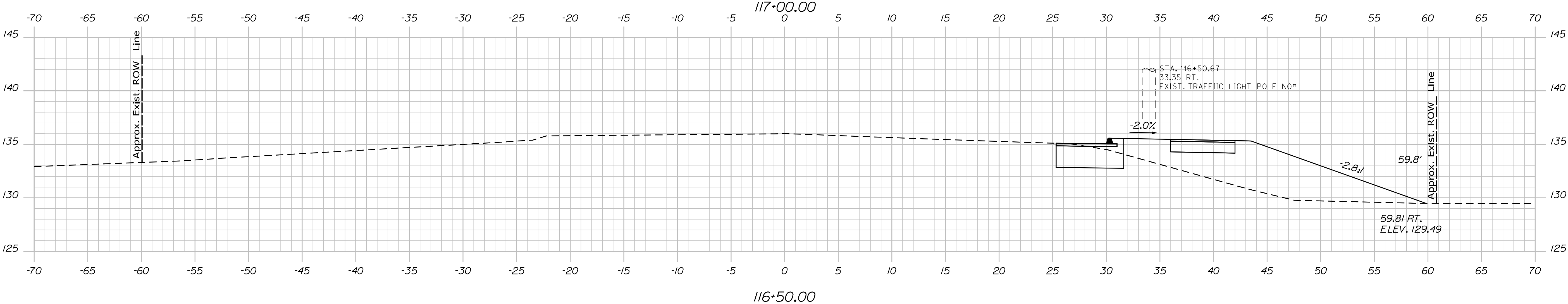
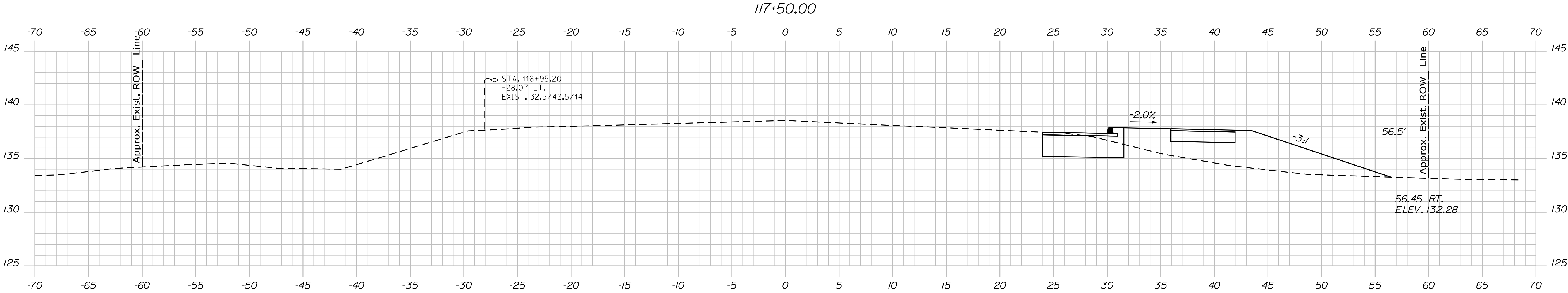
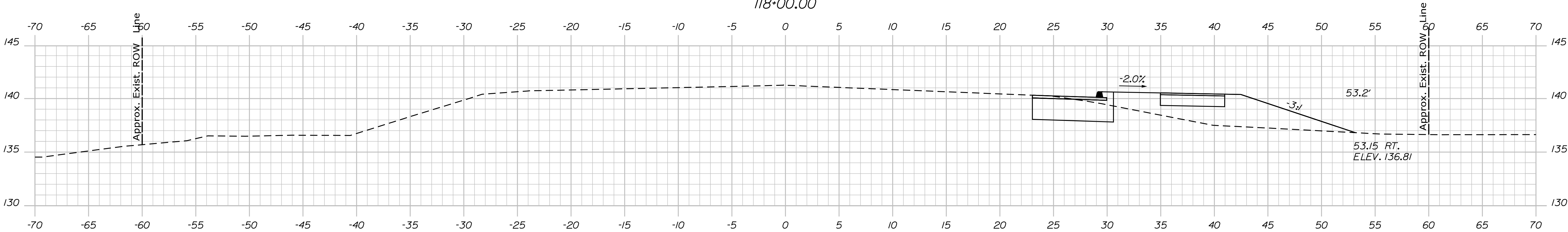
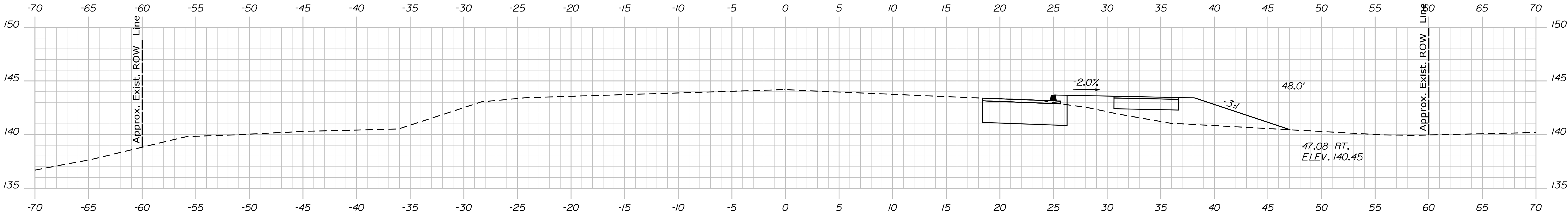


Date:4/20/2021

Username:

Division: HIGHWAY

Filename: ... \usn\Highway\021\_Xsect.dgn



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CHECKED-REVIEWED	JLF	-
DESIGN-DETAILED	-	-
DESIGN-DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SIGNATURE

