

STATE OF MAINE DEPARTMENT OF TRANSPORTATION



SOUTH PORTLAND

CUMBERLAND COUNTY

MAIN STREET/BROADWAY

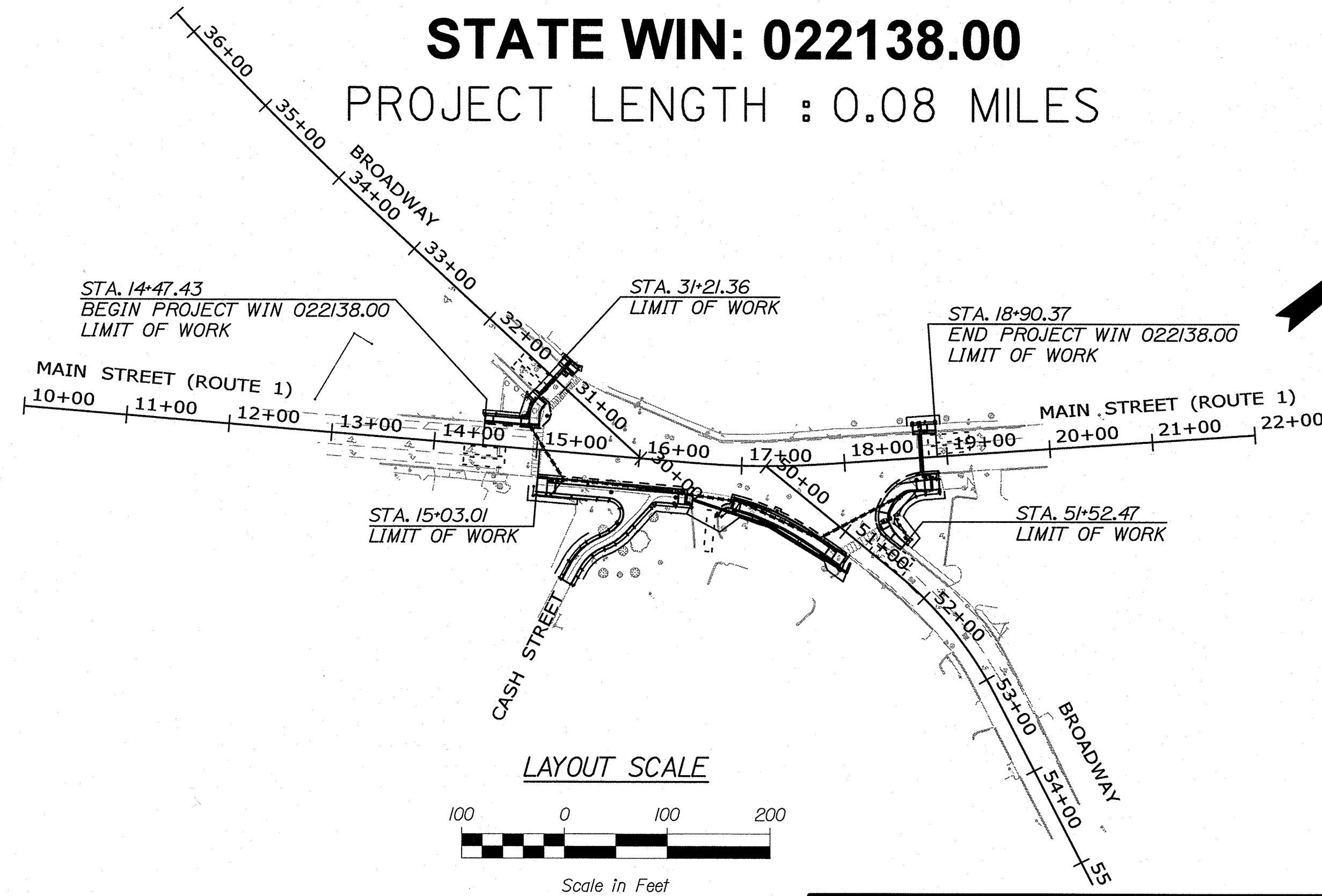
FEDERAL PROJECT NO: 2213800

STATE WIN: 022138.00

PROJECT LENGTH : 0.08 MILES

Description	Sheet No.
Title Sheet	1
Typical Sections	2
General Notes	3
General Plan	4
Geometric Plan	5
Signal Plans	6-8
ATC Cabinet Plan	9
Right of Way Map	10

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 <input type="checkbox"/> Existing <input type="checkbox"/> Proposed
Curbing Existing Proposed	Manholes <input type="checkbox"/> Existing <input type="checkbox"/> Proposed
Type 1 _____	Proposed Underdrain _____
Type 3 _____	Proposed Ditch _____
Type 5 _____	Existing Ditch _____
Outline of Bodies of Water _____	Utility Poles <input type="checkbox"/> Existing <input type="checkbox"/> Proposed
Exposed Bedrock _____	Fire Hydrants <input type="checkbox"/> Existing <input type="checkbox"/> Proposed
Buildings _____	Existing Water Line _____
Trees <input type="checkbox"/> Conifer <input type="checkbox"/> Deciduous	Existing San. Sewer _____
Tree Line _____	Existing San. Sewer Manhole _____
Clearing Limit Line _____	Guardrail-Existing _____
Boring <input type="checkbox"/> HB-XXX-###	Guardrail-Proposed _____
Probe <input type="checkbox"/> P-#.X	Guardrail-Cable, Other _____
#. # = Depth	
X = W (Weathered Rock)	
R (Refusal)	
NR (No Refusal)	
Pavement Core <input type="checkbox"/> PC-#	
Test Pit <input type="checkbox"/> TP-XXX-###	



PROJECT LOCATION:	Beginning 0.08 of a Mile South of Haskell Street and extending Southerly 0.07 of a Mile to Broadway. PACTS Sponsored.
PROGRAM AREA:	Multimodal
SCOPE OF WORK:	Traffic Signal Modification with New Path Connection

STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER: <i>[Signature]</i>	COMMISSIONER: <i>[Signature]</i>	11-3-20
CHIEF ENGINEER: <i>[Signature]</i>	CHIEF ENGINEER: <i>[Signature]</i>	11-1-2021

STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROFESSIONAL ENGINEER RONALD B. MUNGER No. 9291 LICENSED	SIGNATURE <i>[Signature]</i> 9261	P.E. NUMBER 11/06/2020	DATE
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PROJECT INFORMATION			
PROGRAM	MULTIMODAL	PROJECT MANAGER	BRIAN KEIZER
DESIGNER	B. MUNGER	CONSULTANT	HNTB
PROJECT RESIDENT		CONTRACTOR	
PROJECT COMPLETION DATE			

SOUTH PORTLAND
MAIN ST./BROADWAY
TITLE SHEET

SHEET NUMBER
1
OF 10

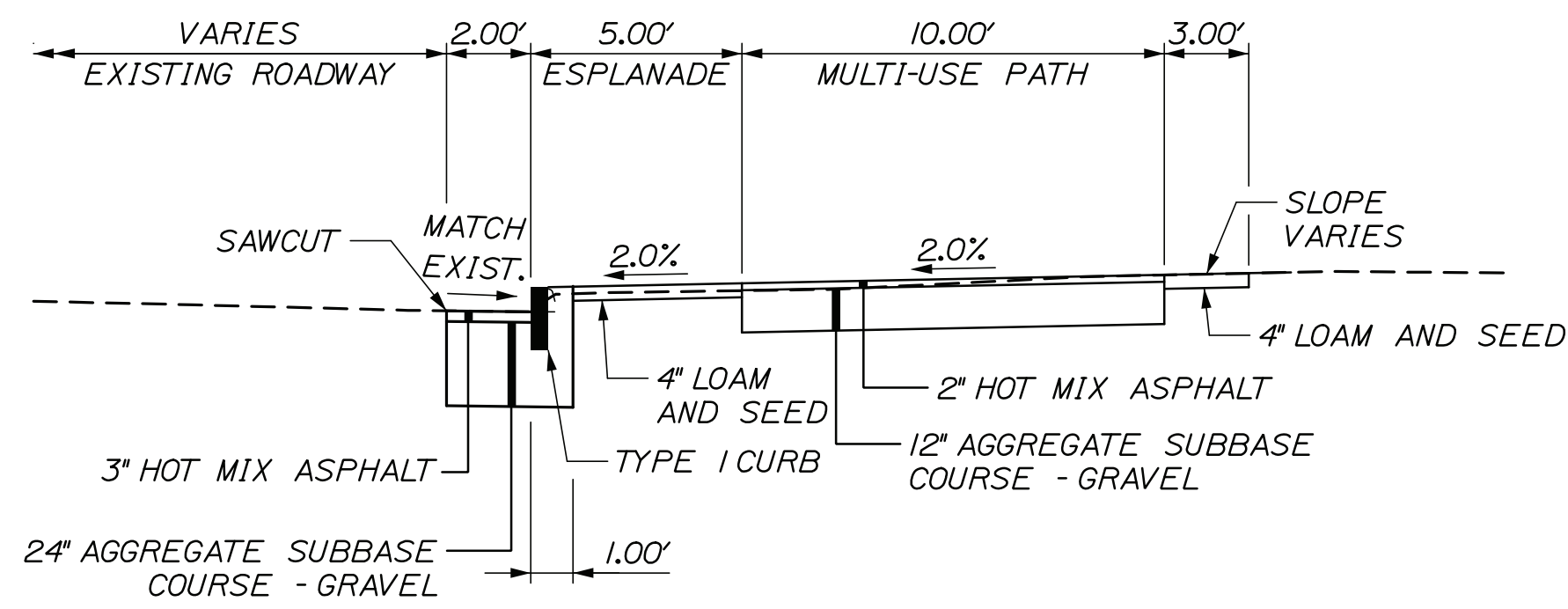
WIN: 022138.00

Date: 12/8/2020

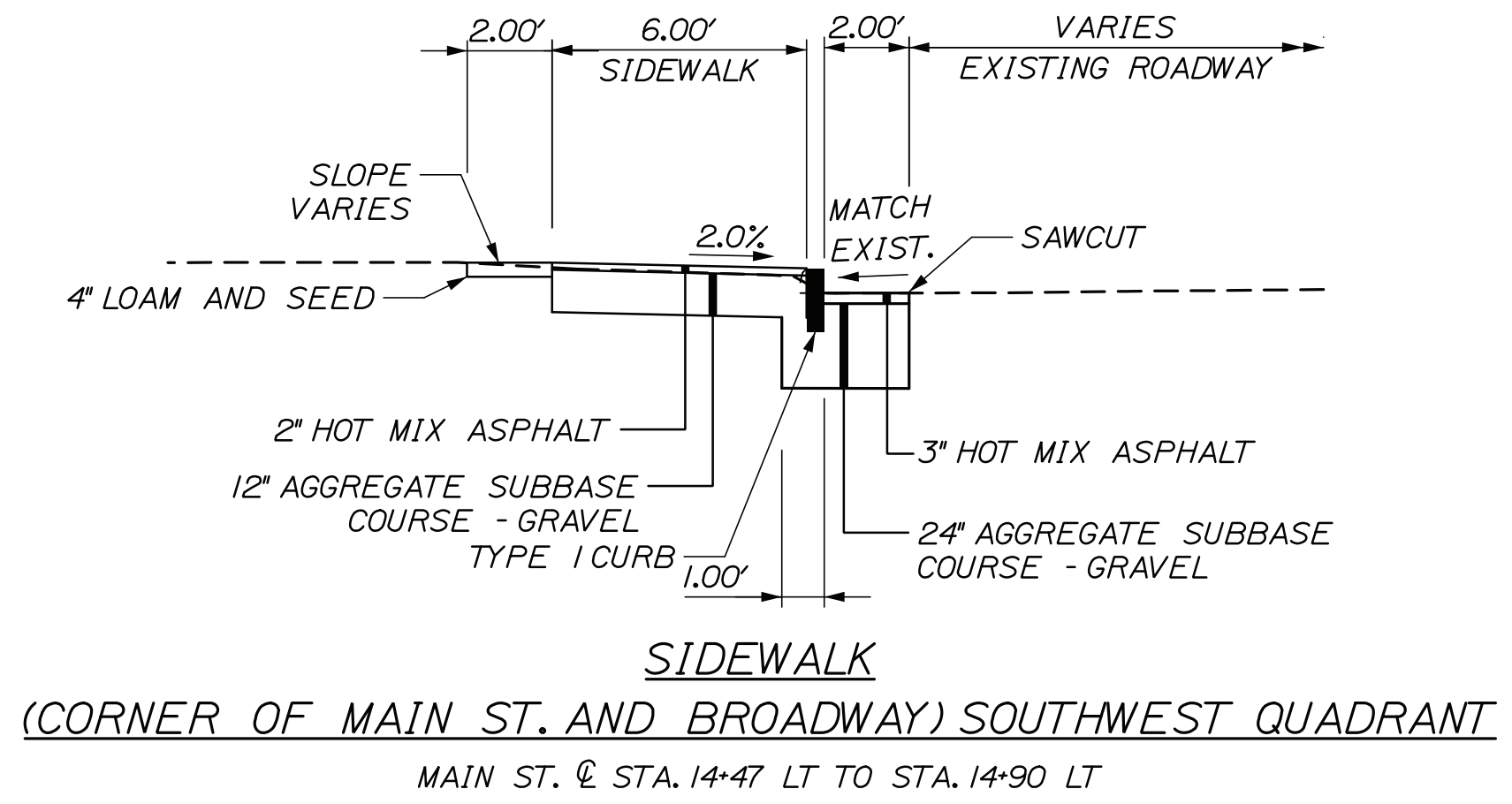
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Division:

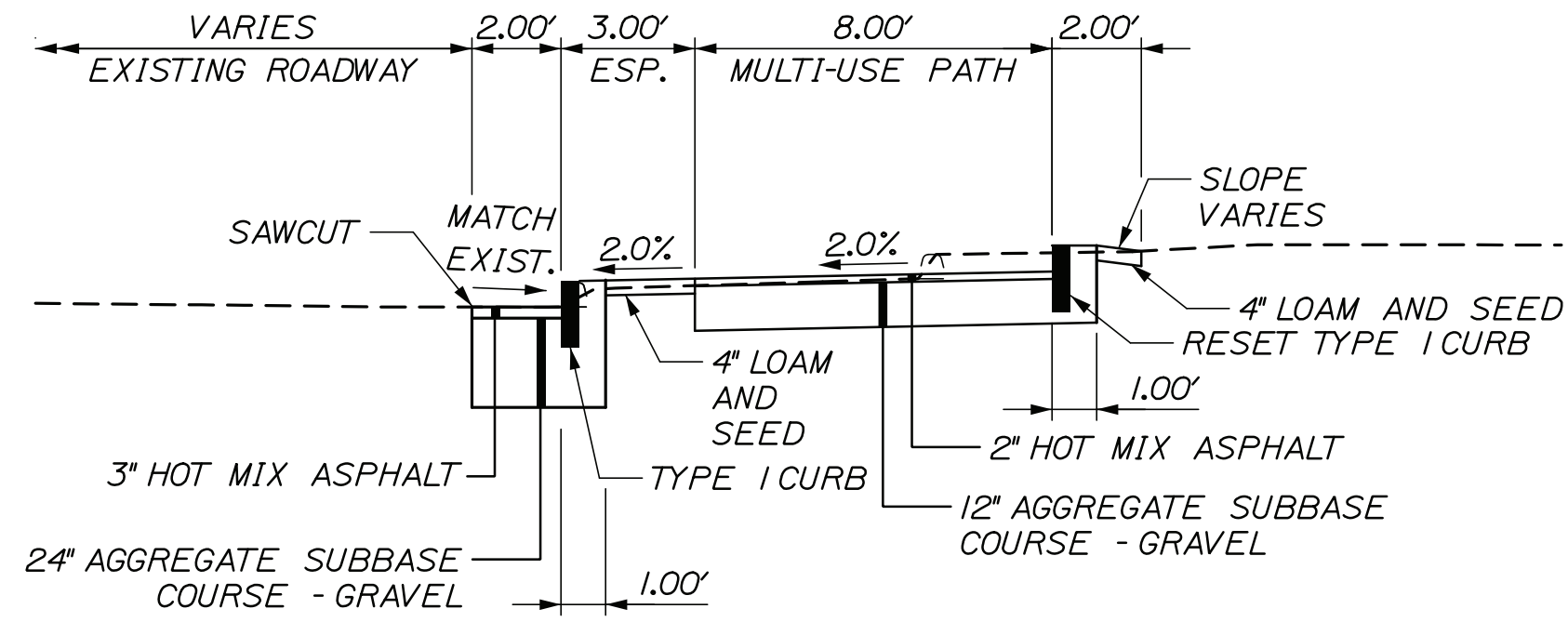
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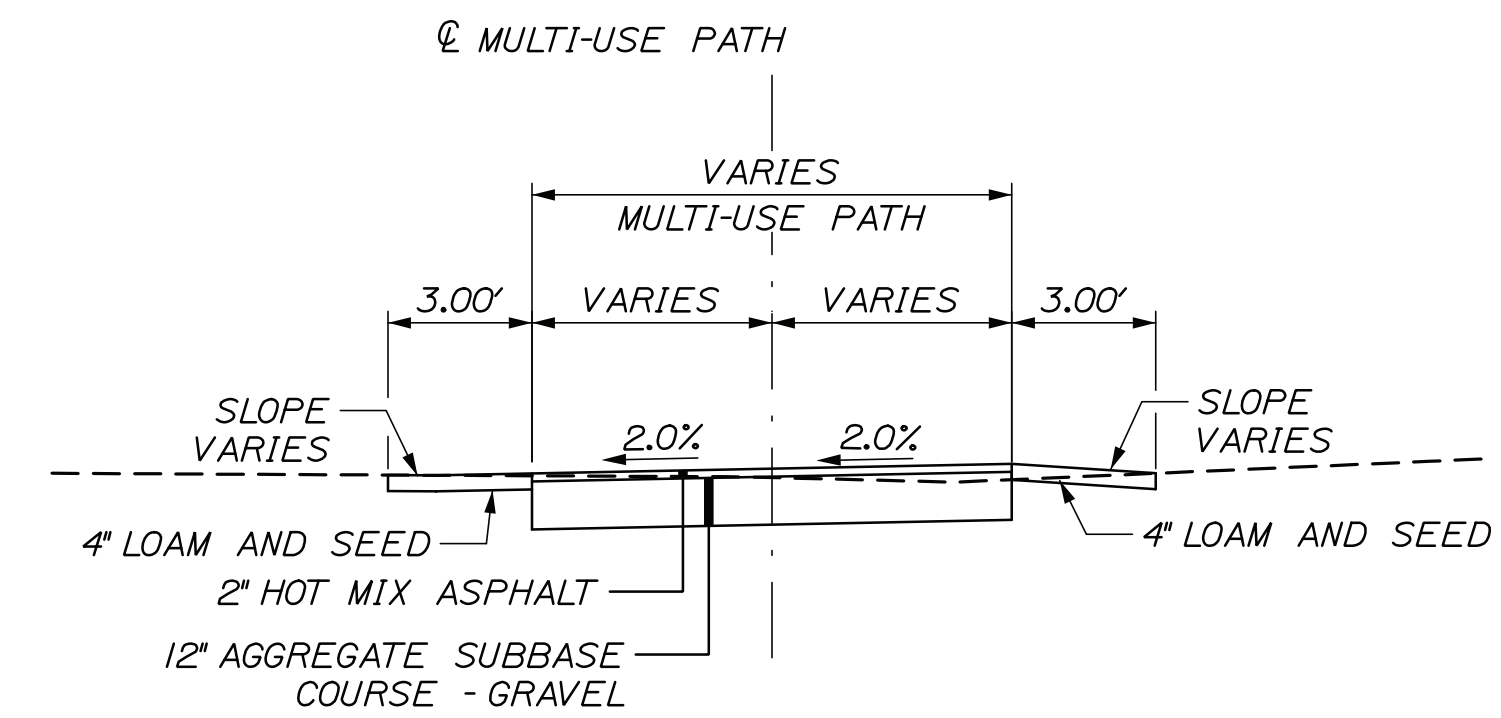
MULTI-USE PATH (MAIN STREET)
STA. 15+00 TO STA. 16+50, RT



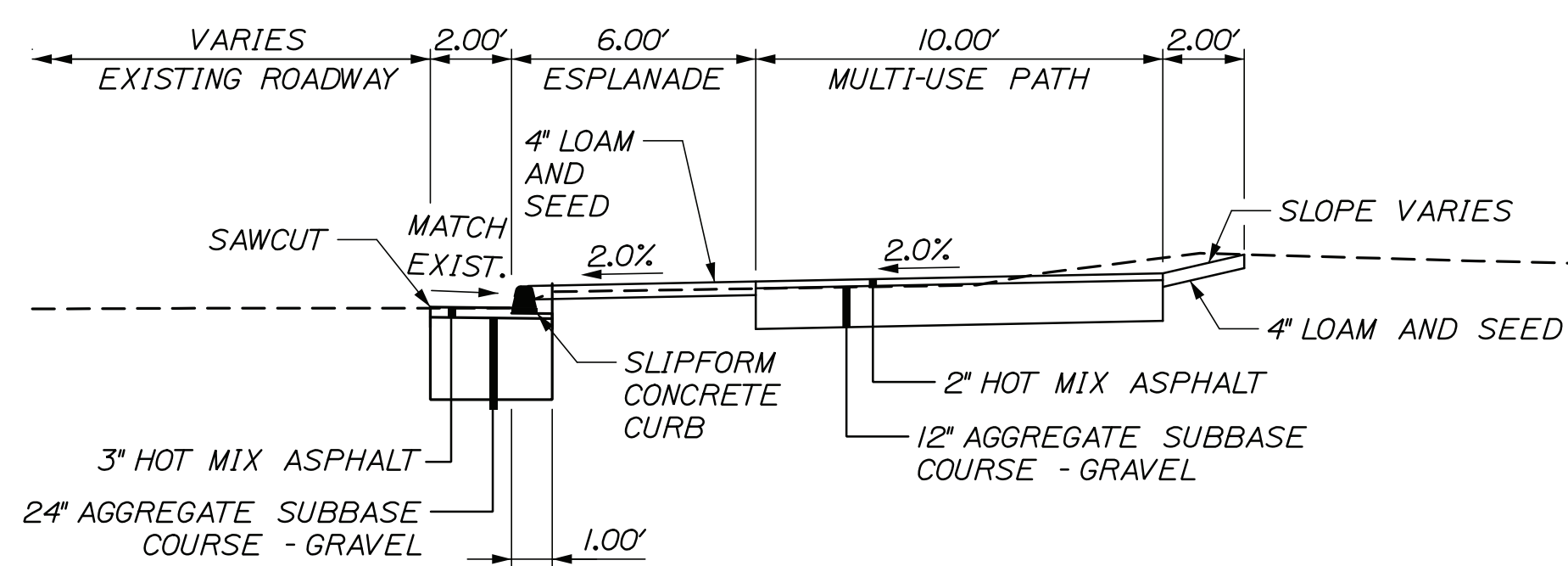
SIDEWALK
(CORNER OF MAIN ST. AND BROADWAY) SOUTHWEST QUADRANT
MAIN ST. @ STA. 14+47 LT TO STA. 14+90 LT



