

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION



FORT KENT  
AROOSTOOK

W. MAIN ST./PLEASANT ST./MEADOW LN.  
FEDERAL PROJECT NO. 2286100  
MAINE DOT WIN 22861.00  
INTERSECTION : 0.07 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	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	Centerline-Existing		
Tree Line	Centerline-Proposed		
Clearing Limit Line	Travelway-Existing		
Railroad	Travelway-Proposed		

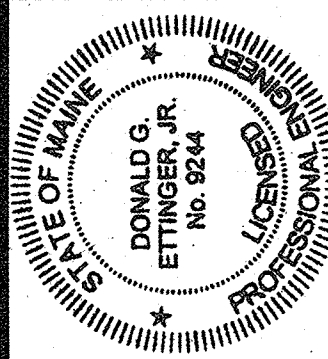
Boring HB-XXX-###  
Pavement Core PC-#  
Test Pit TP-XXX-###

Probe P-#.#X  
#.# = Depth  
X = W (Weathered Rock)  
R (Refusal)  
NR (No Refusal)

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STATE OF MAINE DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
COMMISSIONER		4-7-21
CHIEF ENGINEER		4-6-2021

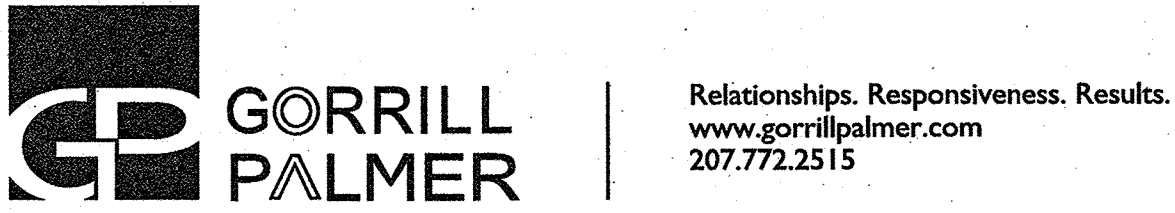
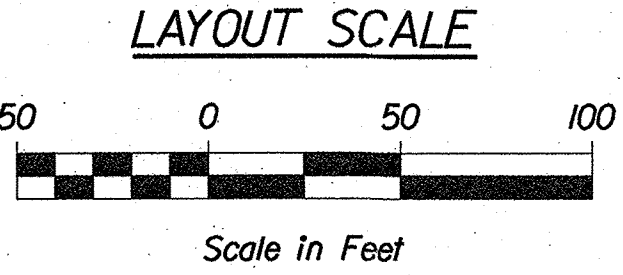
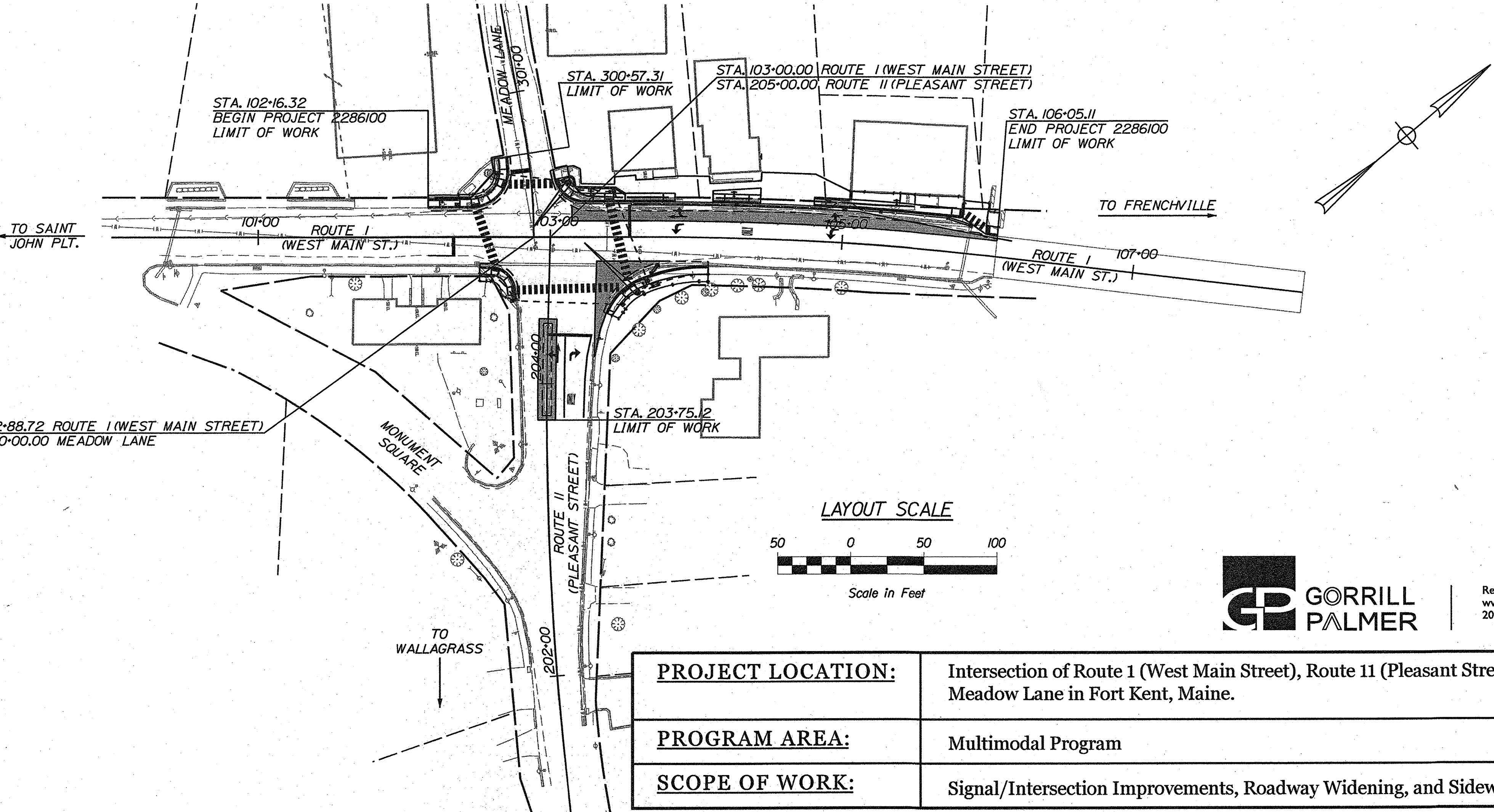
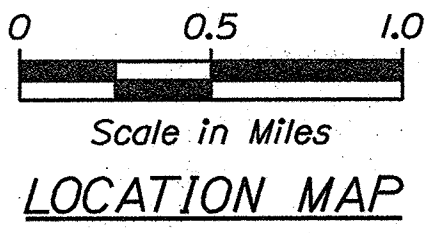
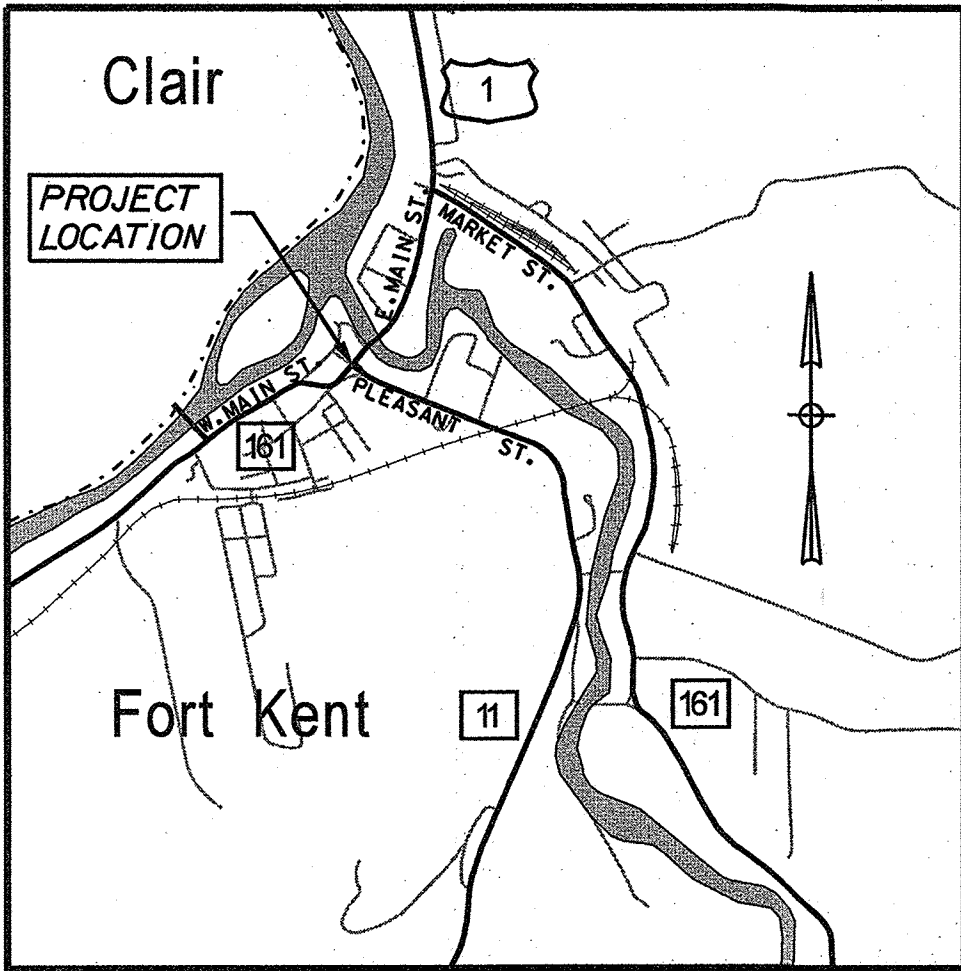


SIGNATURE	P.E. NUMBER	DATE
	9244	3-23-2021

PROJECT INFORMATION	MULTIMODAL
PROGRAM	A. CORNEAU II
PROJECT MANAGER	DESIGNER
DESIGNER	GORRILL PALMER
CONSULTANT	PROJECT RESIDENT
CONTRACTOR	PROJECT COMPLETION DATE

FORT KENT  
W. MAIN ST./PLEASANT ST.  
/MEADOW LN.  
TITLE SHEET

SHEET NUMBER  
1  
OF 15



PROJECT LOCATION:	Intersection of Route 1 (West Main Street), Route 11 (Pleasant Street) and Meadow Lane in Fort Kent, Maine.
PROGRAM AREA:	Multimodal Program
SCOPE OF WORK:	Signal/Intersection Improvements, Roadway Widening, and Sidewalk Ramp Reconstruction

NOTES:

1. THE UTILITIES INVOLVED IN THIS CONTRACT ARE NOTED IN SPECIAL PROVISION 104.
2. ALL UTILITY FACILITIES SHALL BE ADJUSTED BY THE RESPECTIVE UTILITY UNLESS OTHERWISE NOTED.
3. FOR EASEMENTS, CONSTRUCTION LIMITS, AND RIGHT-OF-WAY LINES, REFER TO RIGHT OF WAY PLANS.
4. ANY NECESSARY FINE GRADING OR RECOMPACTION OF EXISTING GRAVEL SHALL NOT BE PAID FOR DIRECTLY AND SHALL BE CONSIDERED INCIDENTAL TO ITEM 304.10.
5. PAVEMENT CUT LINES SHALL BE NEAT, CLEAN AND STRAIGHT AS DIRECTED BY THE RESIDENT. PAYMENT FOR CUTTING OF EXISTING PAVEMENT SHALL BE INCIDENTAL TO 403 ITEMS.
6. REMOVAL OF EXISTING CURBING SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 - COMMON EXCAVATION.
7. PAVEMENT MARKINGS SHALL 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.
8. 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.
9. ALL PAVED WALKS TO BE CONSTRUCTED WITH 12 INCHES OF AGGREGATE SUBBASE COURSE - GRAVEL AND 2 INCHES HOT MIX ASPHALT UNLESS OTHERWISE NOTED IN THE PLANS OR DIRECTED BY THE RESIDENT.
10. 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 VEGETATIVE MATTER.
11. CROSS SLOPES FOR SIDEWALK SECTIONS SHALL BE STRAIGHT UNLESS OTHERWISE DIRECTED BY THE DEPARTMENT.
12. EXISTING CULVERTS AND CATCH BASINS WILL BE CLEANED AS DIRECTED BY THE RESIDENT UNDER THE APPROPRIATE PAY ITEMS.
13. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
14. THE PIPE SIZES SHOWN ON THE PLANS AND CROSS SECTIONS ARE FOR SMOOTHLINED PIPES.
15. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
16. ANY NECESSARY CUTTING OF EXISTING PIPES TO FIT IN AREAS OF PROPOSED CATCH BASINS WILL NOT BE PAID FOR SEPARATELY AND WILL BE CONSIDERED INCIDENTAL TO ITEM 604.
17. 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 ITEM 603 OR 605.
18. 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.
19. LOAM HAS BEEN ESTIMATED FOR DISTURBED LAWN AREAS. ACTUAL PLACEMENT OF LOAM SHALL BE AS NOTED ON THE PLANS OR DESIGNATED BY THE RESIDENT.
20. 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.
21. 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.
22. REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS AS NOTED ON THE SIGNING PLANS OR AS DIRECTED BY THE RESIDENT, SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEMS.
23. SIGNS FOR ITEM 645.271 SHALL BE CONSTRUCTED OF SHEET ALUMINUM.
24. 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.
25. ANY DAMAGE TO THE EXISTING PAVEMENT, CURB AND 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.