P.E. NUMBER

DATE

CAMDEN-ROCKPORT

US ROUTE 1

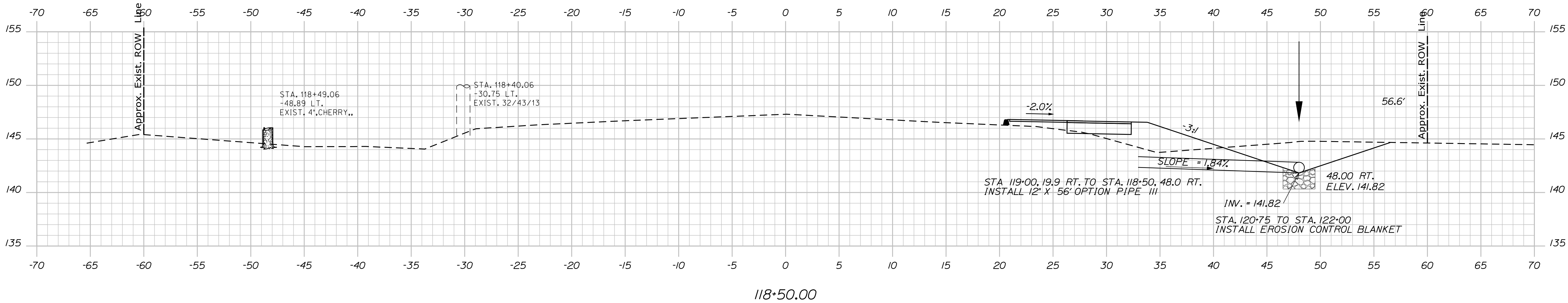
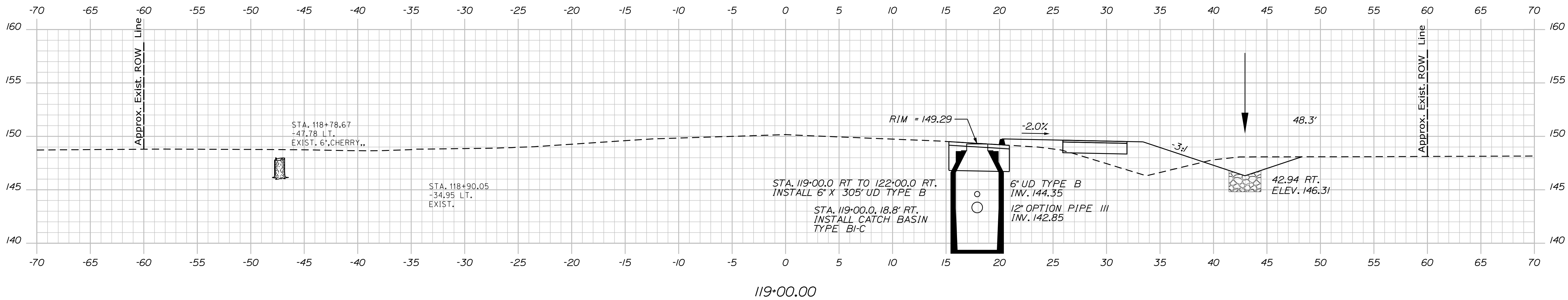
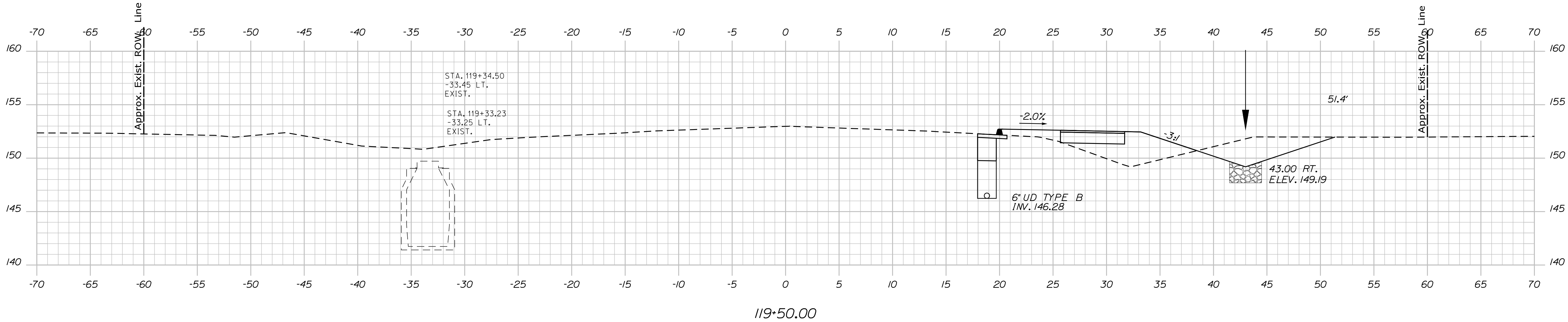
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Date:4/20/2021

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Division: HIGHWAY

Filename: ... \us1n\Highway\022\_Xsect.dgn



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CHECKED-REVIEWED	JLF	-
DESIGN-DETAILED	-	-
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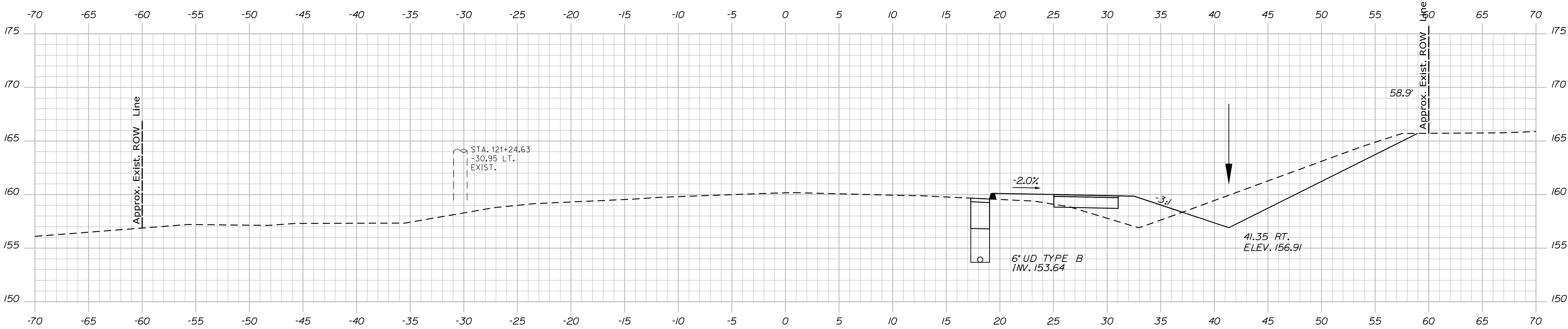
CAMDEN-ROCKPORT  
US ROUTE 1  
CROSS SECTIONS