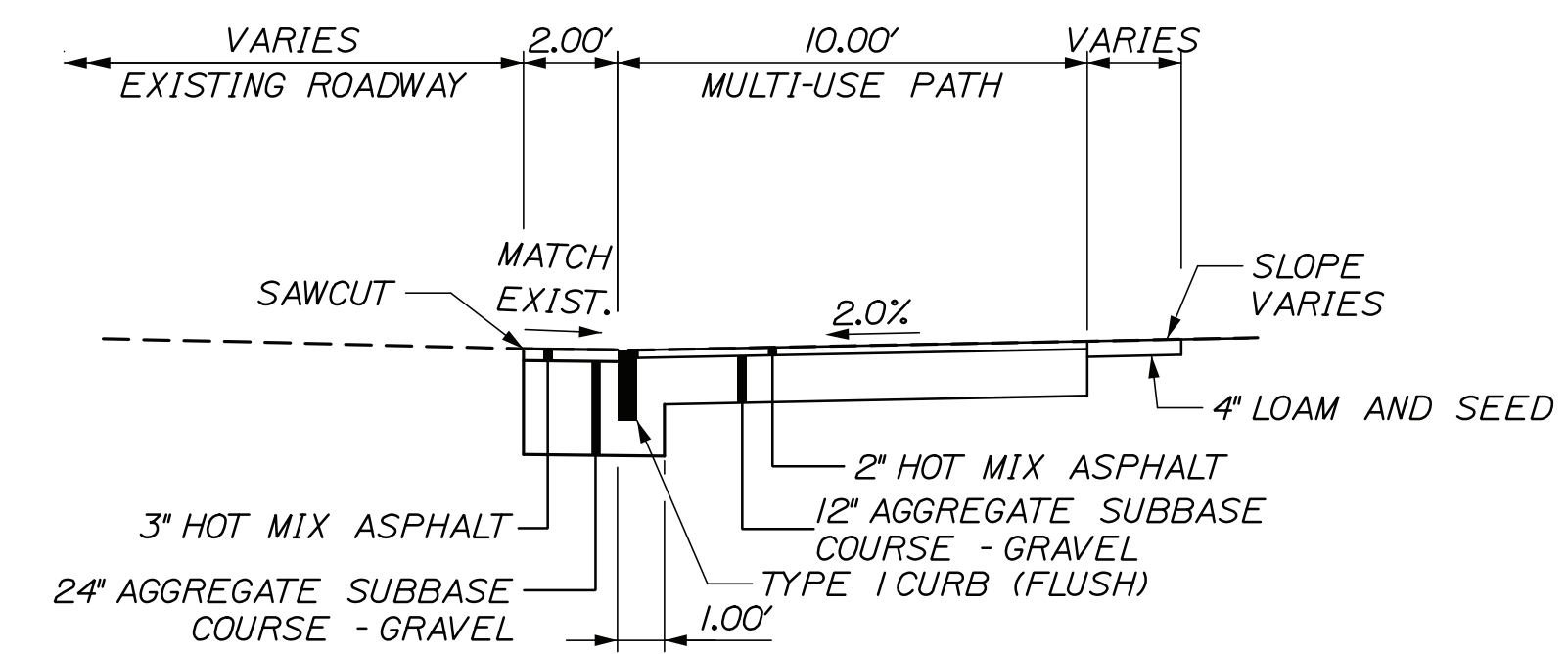
MULTI-USE PATH
(CORNER OF MAIN ST. AND BROADWAY) SOUTHEAST QUADRANT
MAIN ST. @ STA. 17+00 RT TO BROADWAY @ STA. 51+25 RT



MULTI-USE PATH (FACING ROUTE 1)
CASH STREET THROUGH PARK



MULTI-USE PATH (CORNER OF MAIN ST. AND BROADWAY)
NORTHEAST QUADRANT
BROADWAY @ STA. 51+50 LT TO MAIN ST. @ STA. 18+75 RT



MULTI-USE PATH (CORNER OF MAIN ST. AND BROADWAY)
NORTHWEST QUADRANT
MAIN ST. @ STA. 15+00 LT TO BROADWAY @ STA. 31+03 RT

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. 2213800
WIN
022138.00
HIGHWAY PLANS

PROJ. MANAGER	BY	DATE
Brian Keezer	ARG	10/20
CHECKED-REVIEWED	ARG	10/20
DESIGNED-REVIEWED	RBM	
DESIGNED-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SOUTH PORTLAND
MAIN STREET \ BROADWAY
TYPICAL SECTIONS

SHEET NUMBER
2
OF 10



Date: 12/18/2020

Username:

Division:

Filename: 002_Typ_001.dgn

Date:12/18/2020

Username:

Division:

Filename: 003_GeneralNotes.dgn

PLAN NOTES:

1. 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.
2. 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.
3. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF THE LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
4. SEEDING METHOD NO. 1 SHALL BE UTILIZED ON ALL LAWNS AND DEVELOPED AREAS.
5. LOAM SHALL BE PLACED TO A NOMINAL DEPTH OF 4 INCHES IN LAWN AREAS.
6. 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.
7. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
8. 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.
9. 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 A 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.
10. FEATURES LOCATED WITHIN CITY OF SOUTH PORTLAND PARK WILL BE MODIFIED AS SHOWN ON PLANS AND PAYMENT SHALL BE INCIDENTAL TO THE CONTRACT. CONTRACTOR SHALL CAREFULLY REMOVE AND STORE FEATURES, FEATURES DAMAGED OR DESTROYED, BECAUSE OF THE CONTRACTOR'S OPERATIONS OR BECAUSE OF THEIR FAILURE TO STORE AND PROTECT IT IN A MANNER THAT WOULD PREVENT ITS LOSS OR DAMAGE, SHALL BE REPLACED WITH FEATURES OF EQUAL QUALITY AT THE CONTRACTOR'S EXPENSE.
11. THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) HAS REPORTED SPILLS AND RELEASES INVOLVING PETROLEUM PRODUCTS ADJACENT TO THE PROJECT. BASED ON THE SCOPE OF WORK PRESENTED, AVAILABLE DATA SUGGESTS THAT THIS CONTAMINATION MAY ONLY BE ADJACENT TO THE IMMEDIATE AREAS OF ANY EXCAVATION PROPOSED BY THE MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT). HOWEVER, IN LIGHT OF MDEP'S FINDINGS, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM-IMPACTED SOILS. FURTHERMORE, THE CONTRACTOR SHALL REMAIN ALERT FOR ANY ADDITIONALLY EVIDENCE OF CONTAMINATION. IF THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA, AND IMMEDIATELY NOTIFY THE RESIDENT. THE RESIDENT SHALL CONTACT THE SENIOR GEOLOGIST IN MDOT'S OFFICE OF SAFETY AND COMPLIANCE AT 207-624-3004 AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE RESIDENT.

SIGNAL NOTES:

1. THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.
2. TWO COPIES OF AS-BUILT PLANS, WIRING DIAGRAMS, BOX PRINTS, BLANK NOTEBOOKS, AND EQUIPMENT MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET.
3. THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF EXISTING UTILITIES PRIOR TO CONSTRUCTION. THE CONTRACTOR SHALL CONTACT DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
5. THE RESIDENT AND MAINEDOT 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. ALL SIGNING, SIGNAL AND STRIPING MATERIALS AND PLACEMENT SHALL CONFORM TO THE MAINEDOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES"(MUTCD) DATED 2009, AS AMENDED.

ALL TRAFFIC CONTROL EQUIPMENT, DEVICES AND LAYOUTS SHALL ALSO CONFORM TO THE MAINEDOT STANDARD SPECIFICATIONS, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AS WELL AS THE MUTCD, CHAPTER 6.
7. ANY RELOCATIONS OR ADJUSTMENTS OF EXISTING UTILITY FACILITIES WILL BE MADE BY THE RESPECTIVE UTILITIES IN COORDINATION WITH THE WORK OF THE CONTRACTOR.
8. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY OPENING PERMITS.
9. ALL EXISTING DRIVEWAY ACCESSSES SHALL BE MAINTAINED AT ALL TIMES.
10. THE CONTRACTOR SHALL PROVIDE THE RESIDENT, MAINEDOT, AND THE CITY OF SOUTH PORTLAND WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC IMPROVEMENTS AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF WORK.
11. ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
12. ALL NON-PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE LOAMED AND SEEDED, UNLESS OTHERWISE DIRECTED BY THE RESIDENT. ALL PAVED AREAS DISTURBED DURING CONSTRUCTION SHALL BE REPAIRED BY THE CONTRACTOR. COSTS FOR REPAIR OF DISTURBED AREAS SHALL BE INCIDENTAL TO OTHER CONTRACT ITEMS.
13. EQUIPMENT

THE TRAFFIC SIGNAL CONTROLLER AND VARIOUS OTHER EQUIPMENT ITEMS SHOWN ON THE PLANS SHALL BE FURNISHED AND INSTALLED BY THE CONTRACTOR. THE TRAFFIC SIGNAL CONTROLLER SUPPLIED UNDER THIS CONTRACT SHALL BE AN ADVANCED TRANSPORTATION CONTROLLER (ATC) WITH THE CAPABILITY OF SUPPORTING NTCIP PROTOCOLS.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR PROVIDING THE PROJECT WITH WORKING AND FULLY CONFIGURED CONTROLLER AND ATC CABINET.

THE CONTRACTOR SHALL BE SOLELY RESPONSIBLE FOR FURNISHING AND INSTALLING ALL OTHER EQUIPMENT TO INCLUDE NEW WOOD POLE WITH GUY(S) AND SPANWIRE, TETHER WIRE, VEHICLE TRAFFIC SIGNALS, ADVANCED VEHICLE DETECTION DEVICE, REMOTE DETECTION DEVICES, VIDEO DETECTION CAMERA(S), FIELD WIRING, AND ALL OTHER EQUIPMENT NECESSARY TO PROVIDE COMPLETE AND OPERATIONAL TRAFFIC SIGNAL SYSTEMS. THE CONTRACTOR SHALL BE AWARE OF AND CONFORM TO ALL DETAILS FOR THE MATERIAL SPECIFICATIONS IN SPECIAL PROVISION 718.

THE LOCATIONS OF ALL EQUIPMENT SHOWN ARE APPROXIMATE. FINAL LOCATIONS SHALL BE DETERMINED IN THE FIELD BY THE RESIDENT ENGINEER.

METALLIC POLE RISERS SHALL BE INCIDENTAL TO ITEM 643.71. ALL CONDUIT ABOVE GROUND SHALL BE METALLIC.

THE CONTRACTOR SHALL BE REQUIRED TO PRE-EXCAVATE (POTHOLE) OVER UTILITY CROSSING TO CONFIRM UTILITY ELEVATIONS FOR UNDERPAVEMENT CONDUIT INSTALLATIONS.

14. FOUNDATIONS

REUSE THE EXISTING FOUNDATION FOR CONTROL CABINET AS SHOWN IN THE PLANS. NO UNDERGROUND EXCAVATION IS ANTICIPATED.

VAC EXCAVATION SHALL BE USED FOR PEDESTAL POLE FOUNDATION INSTALLATION WHERE UTILITY CONFLICT IS POSSIBLE.

15. STOP LINE VIDEO DETECTION INSTALLATION

AS PAYMENT FOR THIS WORK, THE CONTRACTOR SHALL SUBMIT A LUMP SUM BID FOR VIDEO BASED TRAFFIC PRESENCE DETECTORS WHICH ARE TO BE CONNECTED TO THE INTERSECTION FOR LOCAL VEHICLE DETECTION. WORK SHALL BE PAID FOR AS OUTLINED IN SPECIAL PROVISION 643. CONNECTION TO EXISTING LOOPS AT RUMERY IS INCIDENTAL TO THIS.

THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO FIELD ADJUST THE VIDEO DETECTOR MOUNTING HEIGHT FOR LOCAL CONDITIONS IDENTIFIED DURING OR AFTER INSTALLATION. NO ADDITIONAL COST WILL BE ALLOWED FOR FIELD ADJUSTING THE PIPE EXTENSIONS OR REWIRING AS NECESSARY. THIS WORK WILL BE INCIDENTAL TO THE 643.83 VIDEO DETECTION SYSTEM ITEM.

ALLOW FOR FUTURE CONNECTION TO A MONITORING SYSTEM.

16. SALVAGE RIGHTS: MAINEDOT SHALL HAVE FIRST RIGHTS TO ALL EQUIPMENT REMOVED OR REPLACED BY THE PROJECT (CONTACT RON COTE AT 207-446-2305). CITY OF SOUTH PORTLAND SHALL HAVE SECOND SALVAGE RIGHTS TO ALL EQUIPMENT NOT CLAIMED BY MAINEDOT. MAINEDOT WILL SUBMIT A LIST OF SALVAGED MATERIAL TO BE DELIVERED TO THE ELECTRICAL SHOP ON LEIGHTON ROAD IN AUGUSTA. CONTACT MIKE EATON 207-215-4975 TO COORDINATE DELIVERY. LIKEWISE CONTRACTOR SHALL DELIVER REQUESTED SALVAGED MATERIAL TO THE CITY AS DIRECTED BY THE RESIDENT. THE CONTRACTOR SHALL CAREFULLY REMOVE AND STORE ALL EQUIPMENT CLAIMED BY EITHER MAINEDOT OR THE CITY OF SOUTH PORTLAND AT A CENTRAL LOCATION ON SITE PRIOR TO DELIVERY. THE STORAGE AREA SHALL BE SECURE AND ALL CONTROL EQUIPMENT REMOVED THAT HAS COMPUTER CHIP TECHNOLOGY SHALL BE STORED IN AN INTERIOR HEATED ENVIRONMENT.

ANY EQUIPMENT NOT CLAIMED BY EITHER MAINEDOT OR THE CITY OF SOUTH PORTLAND FOR SALVAGE SHALL BE REMOVED FROM THE SITE BY THE CONTRACTOR AND DISPOSED OF IN A MANNER ACCEPTABLE TO THE RESIDENT.