26. 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. MAINEDOT 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.
27. AREAS REQUIRING FILL ON THE PROJECT WILL COME FROM SUITABLE EXCAVATION FROM EXCAVATION, DITCH AND INSLOPE OR EQUIPMENT RENTAL AREAS.
28. NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
29. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
30. STATIONS REFERENCED ARE APPROXIMATE.
31. FINAL STRIPING FOR THE PROJECT SHALL BE DONE BY THE CONTRACTOR PER THE STRIPING PLANS IN THE CONTRACT DOCUMENTS OR AS PROVIDED BY THE DEPARTMENT. PAYMENT SHALL BE MADE UNDER THE APPROPRIATE CONTRACT ITEMS.
32. REMOVE EXISTING SIGNAL FOUNDATIONS TO 2' BELOW PROPOSED GRADE. PAYMENT SHALL BE INCIDENTAL TO ITEM 203.20.
33. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
34. 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.
35. ALL WORK TO CONFORM TO CURRENT MAINE DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS, STANDARD DETAILS, AND TOWN OF FORT KENT REQUIREMENTS.
36. THE CONTRACTOR SHALL REMOVE ALL EXISTING PAVEMENT MARKINGS THAT CONFLICT WITH PROPOSED MARKINGS, IN ACCORDANCE WITH THE MAINEDOT STANDARD SPECIFICATIONS, LATEST EDITION. REMOVAL OF EXISTING STRIPING SHALL BE INCIDENTAL TO 627 ITEMS.
37. ALL WORK SHALL BE DONE IN ACCORDANCE WITH THE MAINE DEPARTMENT OF TRANSPORTATIONS BEST MANAGEMENT PRACTICES FOR EROSION & SEDIMENTATION CONTROL, FEBRUARY, 2008.
38. MULCH SHALL BE APPLIED IN AREAS SEEDED BY SEEDING METHOD NO. 1 AND SEEDING METHOD NO. 2.
39. ALL PEDESTRIAN RAMPS SHALL BE 6 FT. WIDE MINIMUM, UNLESS OTHERWISE NOTED ON THE PLANS.
40. 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.
41. CONTRACTOR SHALL CONSTRUCT ALL SIDEWALKS, RAMPS AND LANDINGS TO BE ADA COMPLIANT IN ACCORDANCE WITH THE MAINEDOT'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 MAINEDOT 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 MAINEDOT. CONTRACTOR SHALL REBUILD ALL REJECTED WORK AREAS AT NO ADDITIONAL COST TO THE PROJECT. CONTRACTOR SHALL PLAN THE 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.
42. CATCH BASIN AND RIM ELEVATIONS NOTED ON THE PLANS ARE THE TOP OF GRATE ELEVATIONS AT THE CENTER OF GRATE. CATCH BASIN OFFSET LOCATIONS ARE MEASURED TO THE CENTER OF THE GRATE.
43. CONDUIT REQUIRED FOR RELOCATION OF EXISTING LIGHT STANDARDS SHALL BE INCIDENTAL TO ITEM 634.208.

44. THE LOCATION OF THE EXISTING UTILITIES AND DRAINAGE SHOWN ON THE PLANS WERE COMPILED FROM FIELD SURVEY AND OTHER SOURCES. LOCATIONS ARE APPROXIMATE AND NOT GUARANTEED TO BE ACCURATE NOR IS IT GUARANTEED THAT ALL UTILITIES ARE SHOWN. NO SEPARATE PAYMENT 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.
45. PLASTIC END CAPS SHALL BE USED ON ALL DEAD-END 6" TYPE B UNDERDRAIN AND SHALL BE CONSIDERED INCIDENTAL.
46. ALL JOINTS BETWEEN EXISTING AND PROPOSED HOT BITUMINOUS PAVEMENT SHALL BE SAWCUT AND VERTICAL.
47. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2" HOT MIX ASPHALT AND 12" AGGREGATE SUBBASE COURSE GRAVEL.
48. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3" HOT MIX ASPHALT AND 11" AGGREGATE SUBBASE COURSE GRAVEL.
49. ALL GRANITE CURBING THAT IS REMOVED AND STACKED AND NOT REUSED ON THE PROJECT SHALL BE TURNED OVER TO THE TOWN. PAYMENT FOR WORK SHALL BE CONSIDERED INCIDENTAL TO ITEM 203.20 COMMON EXCAVATION.
50. THE SIZE AND TYPE OF MAST ARM FOUNDATIONS ARE SHOWN ON THE GEOTECHNICAL SHEETS.

STATE OF MAINE  
DEPARTMENT OF TRANSPORTATION

2286100

WIN  
22861.00

FORT KENT  
W. MAIN ST./PLEASANT ST.  
/MEADOW LN.


GENERAL NOTES

SHEET NUMBER

2

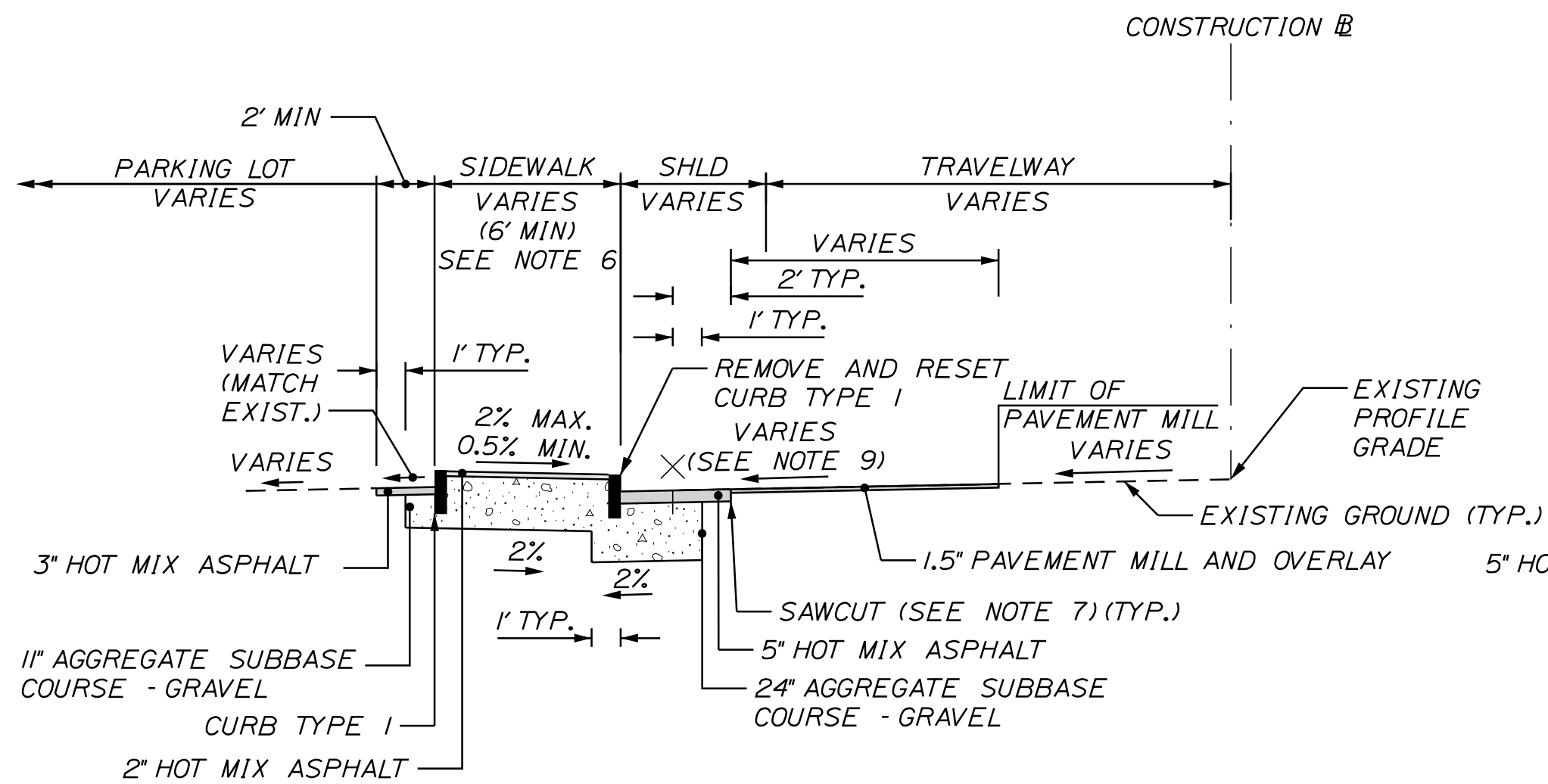
OF 15

PROJ. MANAGER	A. GORNEAU II	BY	T. WARREN	DATE	03/21
DESIGN-DETAILED	T. LANDRY	CHECKED-REVIEWED	D. ETINGER	SIGNATURE	
DESIGN-DETAILED		DESIGN-DETAILED		P.E. NUMBER	
REVISIONS 1		REVISIONS 2		DATE	
REVISIONS 3		REVISIONS 4			
FIELD CHANGES					



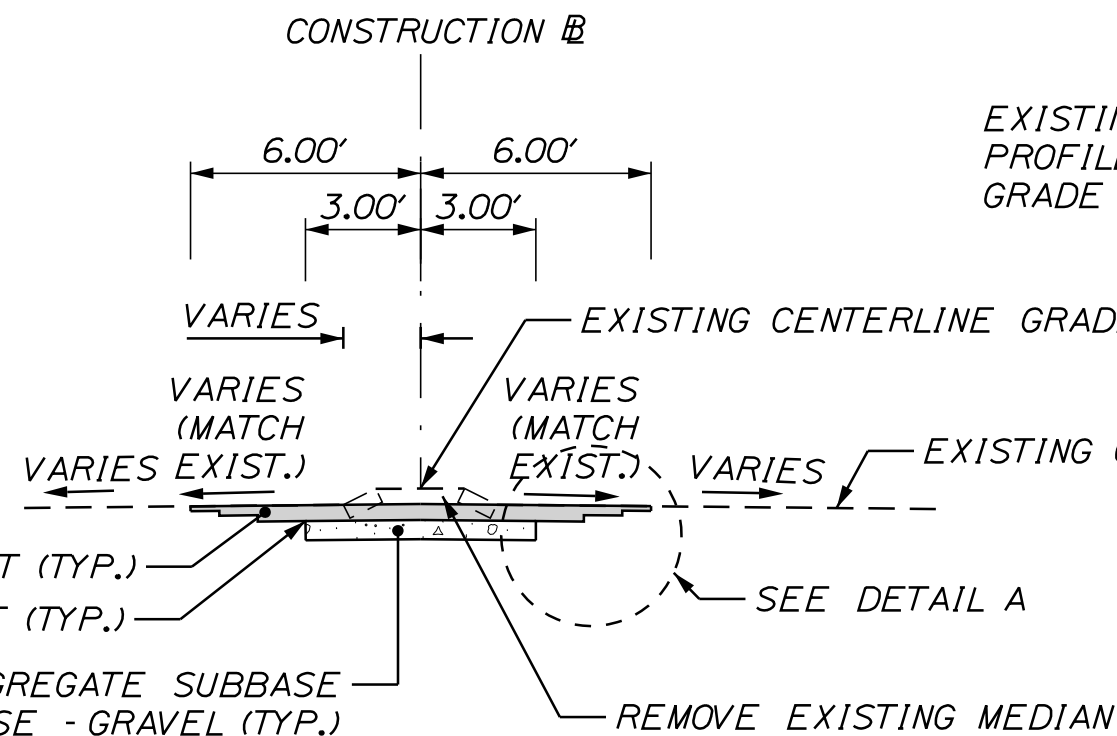
Relationships. Responsiveness. Results.  
www.gorrillpalmer.com  
207.772.2515