Date:4/20/2021

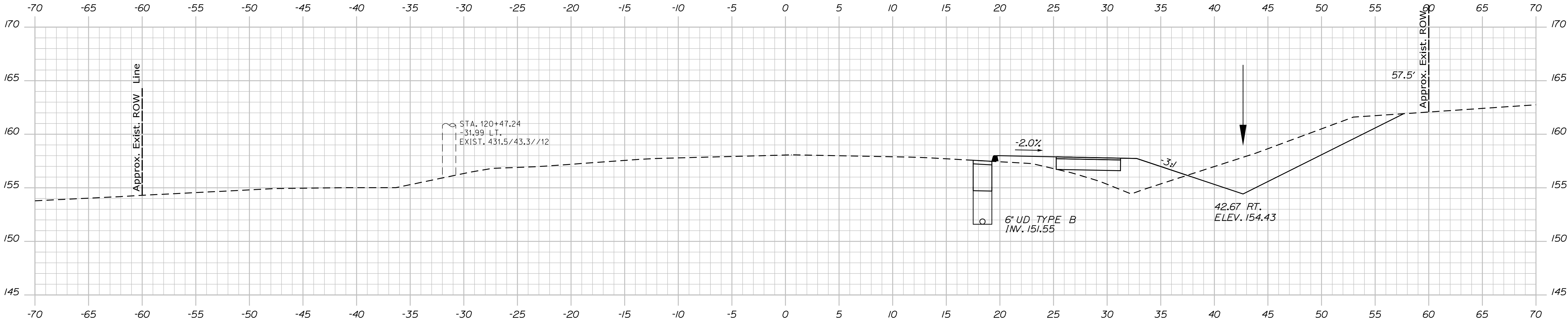
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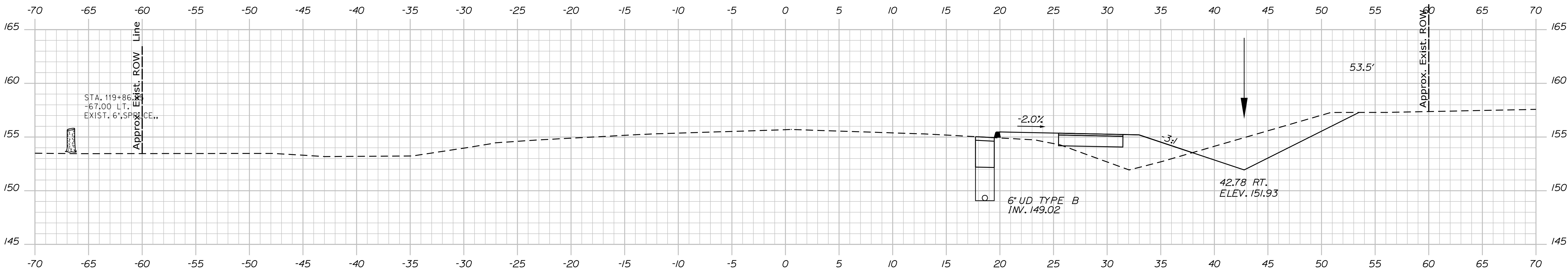
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121+00.00



120+50.00



120+00.00

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	MCS	-
CHECKED-REVIEWED	JLF	-
DESIGN-DETAILED	-	-
DESIGN-DETAILED	-	-
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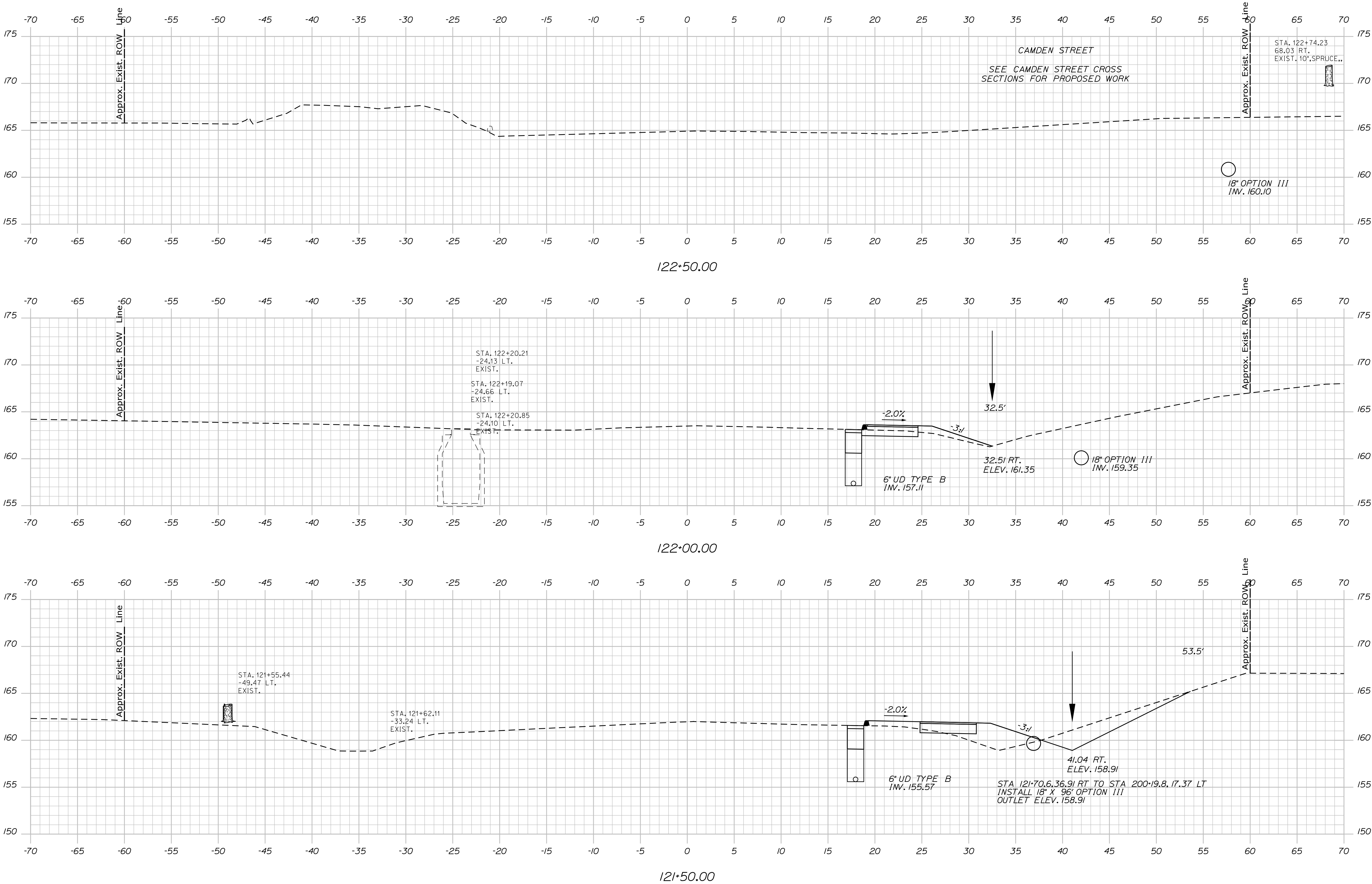
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US ROUTE 1  
CROSS SECTIONS