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

18. THE CONTRACTOR SHALL PERFORM THE WORK IN A MANNER THAT WILL REQUIRE THE LEAST AMOUNT OF DOWNTIME TO THE TRAFFIC SIGNAL OPERATIONS. ANY POLICE DETAIL REQUIRED (AS DEEMED NECESSARY BY THE RESIDENT ENGINEER) WILL BE PAID FOR BY THE CONTRACTOR.

19. THE CONTRACTOR IS DIRECTED TO PROJECT SPECIAL PROVISION 718 FOR ADDITIONAL INFORMATION RELATED TO THE FOLLOWING:
718.07 CONTROLLERS
718.08 CONTROLLER CABINETS
718.13 FIELD MONITORING UNIT
718.14 REMOTE DETECTION DEVICE
718.15 MESSENGER WIRE

SPECIAL PROVISION 718 EXPANDS UPON THE INFORMATION FOUND IN THESE GENERAL NOTES. AS SUCH, THE MORE RESTRICTIVE LANGUAGE BETWEEN THESE GENERAL NOTES AND SPECIAL PROVISION 718 SHALL GOVERN THE WORK TO BE PERFORMED UNDER THIS PROJECT.

20. THE CONTRACTOR SHALL PROVIDE 1200 LINEAR FEET OF 12 STRAND SINGLE MODE FIBER OPTIC CABLE. THE CONTRACTOR SHALL INSTALL THE FIBER OPTIC CABLE IN THE CABINET (TERMINATING ALL FIBERS IN THE CABINET) AND LEAVE THE REMAINING FIBER AT THE BASE OF THE UTILITY POLE FOR INSTALLATION BY GWI. THE CONTRACTOR SHALL COORDINATE WITH GWI TO ASSURE THE FIBER OPTIC CABLE INSTALLATION IS COMPLETED ON THE SAME DAY THE CONTRACTOR INSTALLS THE FIBER OPTIC CABLE IN THE CABINET.

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PROJECT NO. 2213800

WIN

022138.00

BRIDGE PLANS

DATE

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SHEET NUMBER

3

OF 10



SOUTH PORTLAND
MAIN STREET BROADWAY

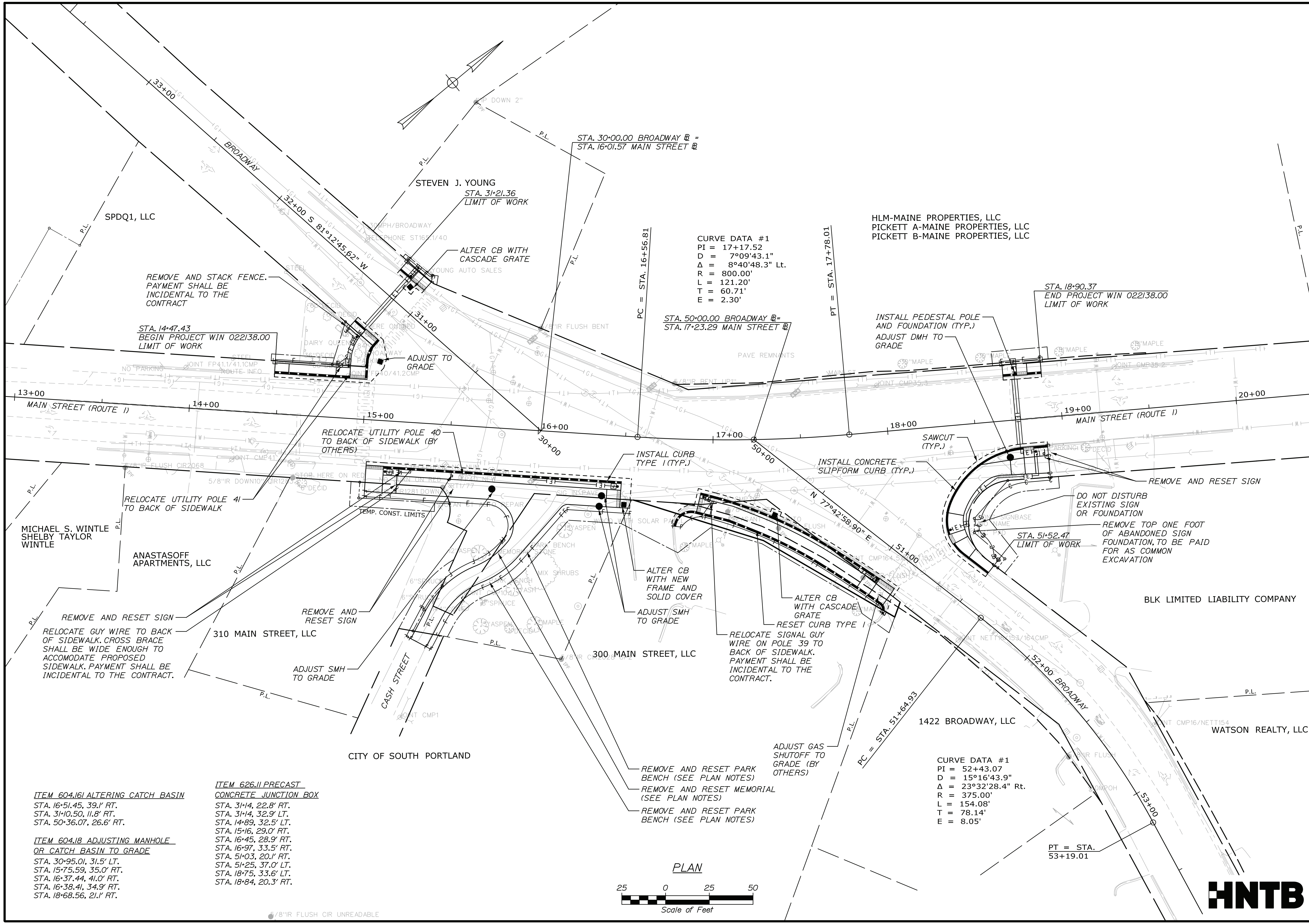
GENERAL NOTES

Date: 12/18/2020

Username:

Division:

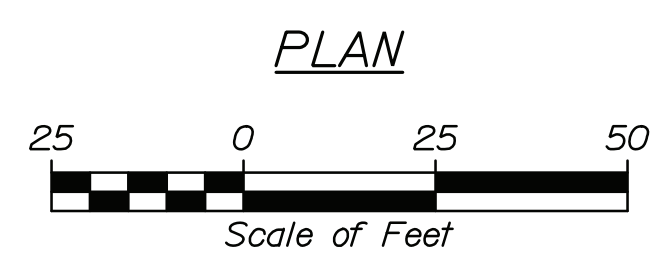
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ITEM 604.16I ALTERING CATCH BASIN
 STA. 16+51.45, 39.1' RT.
 STA. 31+10.50, 11.8' RT.
 STA. 50+36.07, 26.6' RT.

ITEM 604.18 ADJUSTING MANHOLE OR CATCH BASIN TO GRADE
 STA. 30+95.01, 31.5' LT.
 STA. 15+75.59, 35.0' RT.
 STA. 16+37.44, 41.0' RT.
 STA. 16+38.41, 34.9' RT.
 STA. 18+68.56, 21.1' RT.

ITEM 626.11 PRECAST CONCRETE JUNCTION BOX
 STA. 31+14, 22.8' RT.
 STA. 31+14, 32.9' LT.
 STA. 14+89, 32.5' LT.
 STA. 15+16, 29.0' RT.
 STA. 16+45, 28.9' RT.
 STA. 16+97, 33.5' RT.
 STA. 5+03, 20.1' RT.
 STA. 5+25, 37.0' LT.
 STA. 18+75, 33.6' LT.
 STA. 18+84, 20.3' RT.



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION	
PROJECT NO. 2213800		WIN 022138.00	
HIGHWAY PLANS			
PROJ. MANAGER	DATE	BY	DATE
Brian Keezer	10/20	ARG	10/20
DESIGN-DETAILED	ARG	CHECKED-REVIEWED	RBM
DESIGN-DETAILED	RBM	DESIGN-DETAILED	RBM
DESIGN-DETAILED	RBM	DESIGN-DETAILED	RBM
REVISIONS 1		REVISIONS 1	
REVISIONS 2		REVISIONS 2	
REVISIONS 3		REVISIONS 3	
REVISIONS 4		REVISIONS 4	
FIELD CHANGES		FIELD CHANGES	
SOUTH PORTLAND		SIGNATURE	
MAIN STREET\BROADWAY		P.E. NUMBER	
GENERAL PLAN		DATE	
SHEET NUMBER			
4			
OF 10			

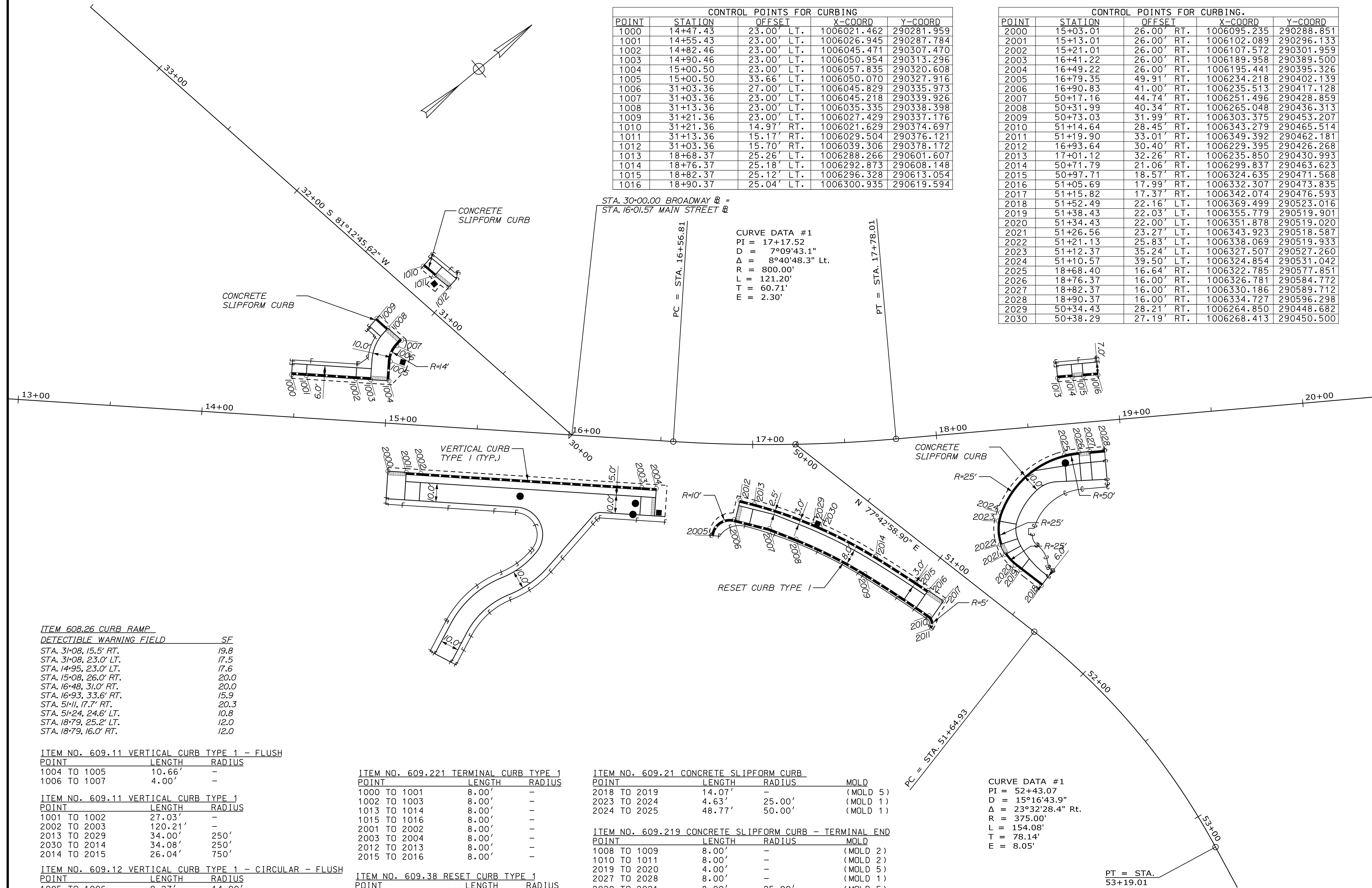


Date: 12/18/2020

Username:

Division:

Filename: 005_Geometric_Plan.dgn



CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
1000	14+47.43	23.00' LT.	1006021.462	290281.959
1001	14+55.43	23.00' LT.	1006026.945	290287.784
1002	14+82.46	23.00' LT.	1006045.471	290307.470
1003	14+90.46	23.00' LT.	1006050.954	290313.296
1004	15+00.50	23.00' LT.	1006057.835	290320.608
1005	15+00.50	33.66' LT.	1006050.070	290327.916
1006	31+03.36	27.00' LT.	1006045.829	290335.973
1007	31+03.36	23.00' LT.	1006045.218	290339.926
1008	31+13.36	23.00' LT.	1006035.335	290338.398
1009	31+21.36	23.00' LT.	1006027.429	290337.176
1010	31+21.36	14.97' RT.	1006021.629	290374.697
1011	31+13.36	15.17' RT.	1006029.504	290376.121
1012	31+03.36	15.70' RT.	1006039.306	290378.172
1013	18+68.37	25.26' LT.	1006288.266	290601.607
1014	18+76.37	25.18' LT.	1006292.873	290608.148
1015	18+82.37	25.12' LT.	1006296.328	290613.054
1016	18+90.37	25.04' LT.	1006300.935	290619.594

CONTROL POINTS FOR CURBING				
POINT	STATION	OFFSET	X-COORD	Y-COORD
2000	15+03.01	26.00' RT.	1006095.235	290288.851
2001	15+13.01	26.00' RT.	1006102.089	290296.133
2002	15+21.01	26.00' RT.	1006107.572	290301.959
2003	16+41.22	26.00' RT.	1006189.958	290389.500
2004	16+49.22	26.00' RT.	1006195.441	290395.326
2005	16+79.35	49.91' RT.	1006234.218	290402.139
2006	16+90.83	41.00' RT.	1006235.513	290417.128
2007	50+17.16	44.74' RT.	1006251.496	290428.859
2008	50+31.99	40.34' RT.	1006265.048	290436.313
2009	50+73.03	31.99' RT.	1006303.375	290453.207
2010	51+14.64	28.45' RT.	1006343.279	290465.514
2011	51+19.90	33.01' RT.	1006349.392	290462.181
2012	16+93.64	30.40' RT.	1006229.395	290426.268
2013	17+01.12	32.26' RT.	1006235.850	290430.993
2014	50+71.79	21.06' RT.	1006299.837	290463.623
2015	50+97.71	18.57' RT.	1006324.635	290471.568
2016	51+05.69	17.99' RT.	1006332.307	290473.835
2017	51+15.82	17.37' RT.	1006342.074	290476.593
2018	51+52.49	22.16' LT.	1006369.499	290523.016
2019	51+38.43	22.03' LT.	1006355.779	290519.901
2020	51+34.43	22.00' LT.	1006351.878	290519.020
2021	51+26.56	23.27' LT.	1006343.923	290518.587
2022	51+21.13	25.83' LT.	1006338.069	290519.933
2023	51+12.37	35.24' LT.	1006327.507	290527.260
2024	51+10.57	39.50' LT.	1006324.854	290531.042
2025	18+68.40	16.64' RT.	1006322.785	290577.851
2026	18+76.37	16.00' RT.	1006326.781	290584.772
2027	18+82.37	16.00' RT.	1006330.186	290589.712
2028	18+90.37	16.00' RT.	1006334.727	290596.298
2029	50+34.43	28.21' RT.	1006264.850	290448.682
2030	50+38.29	27.19' RT.	1006268.413	290450.500

STA. 30+00.00 BROADWAY @ =
STA. 16+01.57 MAIN STREET @

CURVE DATA #1
 PI = 17+17.52
 D = 7°09'43.1"
 Δ = 8°40'48.3" Lt.
 R = 800.00'
 L = 121.20'
 T = 60.71'
 E = 2.30'

CURVE DATA #1
 PI = 52+43.07
 D = 15°16'43.9"
 Δ = 23°32'28.4" Rt.
 R = 375.00'
 L = 154.08'
 T = 78.14'
 E = 8.05'

ITEM 608.26 CURB RAMP

DETECTIBLE WARNING FIELD	SF
STA. 31+08, 15.5' RT.	19.8
STA. 31+08, 23.0' LT.	17.5
STA. 14+95, 23.0' LT.	17.6
STA. 15+08, 26.0' RT.	20.0
STA. 16+48, 31.0' RT.	20.0
STA. 16+93, 33.6' RT.	15.9
STA. 51+11, 17.7' RT.	20.3
STA. 51+24, 24.6' LT.	10.8
STA. 18+79, 25.2' LT.	12.0
STA. 18+79, 16.0' RT.	12.0

ITEM NO. 609.11 VERTICAL CURB TYPE 1 - FLUSH

POINT	LENGTH	RADIUS
1004 TO 1005	10.66'	-
1006 TO 1007	4.00'	-

ITEM NO. 609.11 VERTICAL CURB TYPE 1

POINT	LENGTH	RADIUS
1001 TO 1002	27.03'	-
2002 TO 2003	120.21'	-
2013 TO 2029	34.00'	250'
2030 TO 2014	34.08'	250'
2014 TO 2015	26.04'	750'

ITEM NO. 609.12 VERTICAL CURB TYPE 1 - CIRCULAR - FLUSH

POINT	LENGTH	RADIUS
1005 TO 1006	9.27'	14.00'

ITEM NO. 609.12 VERTICAL CURB TYPE 1 - CIRCULAR

POINT	LENGTH	RADIUS
2005 TO 2006	17.03'	10.00'
2010 TO 2011	7.70'	5.00'

ITEM NO. 609.221 TERMINAL CURB TYPE 1

POINT	LENGTH	RADIUS
1000 TO 1001	8.00'	-
1002 TO 1003	8.00'	-
1013 TO 1014	8.00'	-
1015 TO 1016	8.00'	-
2001 TO 2002	8.00'	-
2003 TO 2004	8.00'	-
2012 TO 2013	8.00'	-
2015 TO 2016	8.00'	-

ITEM NO. 609.38 RESET CURB TYPE 1

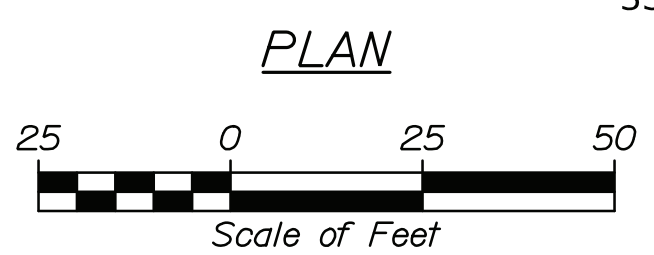
POINT	LENGTH	RADIUS
2006 TO 2007	20.02'	-
2007 TO 2008	15.47'	-
2008 TO 2009	41.94'	239'
2009 TO 2010	41.77'	739'

ITEM NO. 609.21 CONCRETE SLIPFORM CURB

POINT	LENGTH	RADIUS	MOLD
2018 TO 2019	14.07'	-	(MOLD 5)
2023 TO 2024	4.63'	25.00'	(MOLD 1)
2024 TO 2025	48.77'	50.00'	(MOLD 1)

ITEM NO. 609.219 CONCRETE SLIPFORM CURB - TERMINAL END

POINT	LENGTH	RADIUS	MOLD
1008 TO 1009	8.00'	-	(MOLD 2)
1010 TO 1011	8.00'	-	(MOLD 2)
2019 TO 2020	4.00'	-	(MOLD 5)
2027 TO 2028	8.00'	-	(MOLD 1)
2020 TO 2021	8.00'	25.00'	(MOLD 5)
2022 TO 2023	13.00'	25.00'	(MOLD 1)
2025 TO 2026	8.00'	50.00'	(MOLD 1)



STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NO. 2213800 WIN 022138.00 HIGHWAY PLANS
SOUTH PORTLAND MAIN STREET BROADWAY GEOMETRIC PLAN
SHEET NUMBER 5 OF 10

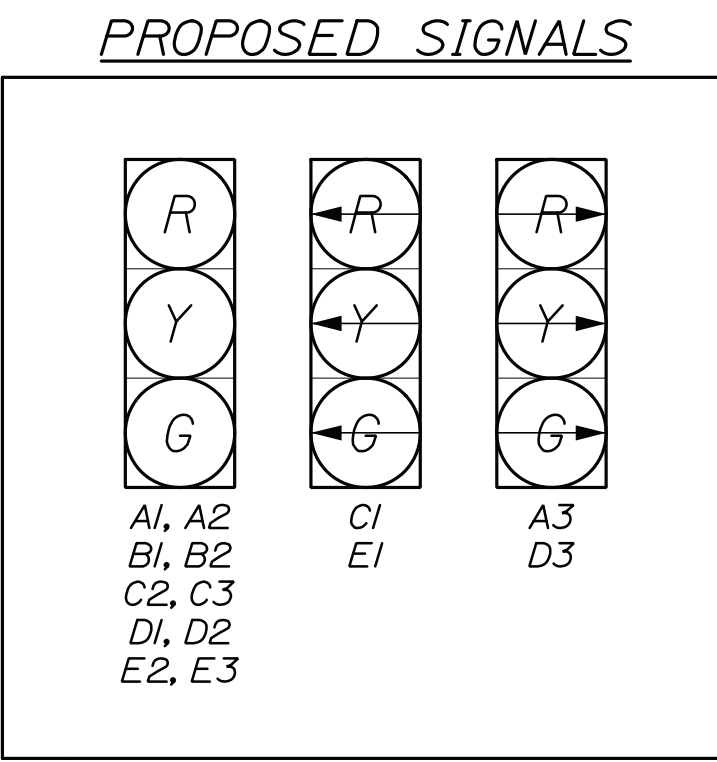
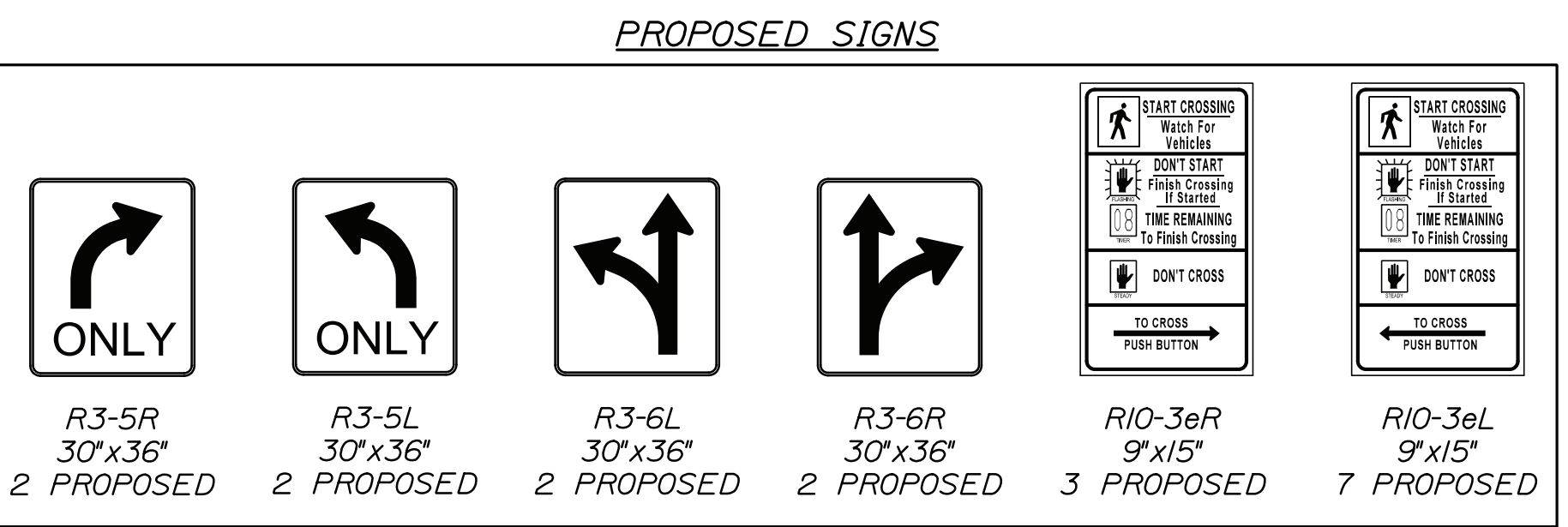
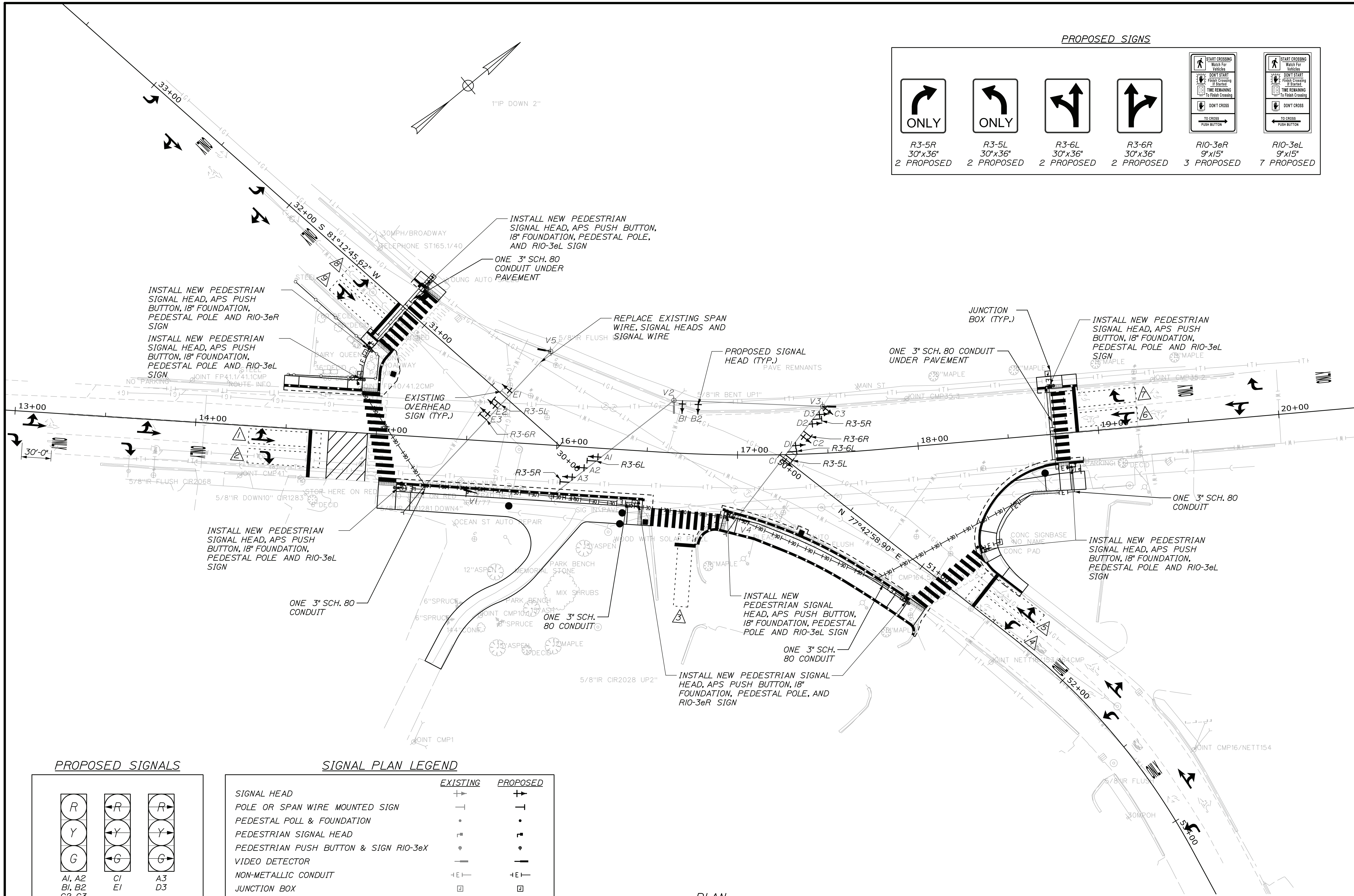