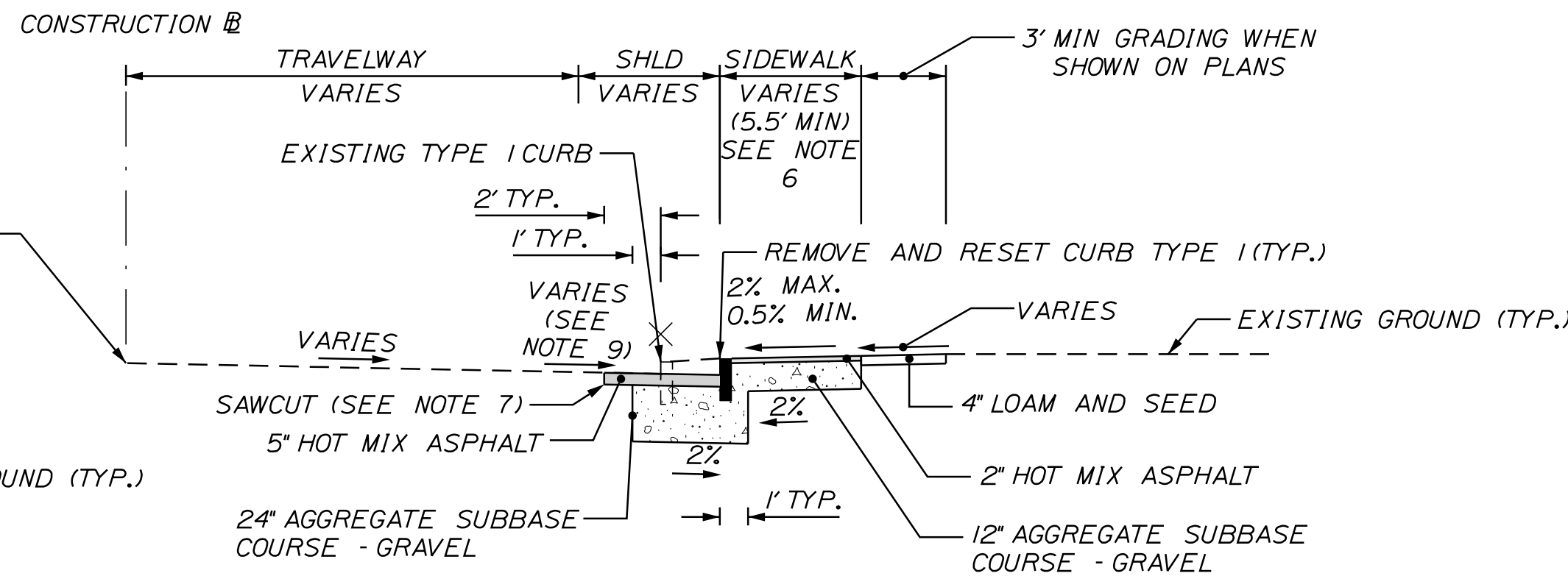
CURBING AND SIDEWALK DETAIL WITH BACKCURB

STA. 104+80 LT. TO STA. 105+10 LT.



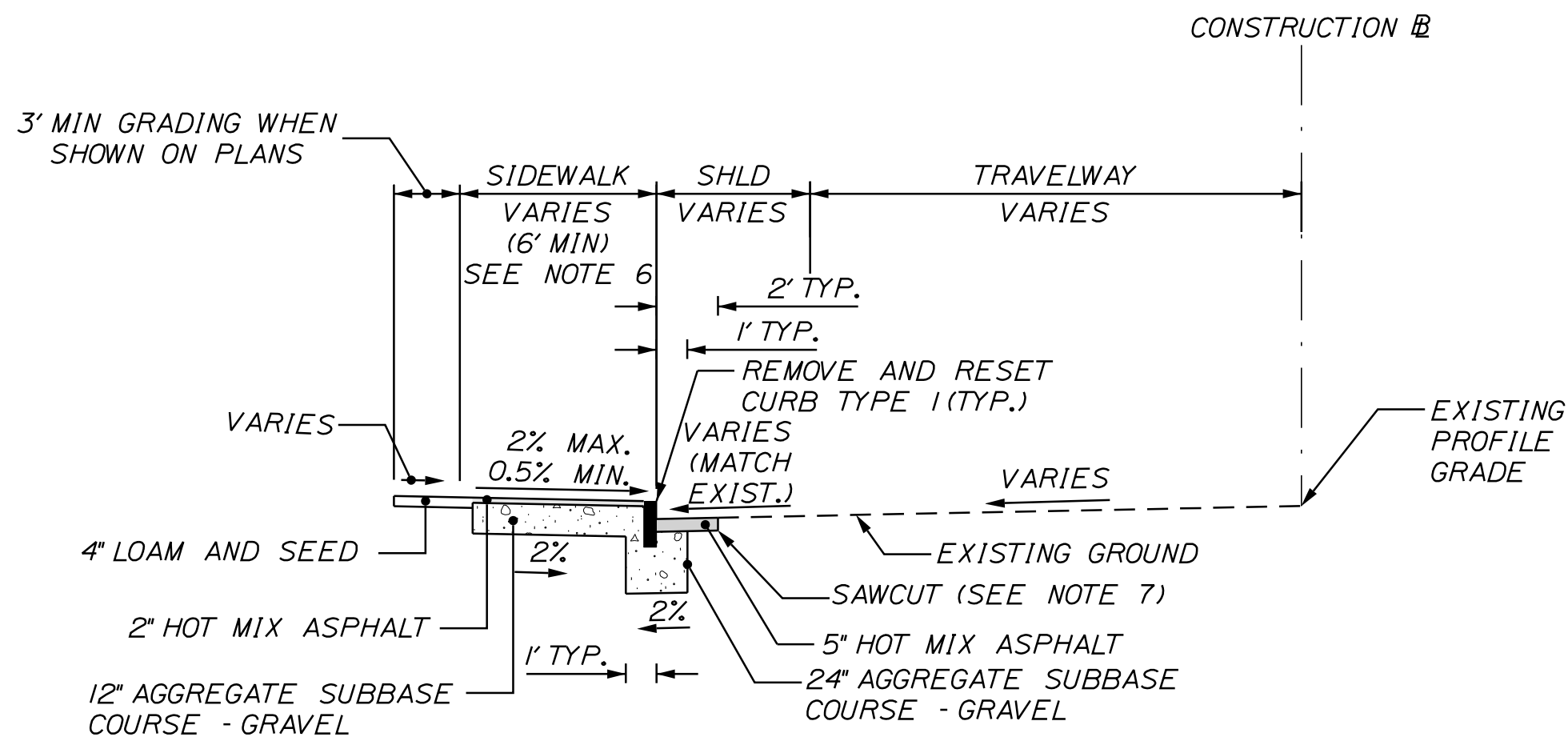
MEDIAN REMOVAL DETAIL

STA. 203+77 RT. TO STA. 204+42 RT.



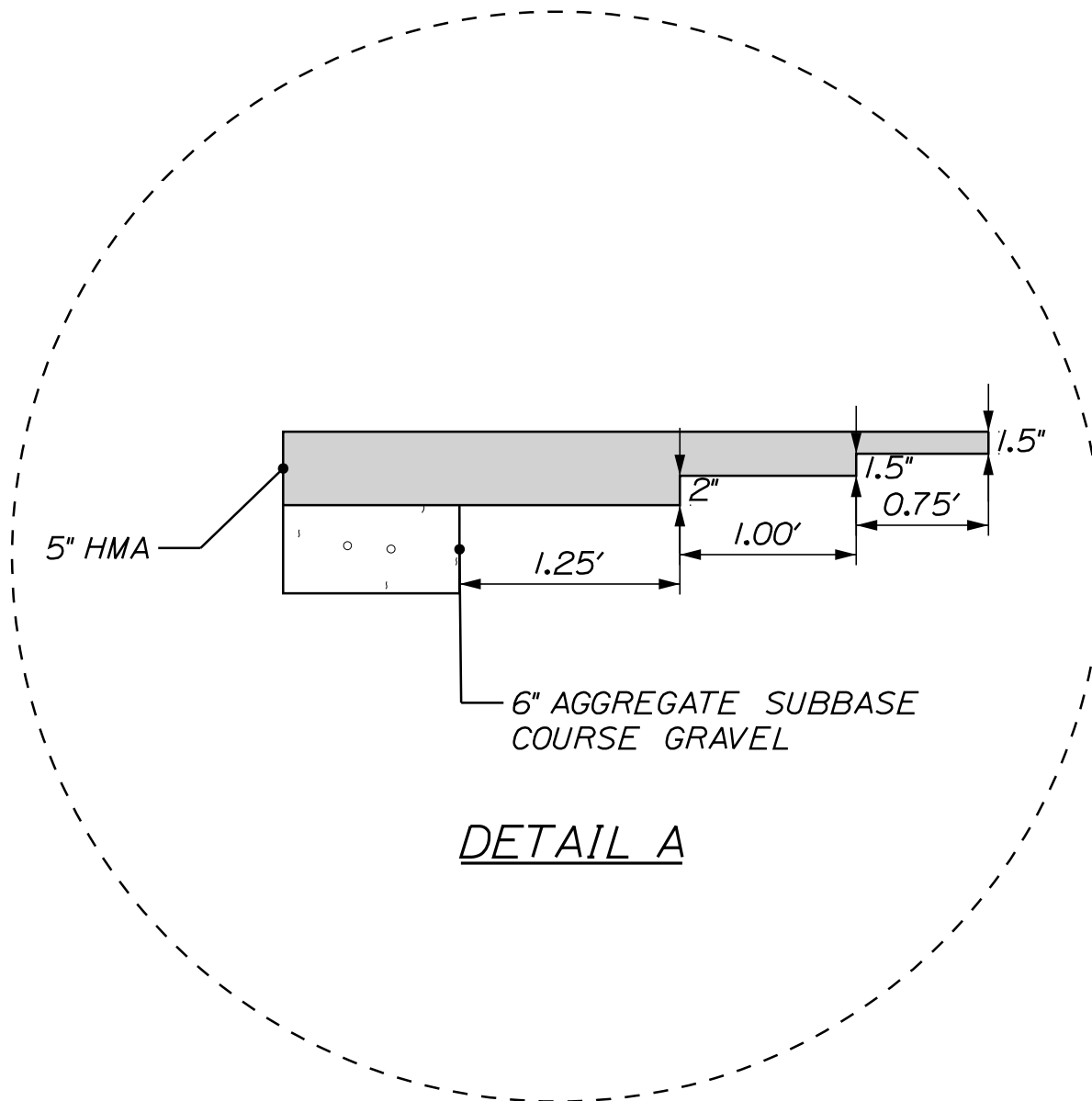
CURBING AND SIDEWALK DETAIL

STA. 102+52 RT. TO STA. 102+77 RT.  
STA. 204+49 RT. TO STA. 104+09 RT.  
STA. 300+25 RT. TO STA. 300+38 RT.