Date:4/20/2021

Username:

Division: HIGHWAY

Filename: ... \ustn\Highway\024\_Xsect.dgn



PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED CHECKED-REVIEWED DESIGN-DETAILED DESIGN-DETAILED REVISIONS 1 REVISIONS 2 REVISIONS 3 REVISIONS 4 FIELD CHANGES	MCS JLF	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -	- - - - - - - - -

CAMDEN-ROCKPORT  
US ROUTE 1  
CROSS SECTIONS

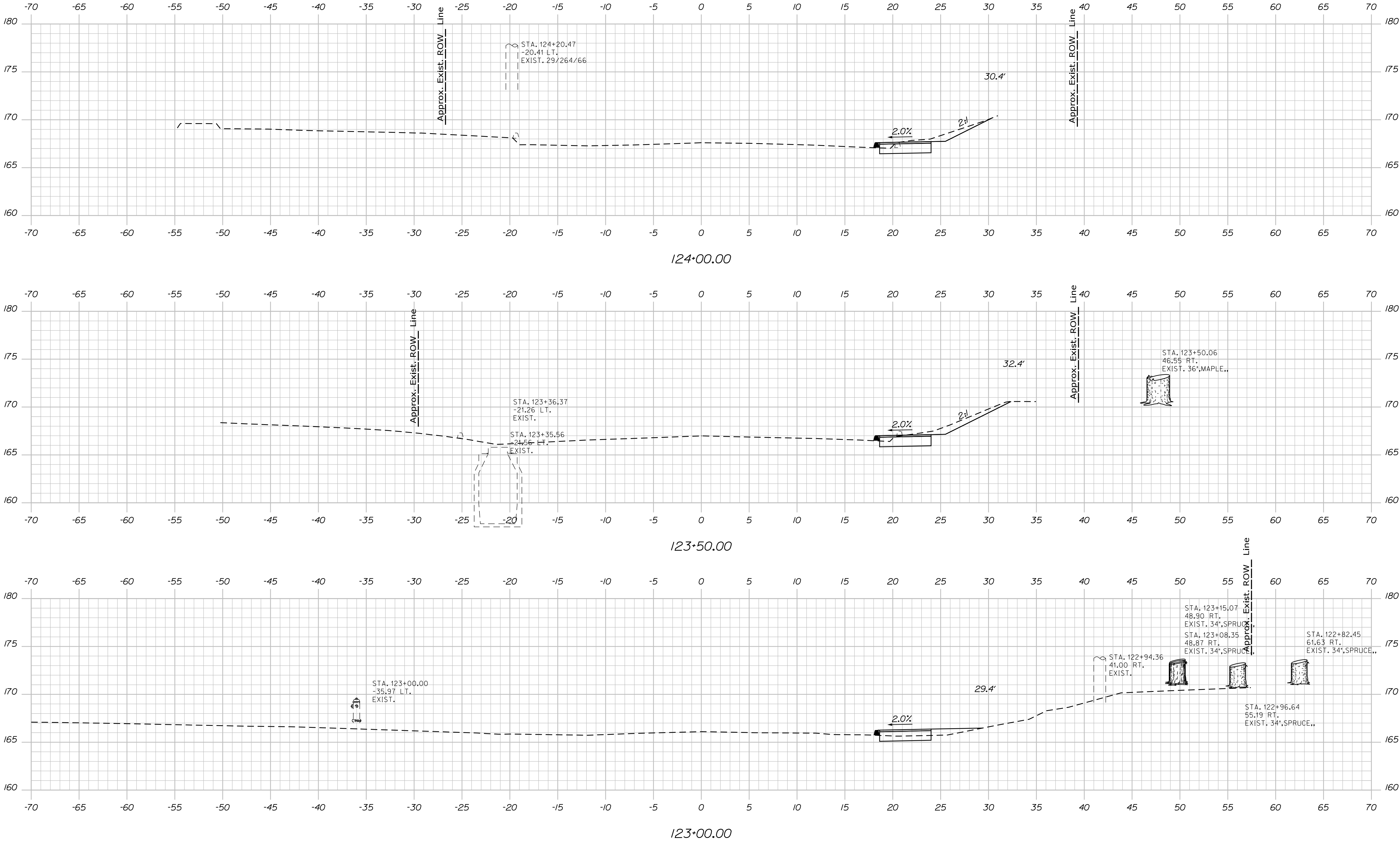


Date:4/20/2021

Username:

Division: HIGHWAY

Filename: ... \us1n\Highway\025\_Xsect.dgn



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CHECKED-REVIEWED	JLF	-
DESIGN-DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	MCS	-
CHECKED-REVIEWED	JLF	-
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FIELD CHANGES	-	-