Date: 12/18/2020

Username:

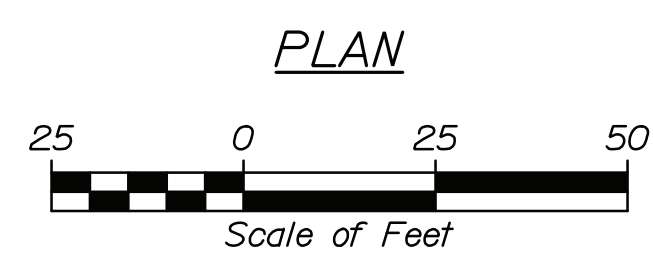
Division:

Filename: 006_SignalPlan_001.dgn



SIGNAL PLAN LEGEND

	EXISTING	PROPOSED
SIGNAL HEAD		
POLE OR SPAN WIRE MOUNTED SIGN		
PEDESTAL POLL & FOUNDATION		
PEDESTRIAN SIGNAL HEAD		
PEDESTRIAN PUSH BUTTON & SIGN R10-3eX		
VIDEO DETECTOR		
NON-METALLIC CONDUIT		
JUNCTION BOX		
DETECTION ZONE		
SPAN WIRE		
OVERHEAD WIRE		



STATE OF MAINE DEPARTMENT OF TRANSPORTATION	
PROJECT NO. 2213800	
WIN 022138.00 HIGHWAY PLANS	
SOUTH PORTLAND MAIN STREET BROADWAY	SIGNAL PLAN
SHEET NUMBER 6 OF 10	



Date: 12/8/2020

Username:

Division:

Filename: 007_SignalPlan_002.dgn

LIST OF MAJOR ITEMS

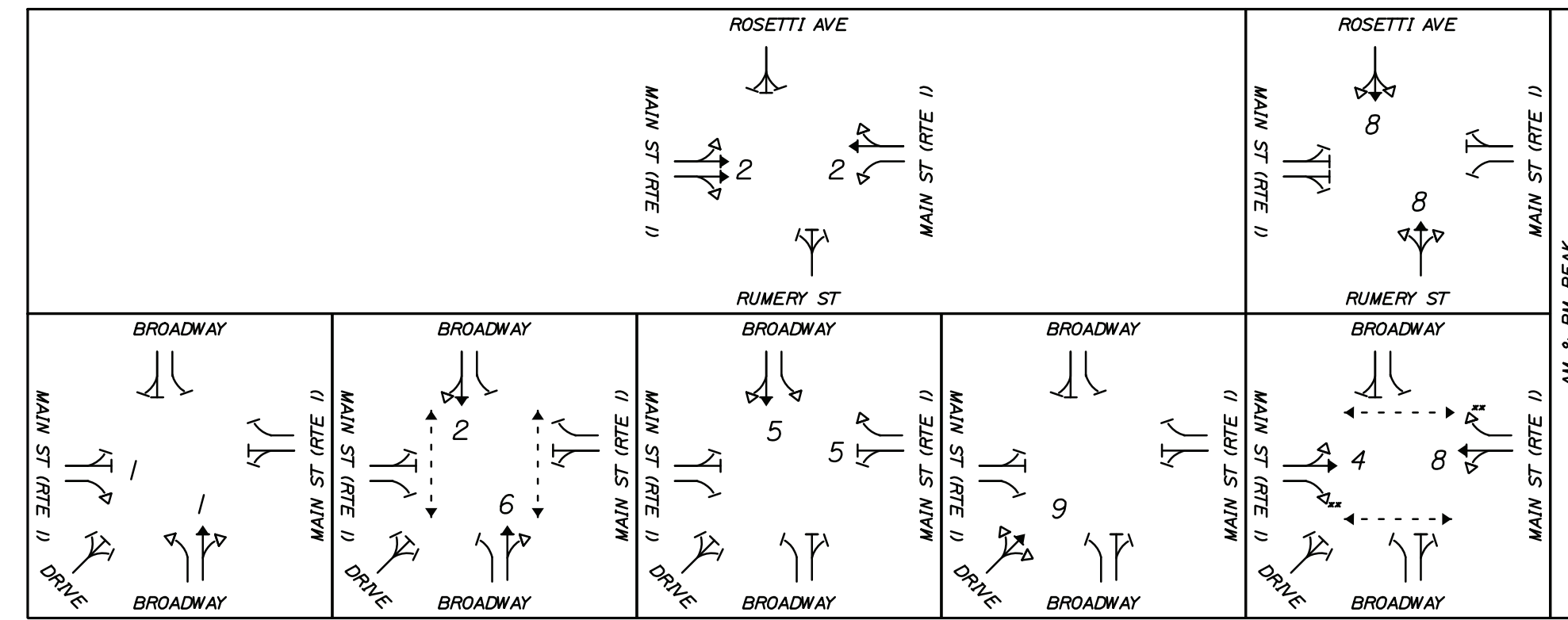
EQUIPMENT AND WORK ITEMS	QUANTITY
FURNISH AND INSTALL NEW ATCC MAINE DOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING.	1
FURNISH AND INSTALL 3-SECTION 12-INCH BLACK SIGNAL HEADS WITH LED MODULES WITH TUNNEL VISORS AND COVERED BACKPLATES WITH 2" RETROREFLECTIVE TAPE ALONG PERIMETER MOUNTED ON SPAN WIRE WITH BOTTOM TETHER. SIGNAL HEAD WIRING WILL BE ALL NEW WIRING WITH CONTINUOUS WIRING FROM CABINET TO SPLICE BOOTS OR PEDESTAL POLE.	23
FURNISH AND INSTALL NEW SIGNAL CABLE.	LS
FURNISH AND INSTALL NEW INPUT ASSEMBLIES.	2
FURNISH AND INSTALL NEW OUTPUT TERMINATION ASSEMBLY	1
FURNISH AND INSTALL VEHICLE DETECTOR TEST PANEL.	1
FURNISH AND INSTALL NEW ATC COMPLIANT VIDEO DETECTION SYSTEM WITH FOUR HIGH DEFINITION AUTOSCOPE CAMERAS, CONTROL UNIT WITH VIDEO PROCESSOR CARD AND ANCILLARY EQUIPMENT WITH CAPABILITIES FOR REMOTE CONTROL AND DATA COLLECTION (ITEM 643.83)	1
FURNISH AND INSTALL PRECAST CONCRETE JUNCTION BOX (ITEM 626.11)	10
FURNISH AND INSTALL NON-METALLIC CONDUIT (ITEM 626.22)	200 LF
FURNISH AND INSTALL NON-METALLIC UNDER PAVEMENT CONDUIT (SCHEDULE 80 OR GREATER RATING) (ITEM 626.25)	110 LF
FURNISH AND INSTALL NEW PEDESTAL POLE WITH 18" FOUNDATION	10
FURNISH AND INSTALL PEDESTRIAN SIGNAL HEAD, APS PUSH BUTTON AND R10-3eX SIGN.	10
FURNISH AND INSTALL SPAN WIRE MOUNTED SIGNS.	70 SF

*LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATIONAL PURPOSES ONLY.