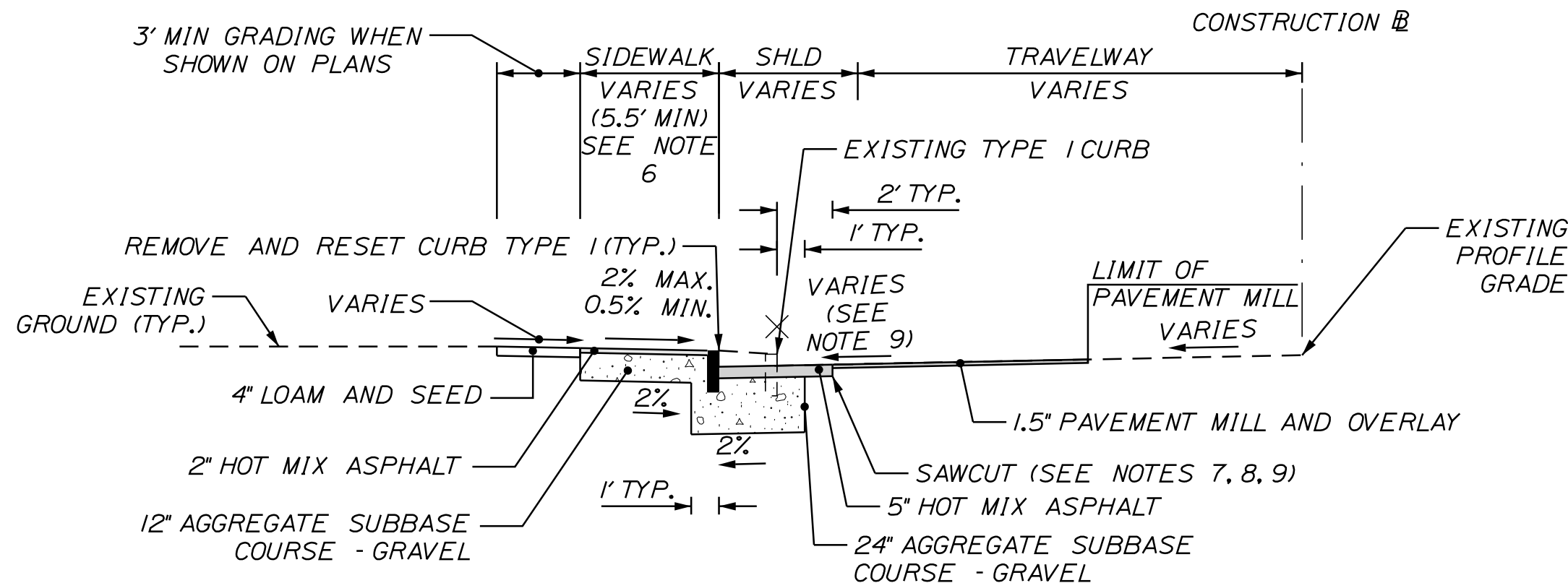


CURBING AND SIDEWALK DETAIL

STA. 102+37 LT. TO STA. 300+57 LT.



DETAIL A

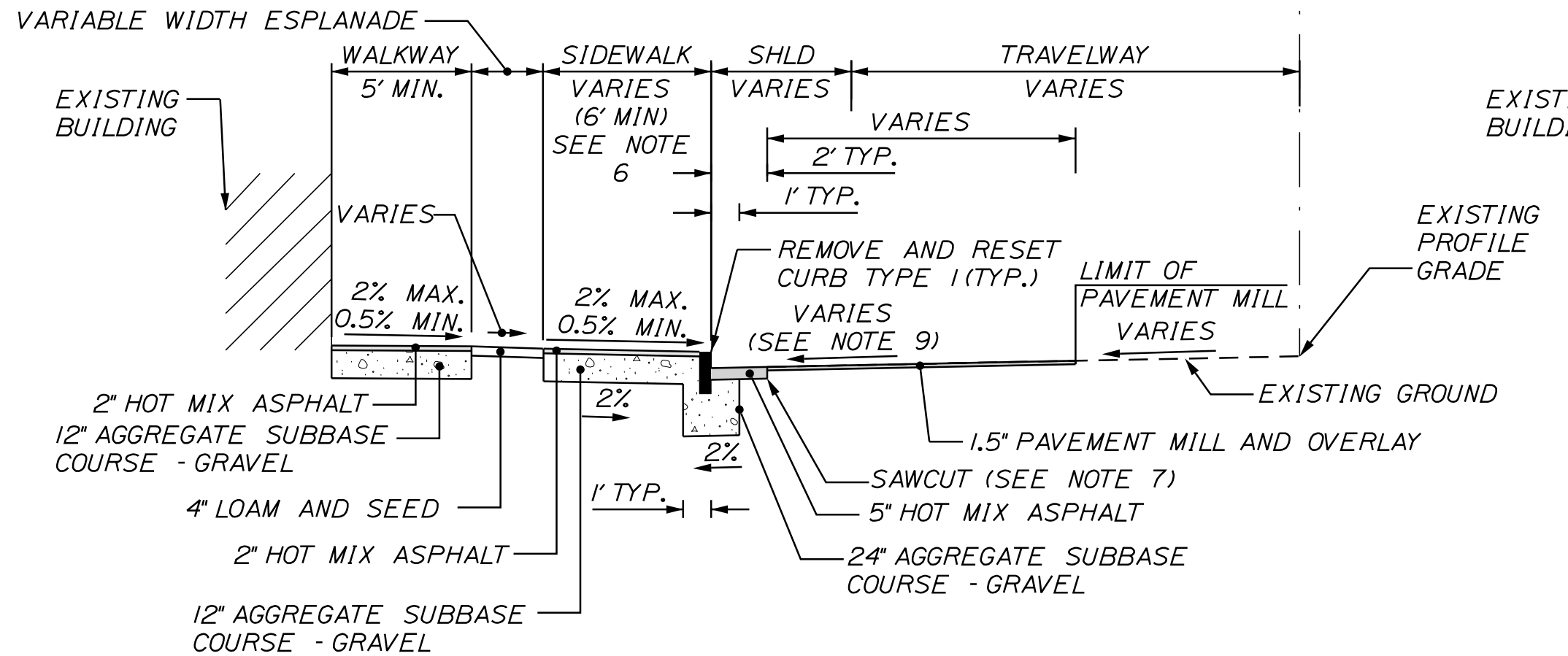


CURBING AND SIDEWALK DETAIL

STA. 105+04 LT. TO STA. 105+80 LT.

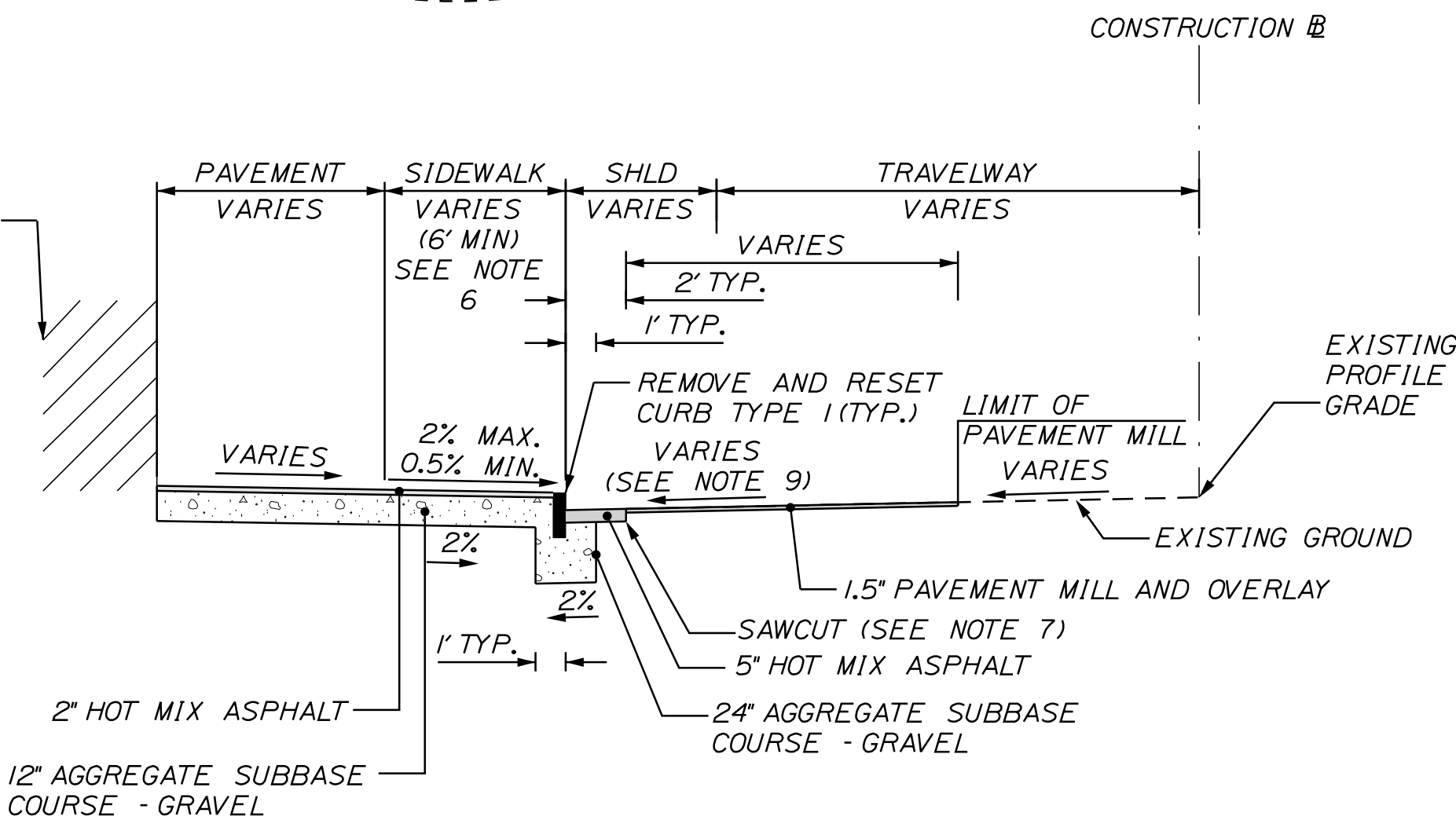
NOTES:

1. THE PAVEMENT, BASE AND SUBBASE DEPTHS AS SHOWN ON THE PLANS ARE INTENDED TO BE NOMINAL.
2. CROWNS FOR BOTH NORMAL AND SUPERELEVATION SECTIONS FOR ALL COURSES OF SUBBASE AND PAVEMENT SHALL BE STRAIGHT.
3. THE STATIONING SHOWN UNDER EACH TYPICAL IS APPROXIMATE.
4. DO NOT EXCAVATE FOR AGGREGATE SUBBASE COURSE GRAVEL WHERE EXISTING MATERIAL IS SUITABLE AS DETERMINED BY THE RESIDENT.
5. FULL DEPTH PAVEMENT (5') SHALL BE PROVIDED IN SHOULDERS WITHIN LIMITS OF WORK UNLESS OTHERWISE NOTED.
6. PROPOSED SIDEWALK WIDTH TO MATCH EXISTING SIDEWALK WIDTH UNLESS OTHERWISE NOTED ON THESE DETAILS OR THE PLANS.
7. LOCATION OF SAWCUT SHALL TYPICALLY BE DEFINED AS THE MOST RESTRICTIVE CRITERIA NOTED BELOW, WHICH WILL RESULT IN THE SAWCUT BEING LOCATED NEAREST THE CONSTRUCTION BASELINE OR AS NOTED ON THE PLANS OR CROSS SECTIONS.  
A. 24" INSIDE THE PROPOSED EDGE OF PAVEMENT OR FACE OF CURB.  
B. 24" INSIDE THE EXISTING EDGE OF PAVEMENT OR FACE OF CURB.
8. LOCATION OF SAWCUT BETWEEN STA. 105+50 AND STA. 106+05 SHALL VARY TO MATCH LOCATION OF EXISTING SHOULDER BREAK. SEE CROSS SECTIONS.
9. MATCH CROSS SLOPES AS SHOWN ON THE CROSS SECTIONS.



CURBING AND SIDEWALK DETAIL WITH WALKWAY

STA. 104+11 LT. TO STA. 104+43 LT.



CURBING AND SIDEWALK DETAIL WITH WALKWAY

STA. 103+51 LT. TO STA. 103+85 LT.