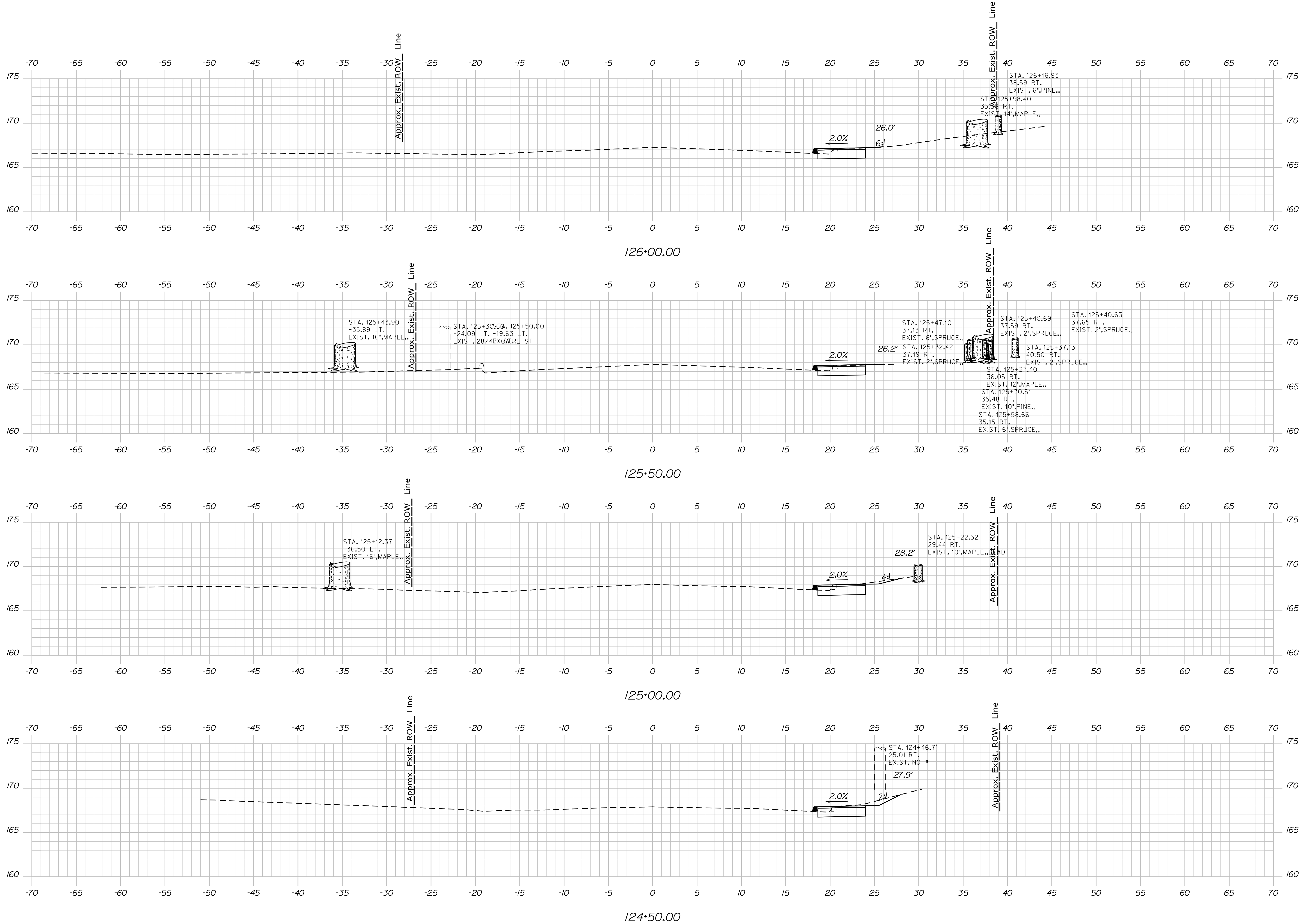
CAMDEN-ROCKPORT  
US ROUTE 1  
CROSS SECTIONS

Filename: ... \ustrn\Highway\026\_Xsect.dgn

Division: HIGHWAY

Username:

Date: 4/20/2021



STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
FEDERAL PROJECT NO. TAP-1888(000)	
BRIDGE NO.	WIN 18380.00
HIGHWAY PLANS	

PROJ. MANAGER	\$PROJ.MANAGERS	BY	DATE
DESIGN-DETAILED	LCG	MCS	-
CHECKED-REVIEWED	KAH	JLF	-
DESIGN2-DETAILED2	-	-	-
DESIGN3-DETAILED3	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
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CAMDEN-ROCKPORT US ROUTE 1
CROSS SECTIONS