DETECTOR SCHEDULE

DETECTOR					
CAMERA ID	PLAN ID	STREET	DIRECTION	LANE	PHASE
V1	1	MAIN STREET	NORTHBOUND	THRU-LEFT	4
	2	MAIN STREET	NORTHBOUND	RIGHT	1
V2	3	DRIVE WAY	NORTHBOUND	THRU-LEFT-RIGHT	9
	4	BROADWAY	WESTBOUND	LEFT	1
V4	5	BROADWAY	WESTBOUND	THRU-RIGHT	6
	6	MAIN STREET	SOUTHBOUND	THRU-LEFT	8
V3	7	MAIN STREET	SOUTHBOUND	RIGHT	5
	8	BROADWAY	EASTBOUND	LEFT	5
V5	9	BROADWAY	EASTBOUND	THRU-RIGHT	2
	10	MAIN STREET	NORTHBOUND	THRU-LEFT	2
N/A	11	MAIN STREET	NORTHBOUND	RIGHT	2
	12	RUMERY STREET	WESTBOUND	THRU-LEFT	8
	13	RUMERY STREET	WESTBOUND	RIGHT	8
	14	MAIN STREET	SOUTHBOUND	LEFT	2
	15	MAIN STREET	SOUTHBOUND	THRU-RIGHT	2
	16	ROSETTI AVENUE	EASTBOUND	THRU-RIGHT-LEFT	8

SIGNAL PHASING SEQUENCE (GROUP CONTROLLED)



* PEDESTRIAN TIME PROVIDED UPON ACTUATION
 ** WHEN PEDESTRIAN PHASE CROSSING BROADWAY IS ACTIVE, RIGHT TURN RED ARROW IS SHOWN MAIN ST (RTE 1); UPON COMPLETION OF THE PEDESTRIAN PHASE THE RIGHT TURN PHASE WILL BE CALLED FOR THE REMAINDER OF THE PHASE

DAILY AND WEEKLY COORDINATION SCHEDULE

	MON-FRI	SAT-SUN
PLAN 1 (AM PEAK)	7AM-10AM	-
PLAN 2 (ALL ELSE)	10AM-7AM	12AM-12AM

PROPOSED SIGNAL TIMING TABLE

LOCATION	MAIN ST / BROADWAY			MAIN ST (RTE 1) / BROADWAY			MAIN ST (RTE 1) / DRIVE	
	NBL/EBR	SBTR		EBLTR	SBL/WBR	NBTR	WBLTR	NELTR
PHASE	1	2	3	4	5	6	7	8
MINIMUM INITIAL	5.0	5.0	-	5.0	5.0	5.0	-	5.0
PASSAGE TIME	3.0	3.0	-	5.5	3.0	3.0	-	3.0
MAXIMUM 1	55.0	50.0	-	45.0	50.0	55.0	-	55.0
MAXIMUM 2	40.0	55.0	-	40.0	25.0	70.0	-	50.0
YELLOW	4.0	4.0	-	4.0	4.0	4.0	-	4.0
ALL RED	4.0	5.0	-	4.0	4.0	4.0	-	4.0
PED. WALK	-	5.0	-	5.0	-	5.0	-	5.0
PED. CLEARANCE (FDW)	-	13.0	-	15.0	-	13.0	-	15.0
PED. CLEARANCE (DW)	-	1.0	-	1.0	-	1.0	-	1.0
RECALL	0	S	-	0	0	S	-	0
DETECTOR OPERATION	PR	PR	-	PR	PR	PR	-	PR
FLASH	R	Y	-	R	R	Y	-	R
DUAL ENTRY	OFF	ON	-	ON	OFF	ON	-	ON

NOTES:
 S = SOFT RECALL PR = PRESENCE Y = YELLOW FDW = FLASHING DON'T WALK
 MAX = MAX RECALL MAX1 = FREE OPERATION R = RED DW = DON'T WALK
 C-MAX = COORDINATED MAX MAX2 = UNDER COORDINATION D = DARK
 0 = RECALL OFF

STATE OF MAINE
 DEPARTMENT OF TRANSPORTATION
 PROJECT NO. 2213800
 WIN 022138.00
 HIGHWAY PLANS

SIGNATURE
 P.E. NUMBER
 DATE

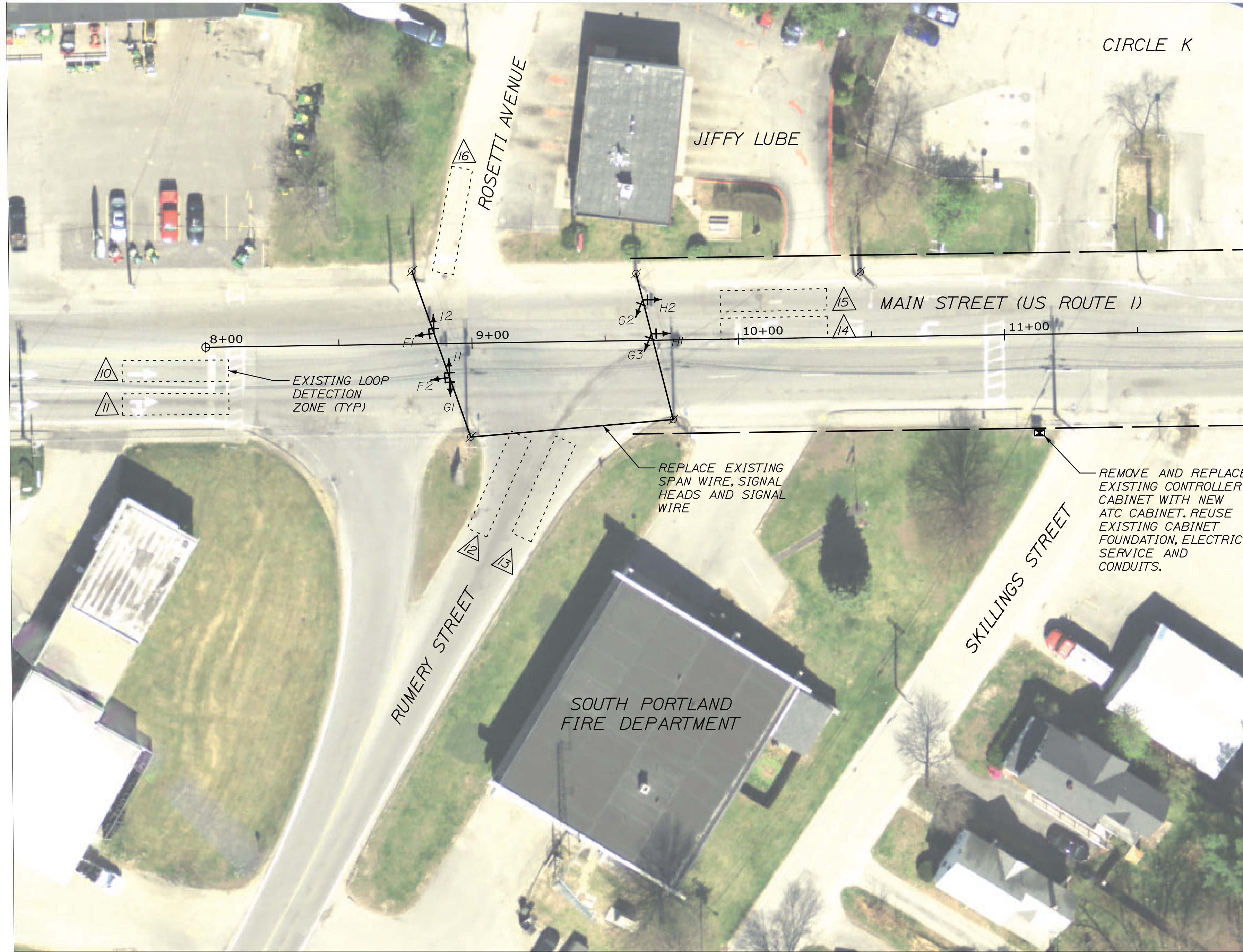
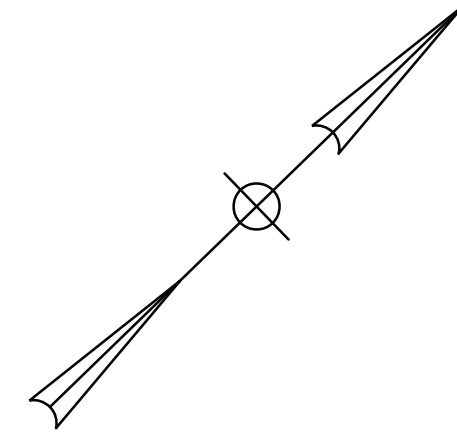
PROJ. MGR	BY	DATE
DESIGN-DETAILED	ARC	10/20
CHECKED-REVIEWED	RBM	10/20
DESIGN-DETAILED	-	-
REVISIONS 1	-	-
REVISIONS 2	-	-
REVISIONS 3	-	-
REVISIONS 4	-	-
FIELD CHANGES	-	-

SOUTH PORTLAND
 MAIN STREET \ BROADWAY
 TRAFFIC SIGNAL SCHEDULES

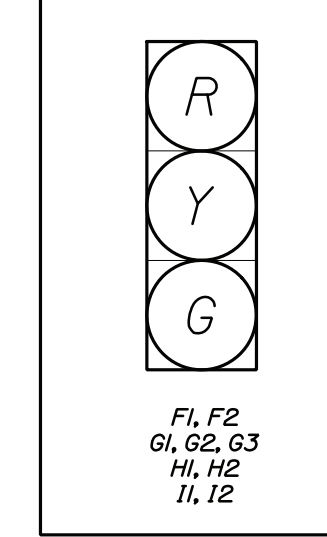
SHEET NUMBER

7





PROPOSED SIGNALS



PROJ. MANAGER	BY	DATE
Brian Keezer	ARG	10/20
DESIGN-DETAILED	ARG	10/20
CHECKED-REVIEWED	RBM	
DESIGN-DETAILED		
DESIGN-DETAILED		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SOUTH PORTLAND
MAIN ST. \RUMERY ST. \ROSETTI AVE.

SIGNAL PLAN

SHEET NUMBER

8

OF 10

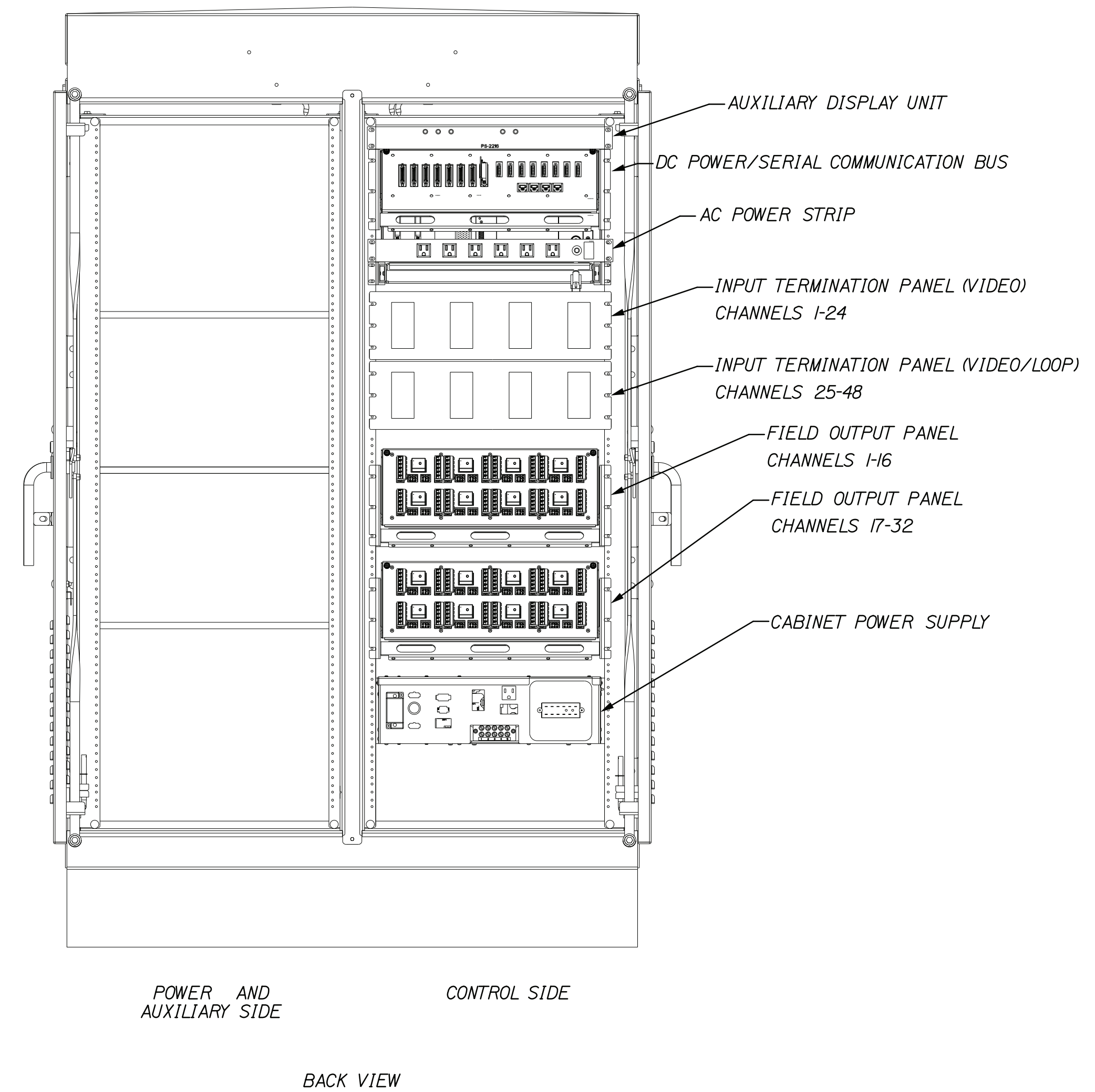
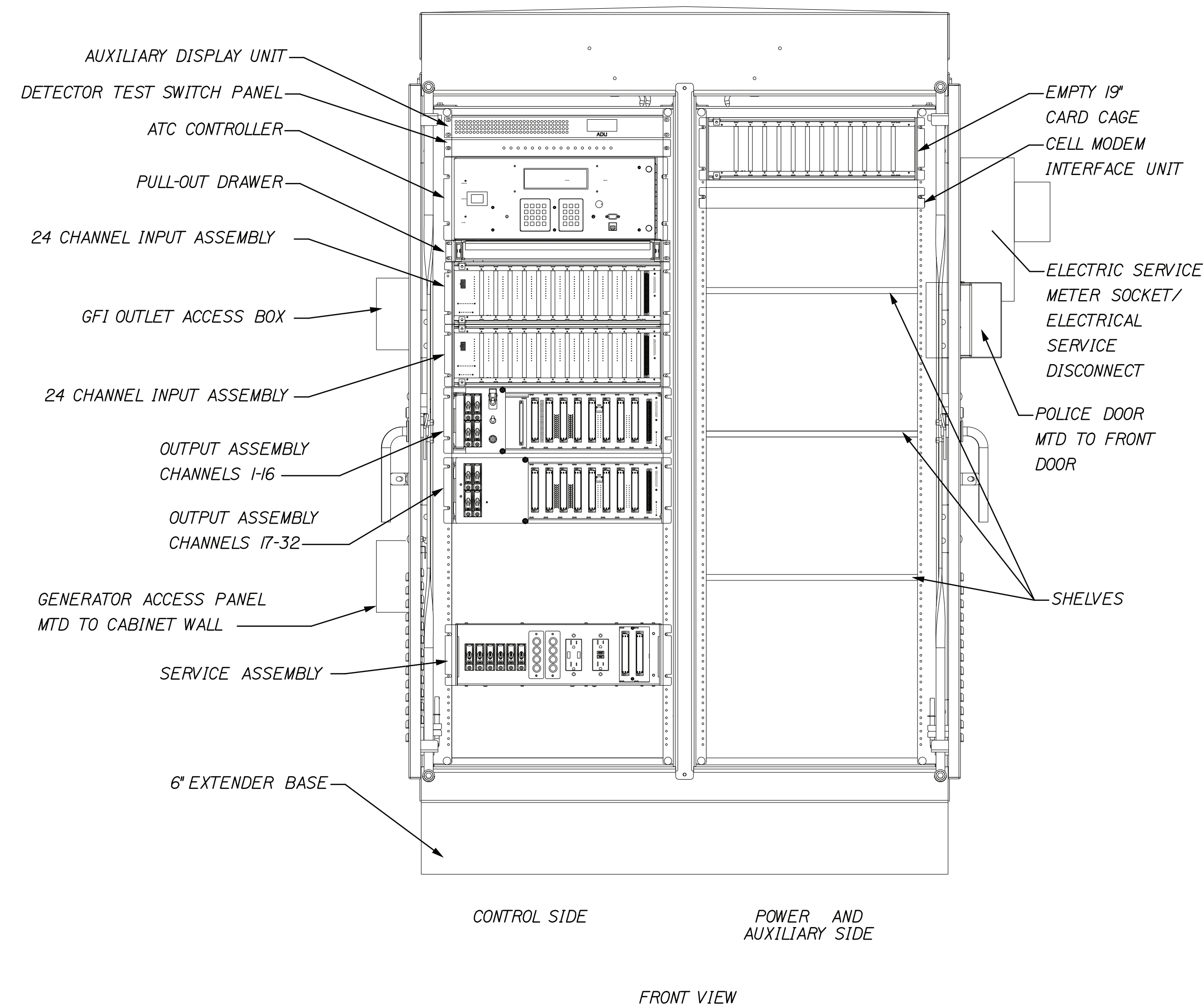