NOT TO SCALE

SHLD = SHOULDER

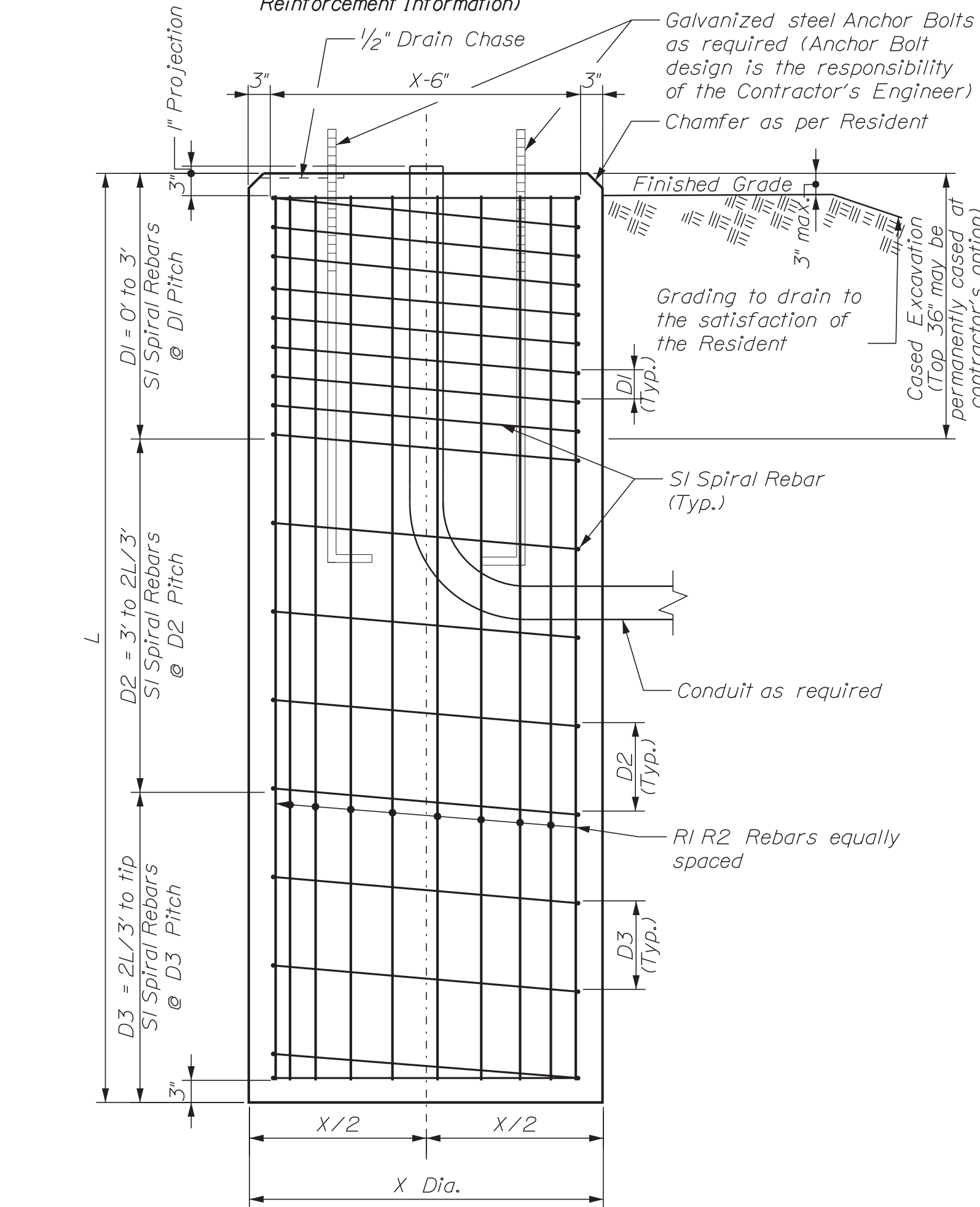
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DATE	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
A. GORNEAU II	T. LANDRY	T. WARREN	03/21	T. WARREN	03/21			

SHEET NUMBER

3

OF 15





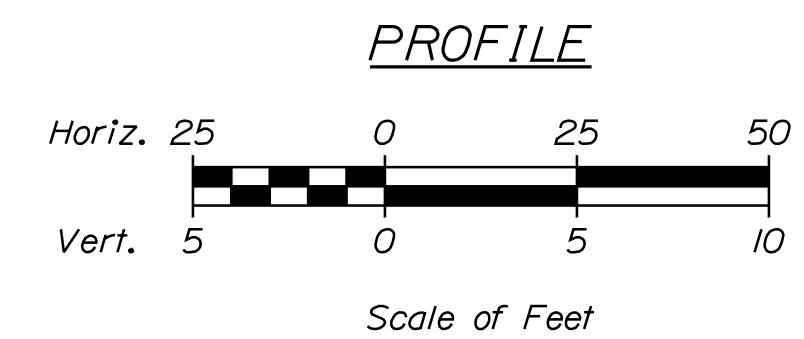
(Station & Offset) 103+12.87, 37.72' Lt.  
(Station & Offset) 103+60.10, 38.14' Rt.

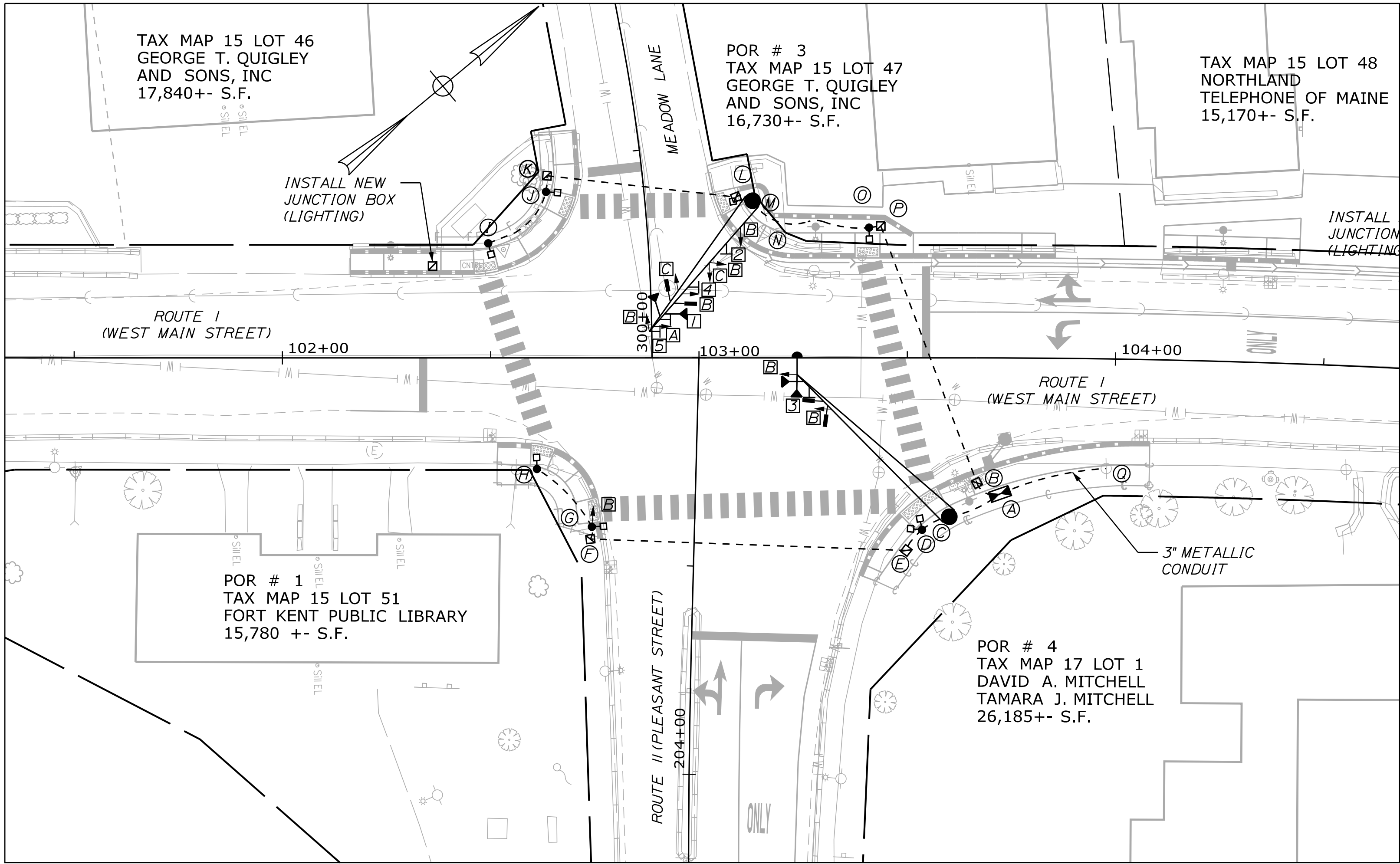
5. Concrete to be Class LP with  $f'c = 5,000$  PSI.

Maine Department of Transportation				Project Intersection Improvements Routes 1/11		Boring No.: HB-FKE-102				
Soil/Slope Exploration Log US CUSTOMARY UNITS				Location: Fort Kent, Maine						
				WIN:		22861.00				
Driller's Name:		MaineDOT	Elevation (ft.):	520.0	Auger ID/DD:		5" Dia.			
Operator(s)		Doggett/Arron/Niles	Date(s)	NAVD89B	Sampler:		Standard Split Spoon			
Logged By:		B. Wilder	Rig Type:	CME 45C	Hammer Wt./Fall:		140#/30"			
Date Start/Finish:		9/19/2019; 13:00-14:00	Drilling Method:	Solid Stem Auger	Core Barrel:		N/A			
Boring Location:		103+51v, 36.7 ft Rr.	Casing ID/DD:	N/A	Water Level*:		N/A			
Home Efficiency Factor: 0.886			Casing Type:	Automatic <input checked="" type="checkbox"/> Hydraulic <input type="checkbox"/>	Rope & Cathead <input type="checkbox"/>					
Definitions: D = Split Spoon Sample M = Unsuccessful Split Spoon Sample Attempt U = Thin Wall Tube Sample MU = Unsuccessful Thin Wall Tube Sample Attempt F = Field Vane Shear Test SSA = Solid Stem Auger HSA = Hollow Stem Auger BC = Roller Cone WH = Weight of 140lb. Hammer KBSIC = Weight of Rod or Casing WHSI = Weight of Box Person				S <sub>v</sub> = Peak Retained Field Vane Undrained Shear Strength (psf) T <sub>u(SL)</sub> = Lab Vane Undrained Shear Strength (psf) q <sub>p</sub> = Uncorrected Compressive Strength (tsf) Unconsolidated = Raw Data SPT Blow Count Home Efficiency Factor = Rig Specific Annual Calibration Value PI = Plasticity Index N <sub>gg</sub> = SPT Uncorrected Corrected for Home Efficiency N <sub>gc</sub> = Grain Size Analysis G = Compaction Index						
				P <sub>s</sub> = Pocket Torque Shear Strength (psf) WC = Water Content, percent LL = Liquid Limit PL = Plastic Limit N <sub>a</sub> = Hammer Efficiency Factor(40%) U = Unconnected G = Consolidation test						
Depth (ft.)	Sample No.	Pen./Rec., (in.)	Sample Depth (ft.)	Blows /6 In. Strength or 100' (%)	Uncorrected	% Corrected	Casing ID/Dia.	Log	Visual Description and Remarks	Laboratory Testing Results/ ASTM and Unified Class
0 - 5							SSA	519.8	<div></div> 3" HMA	-0.3'
	10	24/16	1.00 - 3.00	4/5/1/6	12	18		516.0	Brown, damp, medium dense, Gravely fine to coarse SAND, little silt, if illit.	-4.0'
5 - 10	20	24/14	5.00 - 7.00	4/2/2/5	4	6			Brown, moist, loose, Silty fine to medium SAND, with piece of plastic.	
	30	24/24	10.00 - 12.00	10/7/8/9	15	22		508.0	Brown, moist, medium dense, fine to medium SAND, little silt.	
10	Bottom of Exploration at 12.0 feet below ground surface, NO REFUSAL									(2.0'-10')
Remarks:										
Stratification Lines represent approximate boundaries between soil types; transitions may be gradual.										
* Meter level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.										
Boring No.: HB-FKE-102										