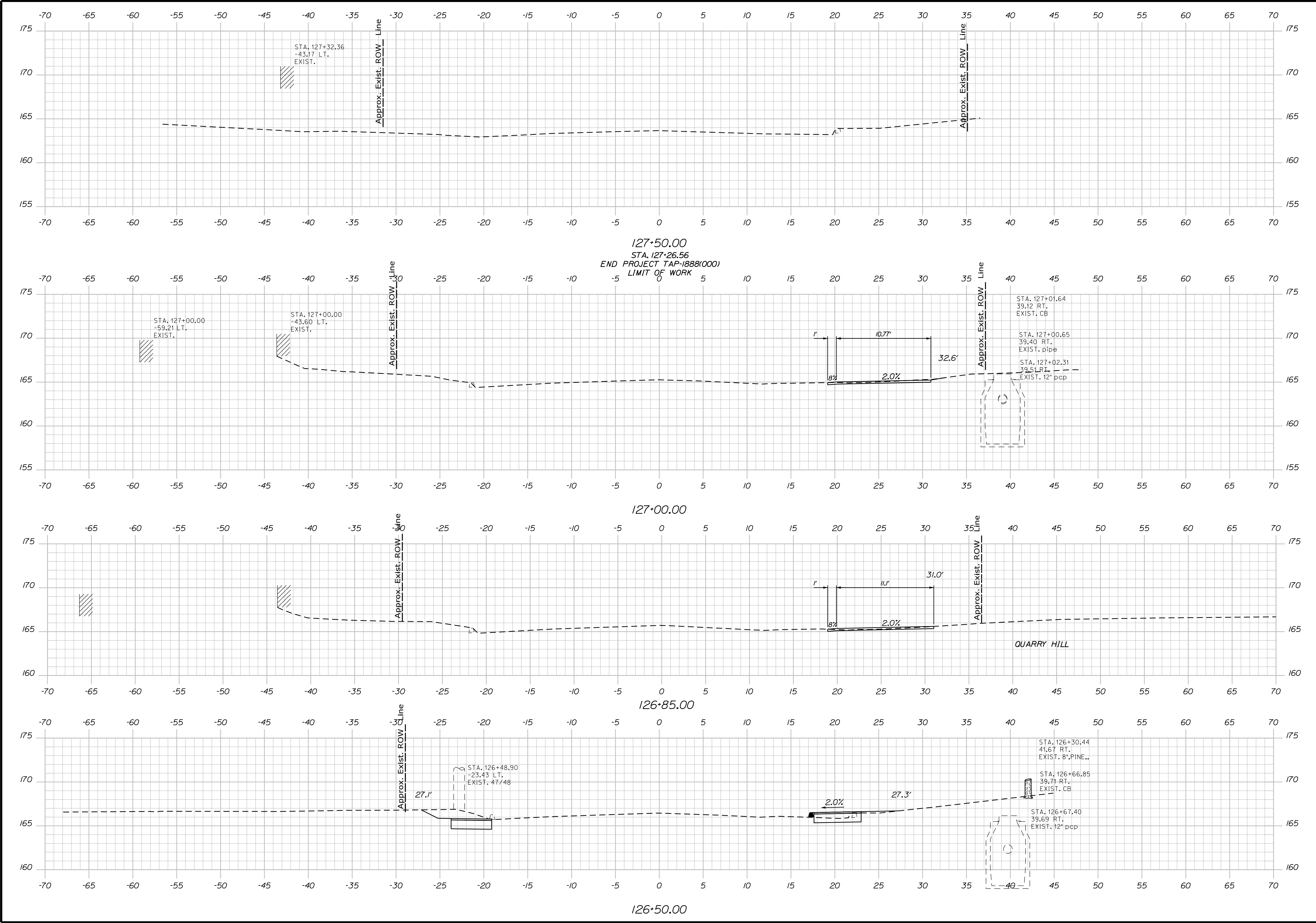
SHEET NUMBER  
26  
OF 31

Date:4/20/2021

Username:

Division: HIGHWAY

Filename: ... \usn\Highway\027\_Xsect.dgn



PROJ. MANAGER	BY	DATE
DESIGN-DETAILED	MCS	-
CHECKED-REVIEWED	JLF	-
DESIGN-DETAILED	-	-
DESIGN-DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
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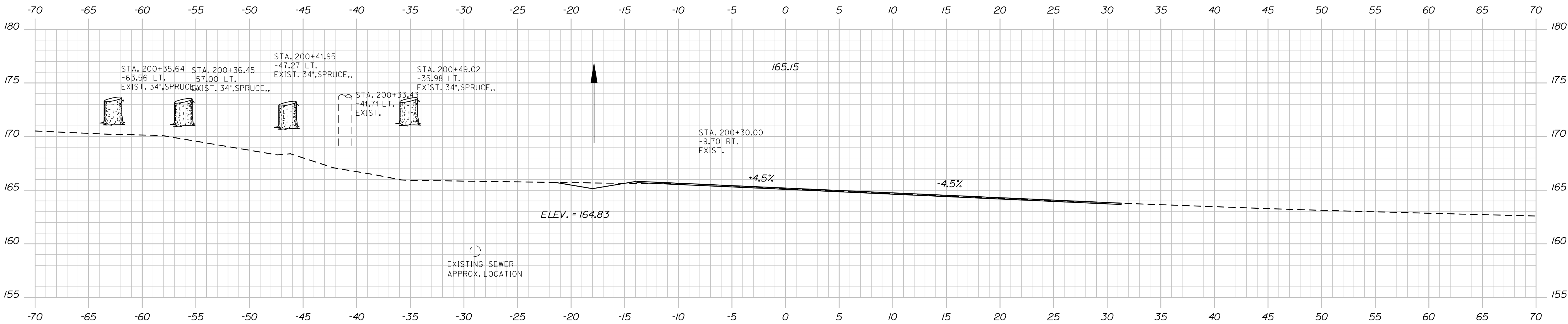
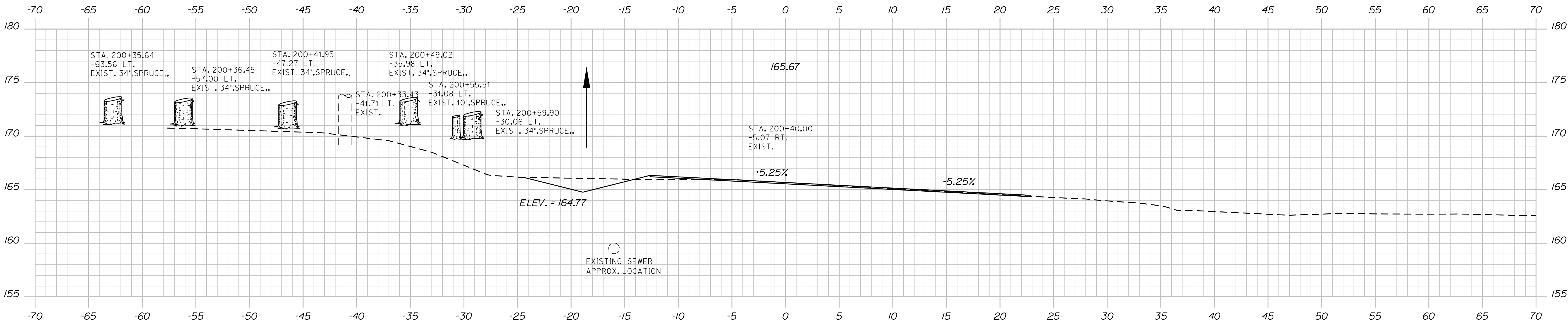
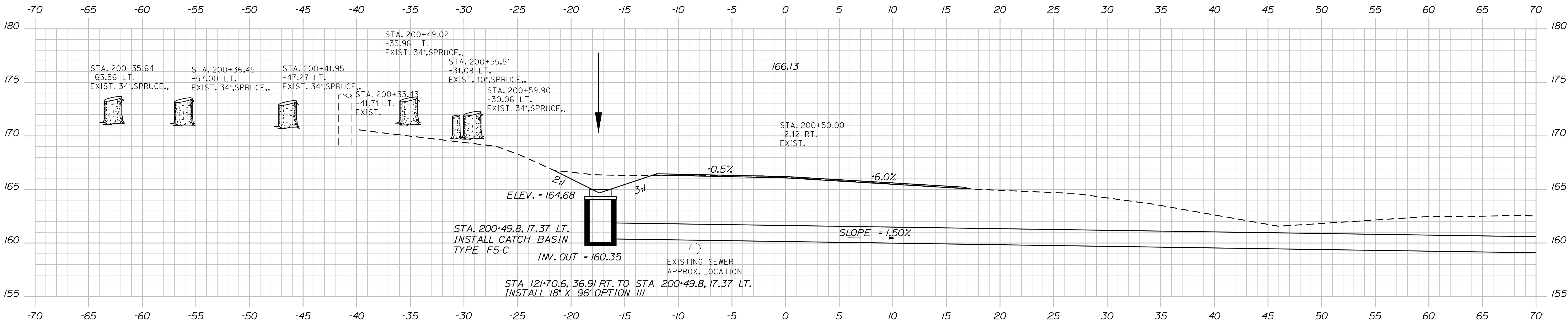
CAMDEN-ROCKPORT  
US ROUTE 1  
CROSS SECTIONS