Date: 12/18/2020

Username:

Division:

Filename: 009_ATC_Cabinet_Details.dgn



MaineDOT 32/48 ATC CABINET
NOT TO SCALE

CABINET NOTES:

1. DRAWING SHOWN IS A SCHEMATIC REPRESENTATION OF THE ATC CABINET DEPICTING THE RELATIVE LOCATION OF VARIOUS IN-CABINET DEVICES AND SUBASSEMBLIES. THE EXACT SIZE OF VARIOUS ELEMENTS MAY VARY PER MANUFACTURER.
2. INPUT TERMINATION PANEL SHOWN IS FOR VIDEO BASED INPUTS.
3. DRAWING DEPICTS TWO INPUT PANELS AND TWO OUTPUT PANELS. THIS QUANTITY MAY BE REDUCED DEPENDING ON APPLICATION; SEE SPECIAL PROVISIONS FOR NUMBER OF PANELS TO BE SUPPLIED.
4. FAN AND THERMOSTAT SHALL BE INSTALLED ON CABINET FRAME ABOVE THE DOOR.
5. LED LIGHT STRIPS SHALL BE INSTALLED ON CABINET FRAME ABOVE THE DOOR AND ON THE UNDERSIDE OF THE LOWER SHELF.
6. THE SIZE OF THE METER SOCKET WILL VARY BASED ON THE LOCAL ELECTRIC UTILITY COMPANY REQUIREMENT.
7. THE METER SHALL BE INSTALLED SUCH THAT THE BOTTOM OF THE METER IS AT LEAST 48 INCHES ABOVE FINAL GRADE.
8. THE LOAD SIDE CABLE SHALL BE ROUTED THROUGH THE INTERIOR OF THE CABINET SUCH THAT IT DOES NOT BLOCK OR ENTER INTO AVAILABLE RACK SPACE. (REMOVED; THUS PREVENTING THAT SPACE FROM BEING USED EITHER BY EQUIPMENT SUPPLIED AS PART OF THE PROJECT, OR FUTURE EQUIPMENT THAT WOULD BE INSTALLED IN THE RACK SYSTEM.) THE CABLE SHALL BE ROUTED BETWEEN THE EDGE OF THE RACK SYSTEM AND THE CABINET SIDE WALL, ALONG THE BOTTOM OF THE CABINET AND BELOW THE BOTTOM OPENING OF THE DOORS.

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	ARG	10/20			
CHECKED-REVIEWED	ARG	10/20			
DESIGN-DETAILED	RBM				
DESIGN-DETAILED					
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

SOUTH PORTLAND
MAIN STREET BROADWAY
ATC CABINET DETAILS

SHEET NUMBER

9

OF 10



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

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

PLAN LEGEND	
Existing	Proposed
Sanitary Sewer	_____
Telephone Line	_____
Electric Line	_____
Water Line	_____
Underdrain Line	_____
Gas Line	_____
Guardrail	_____
Culvert	_____

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

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

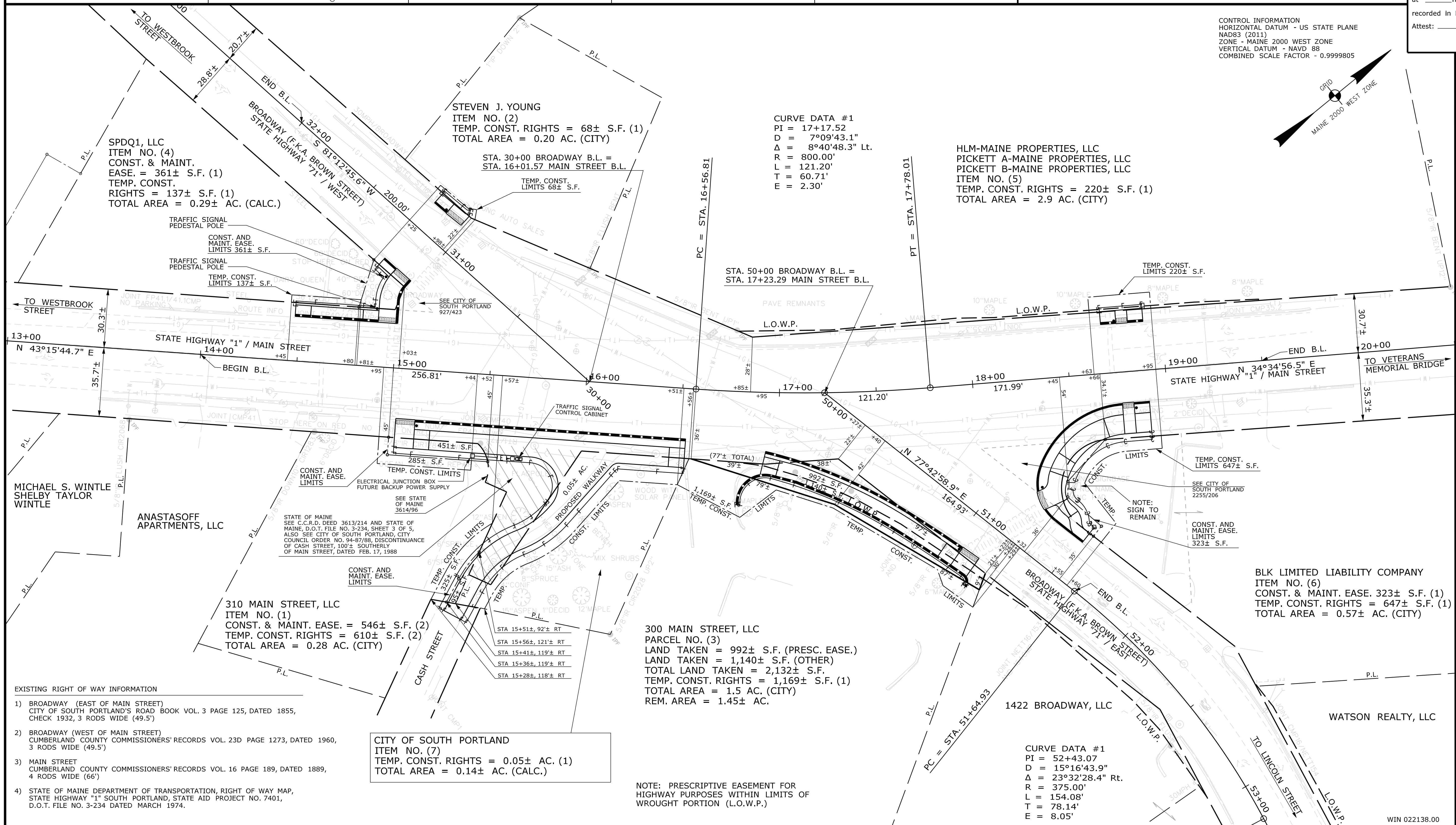
THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ADJACENT PROPERTY OWNERS.

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

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____
at _____ h _____ m _____ M and
recorded in Plan Bk _____, Pg. _____
Attest: _____ REGISTER

Date: 10/5/2020
Username: Jude.Hogan
Division: ROW
Filename: ... \00\ROW\MSTA001_RWP\PLAN1.dgn



- EXISTING RIGHT OF WAY INFORMATION
- BROADWAY (EAST OF MAIN STREET) CITY OF SOUTH PORTLAND'S ROAD BOOK VOL. 3 PAGE 125, DATED 1855, CHECK 1932, 3 RODS WIDE (49.5')
 - BROADWAY (WEST OF MAIN STREET) CUMBERLAND COUNTY COMMISSIONERS' RECORDS VOL. 23D PAGE 1273, DATED 1960, 3 RODS WIDE (49.5')
 - MAIN STREET CUMBERLAND COUNTY COMMISSIONERS' RECORDS VOL. 16 PAGE 189, DATED 1889, 4 RODS WIDE (66')
 - STATE OF MAINE DEPARTMENT OF TRANSPORTATION, RIGHT OF WAY MAP, STATE HIGHWAY "1" SOUTH PORTLAND, STATE AID PROJECT NO. 7401, D.O.T. FILE NO. 3-234 DATED MARCH 1974.

CITY OF SOUTH PORTLAND
ITEM NO. (7)
TEMP. CONST. RIGHTS = 0.05± AC. (1)
TOTAL AREA = 0.14± AC. (CALC.)

NOTE: PRESCRIPTIVE EASEMENT FOR HIGHWAY PURPOSES WITHIN LIMITS OF WROUGHT PORTION (L.O.W.P.)

ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	R.M.C.	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	PAGE	INSTRUMENT	DATE	BOOK	PAGE

BRUCE A. VAN NOTE
COMMISSIONER
JOYCE NOEL TAYLOR
CHIEF ENGINEER

DATE _____

STATE HIGHWAYS "1" AND "71"
ROUTE 1 / MAIN STREET / BROADWAY
SOUTH PORTLAND CUMBERLAND COUNTY
FEDERAL AID PROJECT NO. 2213800

SEPTEMBER 2019 RIGHT-OF-WAY MAP
SCALE 1" = 25' SHEET 1 OF 1

D.O.T. FILE NO. 3-630

SHEET NUMBER
10
OF 10