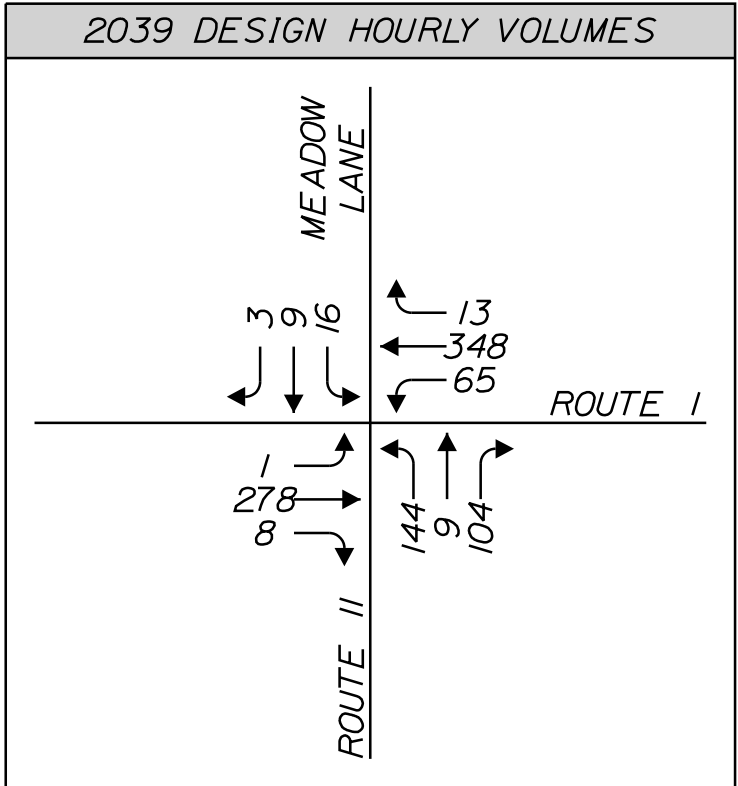








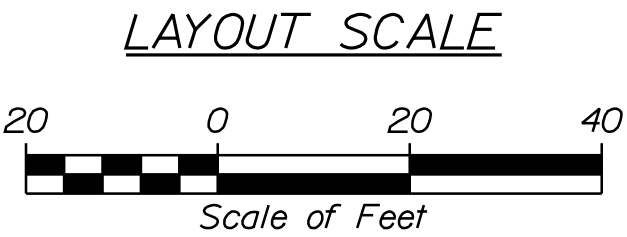
LEGEND		
EXISTING	SIGNAL NOTE	PROPOSED
	SIGNAL HEAD	
	VIDEO DETECTOR	
	SIGNAL CONDUIT (3" PVC, SCH. 80, UNLESS OTHERWISE NOTED)	
	CONTROLLER CABINET	
	PEDESTRIAN SIGNAL HEAD	
	PEDESTAL POLE	
	MAST ARM WITH SIGNAL STANDARD	
	DUAL PURPOSE POLE WITH MAST ARM AND FOUNDATION	
	MOUNTED SIGN	
	JUNCTION BOX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



PROPOSED SIGNAL HEADS		
ALL LENSES 12" LED WITH 5" LOUVERED BACK PLATE AND RETROREFLECTIVE YELLOW BORDER		
	R	
	SY	
	FY*	
	G	
	A	
(1 PROPOSED) (7 PROPOSED) (2 PROPOSED)		
SY= SOLID YELLOW FY= FLASH YELLOW		

\*SHALL NOT BE DISPLAYED WHEN OPERATING IN THE PROTECTED ONLY PHASE

PHASING SEQUENCE			
(ROUTE 1)	(ROUTE 1)	(ROUTE 11)	(MEADOW LANE)

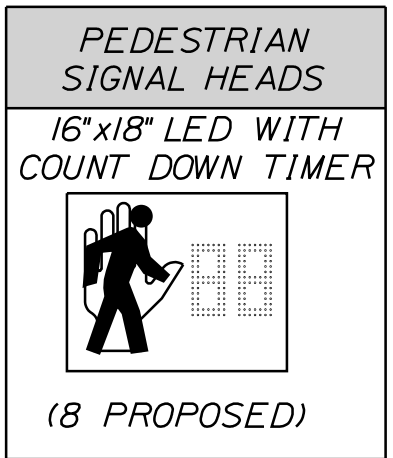


SIGN LEGEND				
R3-5L 30"x36"	R3-6L 30"x36"	R3-5R 30"x36"	R3-6R 30"x36"	R10 SERIES* 30"x36"
(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)	(1 PROPOSED)

\*CUSTOM SIGN - BLACK BALL WITH YELLOW ARROW

SIGNAL TIMING SCHEDULE - FREE PLAN							
	1	2	3	4	5	6	7
MINIMUM INITIAL	5	10	5	5	10		
VEHICLE EXTENSION	3	3	3	3	3		
MAXIMUM YELLOW	10	25	20	20	40		
ALL RED	3	3	3	3	3		
WALK / DON'T WALK		5	5	5	5		
PEDESTRIAN CLEARANCE *		22	18	15	10		
FLASH	Y	Y	R	R	Y		
PHASE RECALL		SOFT			SOFT		
MEMORY							
DETECTOR	PR	PR	PR	PR	PR		

Y=YELLOW R=RED PR=PRESCENSE  
\* ENABLE PEDESTRIAN CLEARANCE THRU YELLOW



EQUIPMENT SCHEDULE			
DESIGNATION	ITEM	DESCRIPTION	LOCATION *
A	NEW ATC CONTROLLER CABINET	INSTALL NEW ATC CONTROLLER AND CABINET ON NEW FOUNDATION.	STA. 103+72.32, 32.66 RT
B E F K L P	JUNCTION BOX	INSTALL PRECAST CONCRETE JUNCTION BOX.	STA. 103+66.73, 30.02 RT STA. 103+49.78, 46.23 RT STA. 102+73.92, 43.49 RT STA. 102+63.53, 43.73 LT STA. 103+08.88, 38.60 LT STA. 103+43.65, 31.66 LT
C	MAST POLE WITH 50' MAST ARM AND FOUNDATION	VIDEO DETECTION, EMERGENCY PREEMPTION, SIGNAL HEADS, OVERHEAD SIGNS ON NEW FOUNDATION. SEE SHEET 4 FOR FOUNDATION DESIGN INFORMATION.	STA. 103+60.10, 38.14 RT
D H I J O	PEDESTAL POLE	INSTALL NEW 10' PEDESTAL POLE, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW FOUNDATION. POLE D RECEIVES TWO PEDESTRIAN COUNTDOWN HEADS, SIGNS AND PUSH BUTTONS.	STA. 103+53.55, 41.27 RT STA. 102+61.10, 26.67 RT STA. 102+49.41, 27.51 LT STA. 102+63.28, 39.87 LT STA. 103+40.83, 31.27 LT
G	PEDESTAL/SIGNAL POLE	INSTALL NEW 12' PEDESTAL POLE, SIGNAL HEAD, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW FOUNDATION.	STA. 102+74.31, 40.55 RT
M	MAST POLE WITH 40' MAST ARM AND FOUNDATION	VIDEO DETECTION, EMERGENCY PREEMPTION, SIGNAL HEADS, OVERHEAD SIGNS, PEDESTRIAN COUNTDOWN HEAD, SIGN AND PUSH BUTTON ON NEW FOUNDATION. SEE SHEET 4 FOR FOUNDATION DESIGN INFORMATION.	STA. 103+12.87, 37.72 LT
N	EXISTING MAST ARM WITH POLE AND FOUNDATION	TO BE REMOVED.	STA. 103+15.66, 30.35 LT
Q	EXISTING UTILITY POLE	POWER SOURCE FOR CONTROLLER.	STA. 103+98.18, 26.31 RT

\* STATION AND OFFSET INFORMATION IS APPROXIMATE AND SHOWN TO CENTER OF POLE. EQUIPMENT TO BE ADJUSTED BY RESIDENT, MAINE DOT, OR TOWN AS DIRECTED.



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

DATE  
03/21  
03/21  
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BY  
J. WARREN  
-  
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A. GORNEAU II  
R. DUNTON  
D. L. TINGER  
-  
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SIGNATURE  
P.E. NUMBER  
DATE

FORT KENT  
W. MAIN ST./PLEASANT ST.  
/MEADOW LN.

SIGNAL PLAN

SHEET NUMBER

7

OF 15



SIGNAL NOTES

1. ALL MATERIALS AND WORK SHALL CONFORM TO THE TOWN OF FORT KENT 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 TOWN OF FORT KENT TRAFFIC SIGNAL STANDARDS.
3. IT IS THE INTENT OF THIS WORK TO HAVE A COMPLETE OPERATIONAL, TESTED AND ACCEPTED TRAFFIC SIGNAL UPON COMPLETION OF THIS CONTRACT.
4. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
5. THE RESIDENT, TOWN 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 SIGNAL EQUIPMENT 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 TOWN REPRESENTATIVE.
7. CONTRACTOR SHALL BE RESPONSIBLE FOR TEMPORARY TRAFFIC SIGNALS AND ASSOCIATED WORK IF REQUIRED. CONTRACTOR SHALL REMOVE THE TEMPORARY TRAFFIC SIGNAL ONCE NEW SIGNAL IS OPERATIONAL. ALL COSTS ASSOCIATED WITH TEMPORARY SIGNALS SHALL BE INCIDENTAL TO THE 643 ITEMS.
8. THE PROPOSED TRAFFIC SIGNAL TIMING AND PHASING PLAN SHALL BE INPUT BY THE CONTRACTOR UNDER OBSERVATIONS BY THE RESIDENT OR MAINE DOT REPRESENTATIVE. THE CONTRACTOR SHALL PROVIDE 48 HOURS NOTICE TO THE RESIDENT.
9. CONTRACTOR IS RESPONSIBLE FOR FIELD ADJUSTING TIMING FOR EACH TIMING PLAN UNDER THE DIRECTION OF THE RESIDENT AND MAINE DOT REPRESENTATIVE. TIMING SHALL BE ADJUSTED WITHIN TWO WEEKS OF INITIAL START UP.
10. TWO COPIES OF AS-BUILT PLANS, SIGNAL TIMING, WIRING DIAGRAMS, BOX PRINTS AND EQUIPMENT MANUALS SHALL BE LEFT IN THE CONTROLLER CABINET. ONE ELECTRONIC COPY OF EACH SHALL BE PROVIDED TO THE TOWN ENGINEER/PUBLIC WORKS DIRECTOR.
11. CONTRACTOR SHALL PROVIDE AND INSTALL ALL JUNCTION BOXES PER MAINE DOT STANDARDS AT A MINIMUM.
12. THE CONTRACTOR SHALL PREPARE A MATERIAL SCHEDULE BASED UPON THEIR PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
13. UTILITIES THAT HAVE FACILITIES IN THE GENERAL PROJECT ARE LISTED IN SPECIAL PROVISION 104.
14. UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION. CONTRACTOR SHALL CONTACT DIG SAFE AT 1-888-DIG-SAFE AND APPROPRIATE AUTHORITIES PRIOR TO ANY SUBSURFACE ACTIVITIES.
15. THE CONTRACTOR SHALL MEET ALL REQUIREMENTS OF THE UTILITY COMPANIES WHEN MODIFYING THE EXISTING SERVICE CONNECTIONS AND WHEN INSTALLING EQUIPMENT ON THEIR POLES OR NEAR THEIR WIRES.
16. THE CONTRACTOR IS RESPONSIBLE FOR THE RELOCATION AND/OR INSTALLATION OF POWER METERS IF REQUIRED AND ASSURING THE POWER METER LOCATION AND INSTALLATION CONFORMS TO THE LOCAL UTILITY REQUIREMENTS. THIS WORK WILL BE INCIDENTAL TO ITEM 643.80.
17. ALL CONDUIT CROSSING AREAS OF EXISTING PAVEMENT SHALL BE INSTALLED USING TRENCHLESS TECHNOLOGIES, UNLESS OTHERWISE APPROVED.
18. ALL NEW SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER, AND SHALL HAVE 5 INCH LOUVERED BACK PLATES WITH 3" YELLOW RETROREFLECTIVE STRIP AROUND BORDER OF BACK PLATES.
19. ALL SPLICES WILL BE MADE IN THE CABINETS OR POLES MEETING MAINE DOT SPECIFICATIONS.

20. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY STREET/SIDEWALK OCCUPANCY OR OPENING PERMITS.
21. ALL CONFLICTING SIGNS AND PAVEMENT MARKINGS SHALL BE PERMANENTLY REMOVED IN ACCORDANCE WITH MAINEDOT STANDARD SPECIFICATIONS, LATEST EDITION.
22. 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.
23. COUNTDOWN PEDESTRIAN HEADS SHALL HAVE AUDIBLE/TACTILE FEATURES AND SHALL BE INCIDENTAL TO ITEM 643.80. 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.
24. ALL PROPOSED PEDESTRIAN PUSH BUTTON LOCATIONS SHALL MEET THE AMERICANS WITH DISABILITIES ACT STANDARDS, LATEST EDITION.
25. ANY DAMAGE TO SLOPES, SIDEWALKS OR PAVEMENT RESULTING FROM INSTALLATION OF POLES AND FOUNDATIONS, SHALL BE REPAIRED BY THE CONTRACTOR AS DIRECTED BY THE RESIDENT. COSTS OF REPAIRS SHALL BE INCIDENTAL TO PAYMENT UNDER SECTION 643.
26. PROPOSED SIGNS ON SIGNAL MAST ARMS, POLES AND SPAN WIRES SHALL BE INCIDENTAL TO PAY ITEM 643.80.

ADDITIONAL SIGNAL NOTES

1. ALL SIGNAL EQUIPMENT INCLUDING CONTROLLER CABINET AND PEDESTAL POLES SHALL BE POWDER COAT BLACK IN COLOR. UPRIGHTS AND MAST ARMS SHALL BE GALVANIZED.
2. ALL SIGNAL HEADS SHALL BE HEAVY DUTY POLYCARBONATE.
3. ALL EXISTING SIGNAL EQUIPMENT THAT IS REMOVED SHALL BE RETURNED TO THE TOWN.
4. THE NEW CONTROLLER CABINET SHALL BE EQUIPPED FOR A MINIMUM OF 16 PHASES.
5. PAYMENT FOR REMOVAL OF EXISTING SIGNS SHALL BE INCIDENTAL TO OTHER 645 ITEMS.
6. ALL NEW CONTROLLERS AND CABINETS SHALL BE TRANSIT SIGNAL PRIORITY (TSP) CAPABLE/READY AND AUTOMATIC VEHICLE LOCATION (AVL) CAPABLE.
7. SEE STANDARD SPECIFICATIONS AND STANDARD DETAILS, CURRENT EDITION FOR CONTROLLER EQUIPMENT REQUIREMENTS.
8. REMOVAL OF THE EXISTING SIGNAL SYSTEM SHALL BE INCIDENTAL TO PAY ITEM 643.80.
9. REMOVE EXISTING CONTROLLER CABINET FOUNDATIONS THAT ARE NOT BEING REUSED. RESURFACE TO MATCH SURROUNDING AREA. PAYMENT INCIDENTAL TO 643.80.
10. THE BOTTOM OF THE HOUSING OF NEW SIGNAL FACES SHALL BE AT LEAST 17 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY UNLESS OTHERWISE SPECIFIED.
11. THE CONTRACTOR IS DIRECTED TO STANDARD SPECIFICATION 718 FOR ADDITIONAL INFORMATION RELATED TO THE CONTROLLER AND CONTROLLER CABINET. STANDARD SPECIFICATION 718 EXPANDS UPON THE INFORMATION FOUND IN THESE NOTES. AS SUCH, THE MORE RESTRICTIVE LANGUAGE BETWEEN THESE NOTES AND STANDARD SPECIFICATION 718 SHALL GOVERN THE WORK TO BE PERFORMED UNDER THIS PROJECT.
12. 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.
13. UPON DEMONSTRATING A SUCCESSFUL 7 DAY START UP TEST, THE TOWN AND MAINEDOT 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 TOWN AND MAINEDOT THAT ALL HARDWARE AND EQUIPMENT FUNCTION IN ACCORDANCE WITH THESE SPECIFICATIONS, REQUIREMENTS, THROUGH-PUTS AND FUNCTIONALITY.
14. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A PERIOD OF ONE YEAR AFTER INSTALLATION AND ACCEPTANCE.
15. ALL PRE-EMPTION EQUIPMENT SHALL BE THE SAME AS IS CURRENTLY USED BY THE TOWN UNLESS OTHERWISE APPROVED.
16. REMOVE EXISTING PEDESTAL POLE FOUNDATIONS NOT BEING REUSED AND EXISTING MAST ARM FOUNDATIONS TO A MINIMUM OF TWO FEET BELOW GRADE. FILL IN HOLE, RESURFACE TO MATCH SURROUNDING AREA. PAYMENT INCIDENTAL TO ITEM 643.80.
17. THE POWER SERVICE METER AND SEPARATE DISCONNECT ENCLOSURE SHOULD BE MOUNTED ON THE SIDE OF THE NEW ATC CABINET.
18. A SPARE CONDUIT SHOULD BE PROVIDED FROM THE SERVICE POLE TO THE CABINET FOR FUTURE USE.
19. THE SEPARATE DISCONNECT ENCLOSURE SHOULD HAVE TWO BREAKERS, ONE FOR THE SIGNALS AND ONE FOR LIGHTING.
20. LIGHTING CONTROLS CAN BE INSTALLED IN THE ATC CABINET AND WILL NOT REQUIRE A SEPARATE ENCLOSURE.
21. SEE SPECIAL PROVISION 626 FOR GROUND MOUNTED CABINET FOUNDATION SIZE AND REINFORCING REQUIREMENTS.
22. VIDEO DETECTION TYPE AND MATERIALS SHALL BE APPROVED BY DOT AND TOWN.

STATE OF MAINE  
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PROJ. MANAGER  
A. GORNEAU II

CHECKED-REVIEWED  
T. LANDRY

DESIGNS-DETAILED  
T. LANDRY

DESIGNS-DETAILED  
T. LANDRY

DESIGNS-DETAILED  
T. LANDRY

REVISIONS 1  
-

REVISIONS 2  
-

REVISIONS 3  
-

REVISIONS 4  
-

FIELD CHANGES  
-

DATE  
03/21

BY  
T. WARREN

SIGNATURE

P.E. NUMBER

DATE


FORT KENT  
W. MAIN ST./PLEASANT ST.  
/MEADOW LN.