Date:4/20/2021

Username:

Division: HIGHWAY

Filename: ... \ustn\Highway\028\_Xsect.dgn



200+30.00  
STA. 200+18  
BEGIN MILL AND OVERLAY

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION  
FEDERAL PROJECT NO. TAP-1888(000)  
BRIDGE NO. WIN 18880.00  
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE	SIGNATURE
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CHECKED-REVIEWED	JLF	-	-
DESIGN-DETAILED	-	-	-
REVISIONS 1	-	-	-
REVISIONS 2	-	-	-
REVISIONS 3	-	-	-
REVISIONS 4	-	-	-
FIELD CHANGES	-	-	-

CAMDEN-ROCKPORT  
CAMDEN STREET  
CROSS SECTIONS

SHEET NUMBER  
28  
OF 31

Sta. 200+30.00 to Sta. 200+50.00

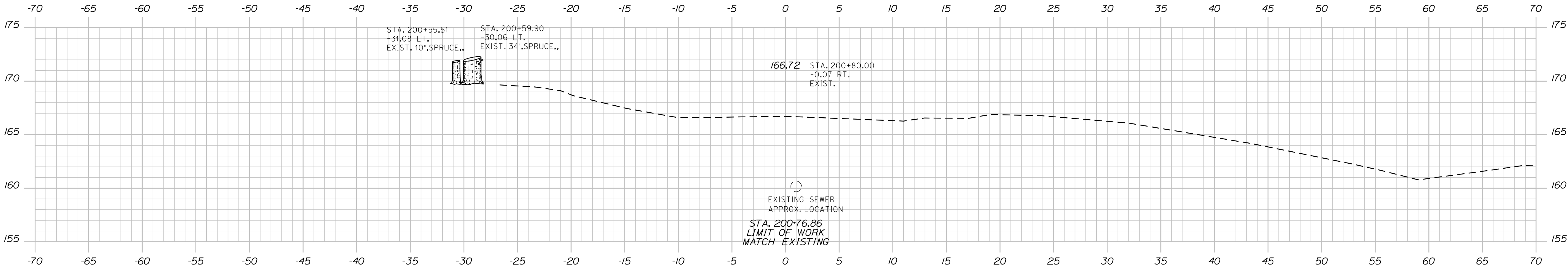


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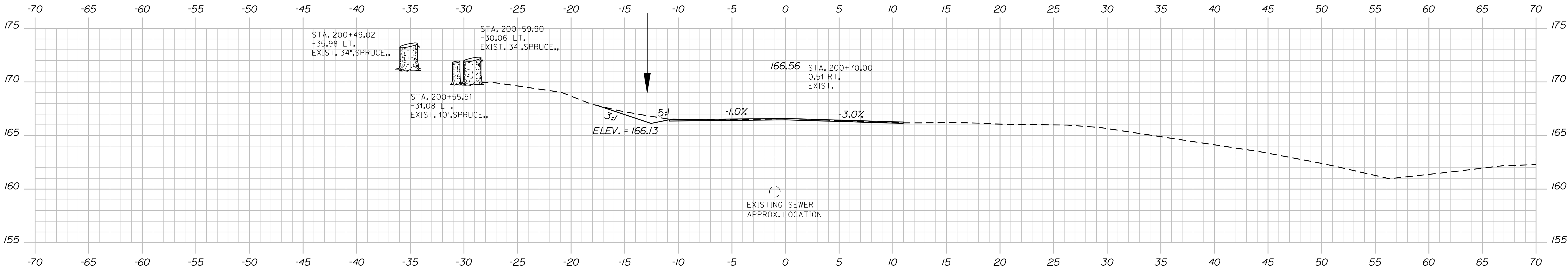
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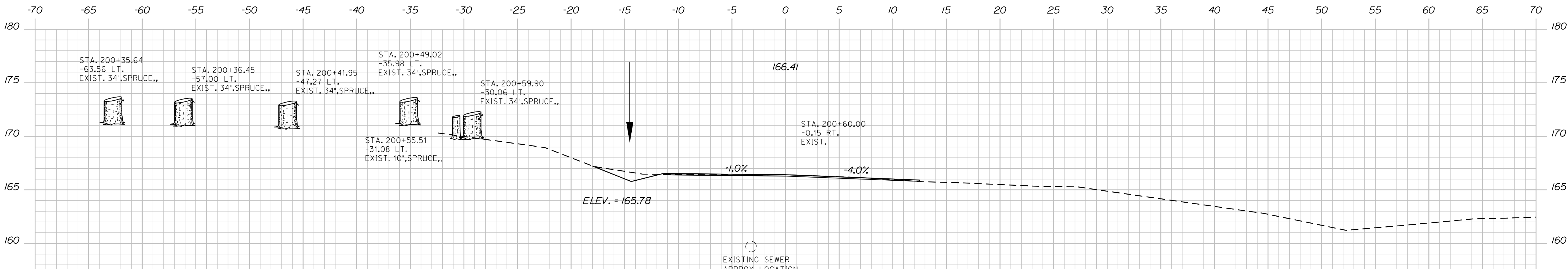
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200+80.00



200+70.00



200+60.00

PROJ. MANAGER	BY	DATE	SIGNATURE
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CHECKED-REVIEWED	JLF	-	
DESIGN-DETAILED		-	
DESIGN-DETAILED		-	
REVISIONS 1		-	
REVISIONS 2		-	
REVISIONS 3		-	
REVISIONS 4		-	
FIELD CHANGES		-	

CAMDEN-ROCKPORT

CAMDEN STREET

CROSS SECTIONS





<div><div>PLAN LEGEND</div><div><div>Existing</div><div>Proposed</div></div><div><div>Traveled Way</div><div>Ditch</div><div>Catch Basin</div><div>Manhole</div><div>Sewer Manhole</div><div>Utility Pole</div><div>Fire Hydrant</div><div>Curbing</div></div><div><div>Cut Line</div><div>Stonewall</div><div>Baseline</div><div>Monument</div><div>Iron Rod Found</div><div>Replacement Pin Set</div></div><div><div>Fill Line</div><div>Retaining Wall</div><div>11+00</div><div>12+00</div><div>Traverse Point</div><div>Pipe Found</div></div></div> <div><div>STATE OF MAINE</div><div>REGISTRY OF DEEDS</div><div>COUNTY</div><div>RECEIVED</div><div>at h m M and recorded in</div><div>Plan Book , Page</div><div>Attest: REGISTER</div></div> <div><div>THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.</div></div>										<div><div>ALTA/ACSM LAND TITLE SURVEY</div><div>HANNAFORD BROS. CO.</div><div>GODDARD PURCHASE</div><div>BY E.S. COFFIN ENGINEERING &amp; SURVEYING, INC.</div><div>DATED JULY 10, 2007</div><div>UNRECORDED</div></div> <div><div>HANNAFORD BROS. CO., LLC</div><div>ITEM NO. (1)</div><div>TEMPORARY CONST. RIGHTS = 1950± S.F. (1)</div><div>TOTAL AREA = 5.5± AC. (SURVEY)</div></div> <div><div>GRID</div><div>HORIZONTAL DATUM: US STATE PLANE NAD83(2011)</div><div>ZONE: MAINE 2000 CENTRAL</div><div>VERTICAL DATUM: NAVD 88</div><div>4 RODS = 16 FEET</div><div>S.H.C. FILE NO. 7-32 (1947)</div></div> <div><div>CONWAY ROAD</div><div>LYON CONY COMMISSIONERS RECORDS</div><div>VOLUME 4 PAGE 136</div><div>4 RODS = 16 FEET</div><div>S.H.C. FILE NO. 7-32 (1947)</div></div> <div><div>PINE TREE HOLDINGS LLC</div><div>TOWN WAY</div><div>CONWAY ROAD</div><div>STATE AID HIGHWAY NO. 11</div><div>JOHN STREET</div><div>JOHN STREET</div><div>RICHARD STEARNS</div></div> <div><div>S.H.C. FILE NO. 7-32 (1947)</div><div>S.H. "26"</div><div>118+00</div><div>119+00</div><div>120+00</div><div>121+00</div><div>122+00</div><div>123+00</div><div>124+00</div><div>U.S. ROUTE 1</div><div>ELM STREET</div><div>TO DOWNTOWN CAMDEN</div><div>S.H. "26"</div></div> <div><div>SSWL -5/</div><div>END B.L.</div><div>PC = STA. 200+18.67</div><div>200+00</div><div>54 SBL</div><div>201+00</div><div>PI = STA. 200+80.56</div><div>PC = STA. 123+80.35</div><div>CAMDEN STREET</div><div>TOWN WAY</div><div>CAMDEN STREET</div><div>CAMDEN TOWN RECORDS</div><div>49.5 AS PER TOWN</div><div>S.H.C. FILE NO. 7-32 (1947)</div></div> <div><div>DRAINAGE OUTLET</div><div>STA. 118+31± RT.</div><div>ANN KEEFE, TRUSTEE</div><div>ANN KEEFE LIVING TRUST</div><div>ITEM NO. (3)</div><div>DRAINAGE EASE. = (1)</div><div>TEMP. CONST. RIGHTS = 85± S.F. (1)</div><div>TOTAL AREA = 2.4± AC. (OWNER)</div></div> <div><div>EXISTING R/W</div><div>S.H.C. FILE NO. 7-32 (1947)</div><div>SHEET NO. 3</div></div> <div><div>WIN 018880.00</div></div>										<table><tr><th>TECH</th><th>CHECKED</th><th>ITEM</th><th>EXISTING</th><th>CONDITION</th><th>PLAN</th></tr><tr><td>D.W.B.</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>D.W.B.</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>D.W.B.</td><td></td><td></td><td></td><td></td><td></td></tr><tr><td>P.N.S.</td><td></td><td></td><td></td><td></td><td></td></tr></table> <div><div>STATE OF MAINE</div><div>DEPARTMENT OF TRANSPORTATION</div><div>16 STATE HOUSE STATION - AUGUSTA, ME 04833-0016 - 207-624-3460</div><div>ROCKPORT-CAMDEN</div><div>RIGHT OF WAY MAP</div></div>										TECH	CHECKED	ITEM	EXISTING	CONDITION	PLAN	D.W.B.						D.W.B.						D.W.B.						P.N.S.																																																																																																				
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<div>REVISIONS</div> <table><tr><th>NO.</th><th>DATE</th><th>DESCRIPTION</th><th>BY</th></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><tr><td> </td><td> </td><td> </td><td> </td></tr></table>										NO.	DATE	DESCRIPTION	BY																																					<table><tr><th>PLAN FILED IN</th><th>PLAN BOOK</th><th>PAGE</th><th>COUNTY</th><th>RECORD</th></tr><tr><th>NO.</th><th>GRANTOR</th><th>INSTRUMENT</th><th>DATE</th><th>BOOK</th><th>PAGE</th></tr><tr><td> </td><td> </td><td>COND.</td><td>6/11/18</td><td>5301</td><td>314</td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr><tr><td> </td><td> </td><td> </td><td> </td><td> </td><td> </td></tr></table> <div><div>DAVID BERNHARDT</div><div>COMMISSIONER</div><div>JOYCE NOEL TAYLOR</div><div>CHIEF ENGINEER</div><div>DATE</div></div>										PLAN FILED IN	PLAN BOOK	PAGE	COUNTY	RECORD	NO.	GRANTOR	INSTRUMENT	DATE	BOOK	PAGE			COND.	6/11/18	5301	314																																											<div>To the best of my knowledge and belief the Highway Right of Way lines depicted hereon are based upon a survey conforming to the Standards of Practice promulgated by the Maine Board of Licensure for Professional Land Surveyors 02-360 CMR, Chapter 90; Exceptions: (1) No separate survey report, (2) Monumentation only as shown on plan. See sheet X of this plan set for coordinates. (3) Other boundary lines, including lines between abutters are approximate and for general reference purposes only.</div>										<div>STATE HIGHWAY "26"</div> <div>U.S. ROUTE 1, COMMERCIAL STREET, ELM STREET</div> <div>CAMDEN KNOX COUNTY</div> <div>FEDERAL AID PROJECT NO. TAP-1888(000)</div> <table><tr><td>AUGUST 2017</td><td>RIGHT-OF-WAY MAP</td><td>D.O.T. FILE NO. 7-166</td></tr><tr><td>SCALE 1" = 25'</td><td>SHEET 2 OF 2</td><td> </td></tr></table>										AUGUST 2017	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 7-166	SCALE 1" = 25'	SHEET 2 OF 2		<div>SHEET NUMBER</div> <div>31</div> <div>OF 31</div>									
NO.	DATE	DESCRIPTION	BY																																																																																																																																																							
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