SIGNAL NOTES

SHEET NUMBER

8

OF 15



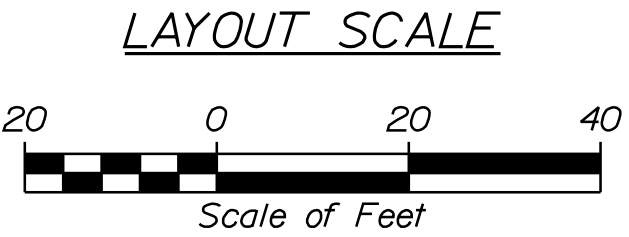
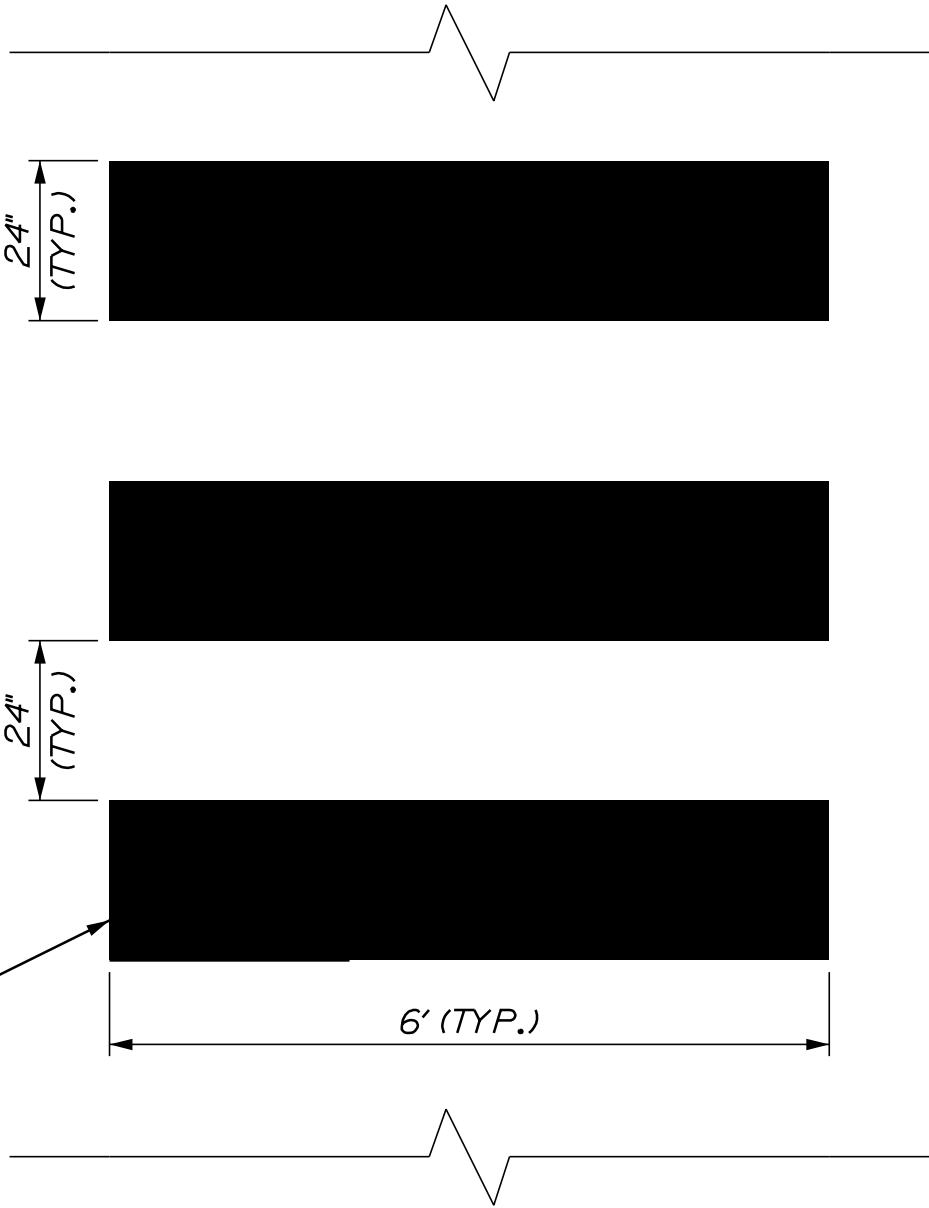
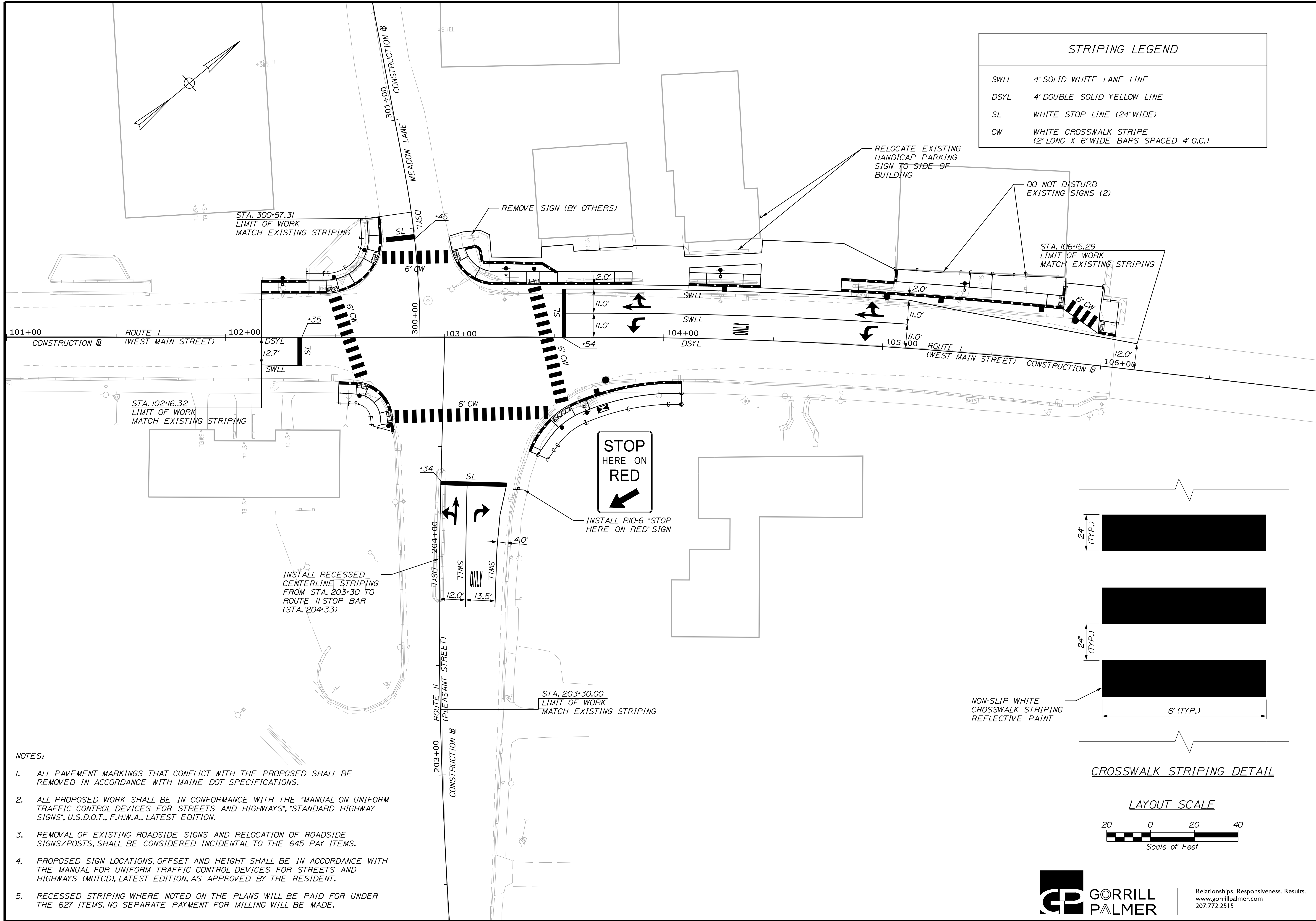
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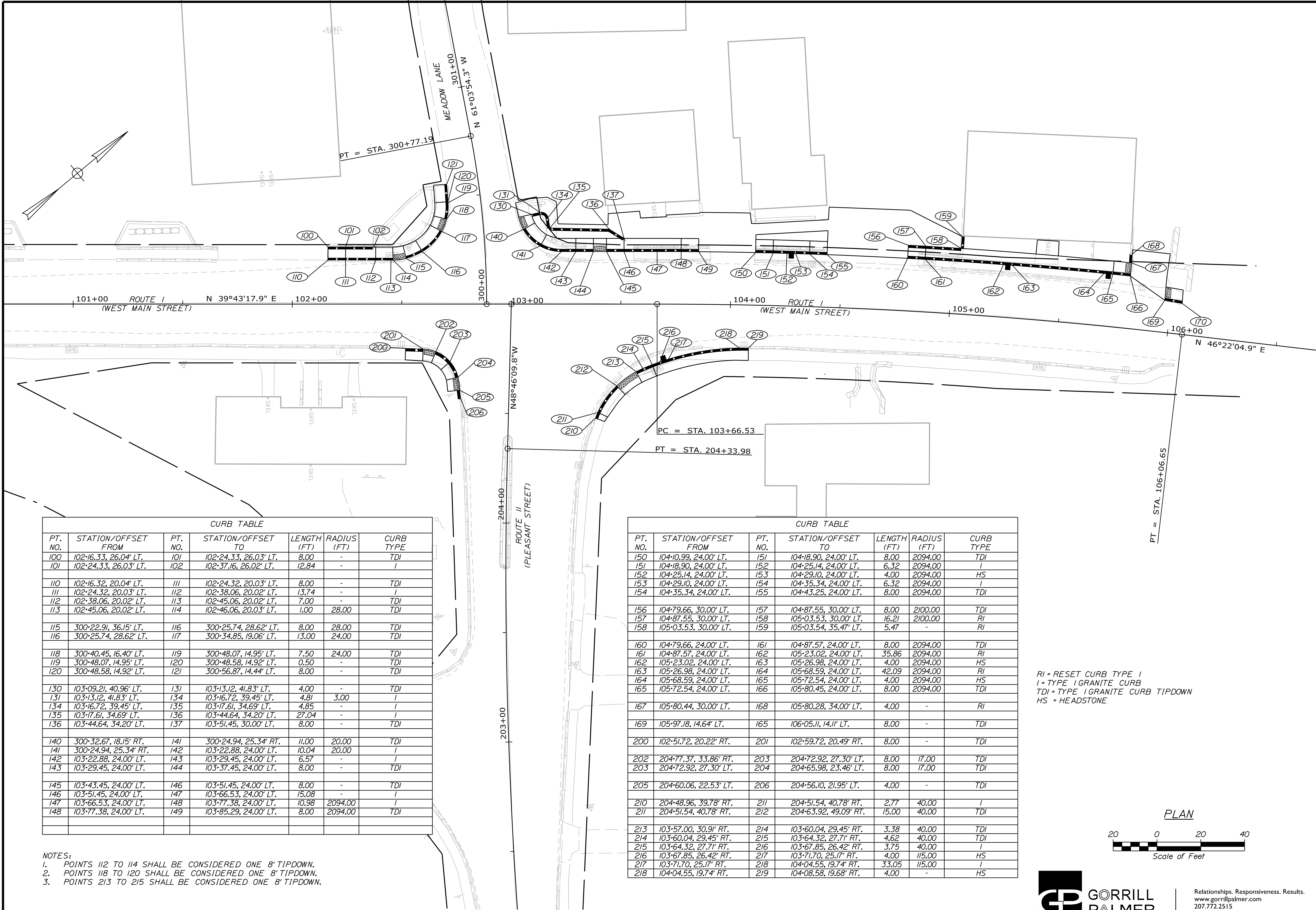
NOTES:

- ALL PAVEMENT MARKINGS THAT CONFLICT WITH THE PROPOSED SHALL BE REMOVED IN ACCORDANCE WITH MAINE DOT SPECIFICATIONS.
- ALL PROPOSED WORK SHALL BE IN CONFORMANCE WITH THE "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS", "STANDARD HIGHWAY SIGNS", U.S.D.O.T., F.H.W.A., LATEST EDITION.
- REMOVAL OF EXISTING ROADSIDE SIGNS AND RELOCATION OF ROADSIDE SIGNS/POSTS, SHALL BE CONSIDERED INCIDENTAL TO THE 645 PAY ITEMS.
- PROPOSED SIGN LOCATIONS, OFFSET AND HEIGHT SHALL BE IN ACCORDANCE WITH THE MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES FOR STREETS AND HIGHWAYS (MUTCD), LATEST EDITION, AS APPROVED BY THE RESIDENT.
- RECESSED STRIPING WHERE NOTED ON THE PLANS WILL BE PAID FOR UNDER THE 627 ITEMS. NO SEPARATE PAYMENT FOR MILLING WILL BE MADE.

STRIPING LEGEND	
SWLL	4" SOLID WHITE LANE LINE
DSYL	4" DOUBLE SOLID YELLOW LINE
SL	WHITE STOP LINE (24" WIDE)
CW	WHITE CROSSWALK STRIPE (2' LONG X 6' WIDE BARS SPACED 4' O.C.)



STATE OF MAINE DEPARTMENT OF TRANSPORTATION		2286100		WIN 22861.00	
FORT KENT W. MAIN ST./PLEASANT ST. /MEADOW LN.		SIGNING AND STRIPING PLAN		SHEET NUMBER  9 OF 15	
PROJ. MANAGER	A. GORNEAU II	BY	DATE	SIGNATURE	P.E. NUMBER
DESIGNED-DETAILED	R. DUNTON	T. WARREN	03/21		
CHECKED-REVIEWED	D. L. TINGER	-	03/21		
DESIGNED-DETAILED	-	-	-		
DESIGNED-DETAILED	-	-	-		
REVISIONS 1	-	-	-		
REVISIONS 2	-	-	-		
REVISIONS 3	-	-	-		
REVISIONS 4	-	-	-		
FIELD CHANGES				DATE	

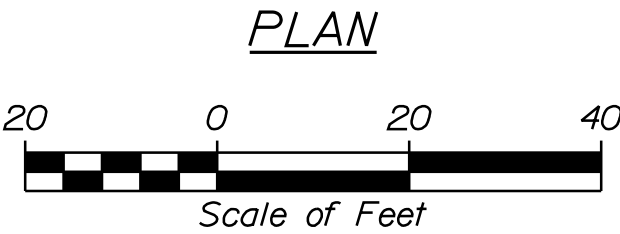


CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
100	102+16.33, 26.04' LT.	101	102+24.33, 26.03' LT.	8.00	-	TDI
101	102+24.33, 26.03' LT.	102	102+37.16, 26.02' LT.	12.84	-	I
110	102+16.32, 20.04' LT.	111	102+24.32, 20.03' LT.	8.00	-	TDI
111	102+24.32, 20.03' LT.	112	102+38.06, 20.02' LT.	13.74	-	I
112	102+38.06, 20.02' LT.	113	102+45.06, 20.02' LT.	7.00	-	TDI
113	102+45.06, 20.02' LT.	114	102+46.06, 20.03' LT.	1.00	28.00	TDI
115	300+22.91, 36.15' LT.	116	300+25.74, 28.62' LT.	8.00	28.00	TDI
116	300+25.74, 28.62' LT.	117	300+34.85, 19.06' LT.	13.00	24.00	TDI
118	300+40.45, 16.40' LT.	119	300+48.07, 14.95' LT.	7.50	24.00	TDI
119	300+48.07, 14.95' LT.	120	300+48.58, 14.92' LT.	0.50	-	TDI
120	300+48.58, 14.92' LT.	121	300+56.87, 14.44' LT.	8.00	-	TDI
130	103+09.21, 40.96' LT.	131	103+13.12, 41.83' LT.	4.00	-	TDI
131	103+13.12, 41.83' LT.	134	103+16.72, 39.45' LT.	4.81	3.00	I
134	103+16.72, 39.45' LT.	135	103+17.61, 34.69' LT.	4.85	-	I
135	103+17.61, 34.69' LT.	136	103+44.64, 34.20' LT.	27.04	-	I
136	103+44.64, 34.20' LT.	137	103+51.45, 30.00' LT.	8.00	-	TDI
140	300+32.67, 18.15' RT.	141	300+24.94, 25.34' RT.	11.00	20.00	TDI
141	300+24.94, 25.34' RT.	142	103+22.88, 24.00' LT.	10.04	20.00	I
142	103+22.88, 24.00' LT.	143	103+29.45, 24.00' LT.	6.57	-	I
143	103+29.45, 24.00' LT.	144	103+37.45, 24.00' LT.	8.00	-	TDI
145	103+43.45, 24.00' LT.	146	103+51.45, 24.00' LT.	8.00	-	TDI
146	103+51.45, 24.00' LT.	147	103+66.53, 24.00' LT.	15.08	-	I
147	103+66.53, 24.00' LT.	148	103+77.38, 24.00' LT.	10.98	2094.00	I
148	103+77.38, 24.00' LT.	149	103+85.29, 24.00' LT.	8.00	2094.00	TDI

- NOTES:
- POINTS 112 TO 114 SHALL BE CONSIDERED ONE 8' TIPDOWN.
  - POINTS 118 TO 120 SHALL BE CONSIDERED ONE 8' TIPDOWN.
  - POINTS 213 TO 215 SHALL BE CONSIDERED ONE 8' TIPDOWN.

CURB TABLE						
PT. NO.	STATION/OFFSET FROM	PT. NO.	STATION/OFFSET TO	LENGTH (FT)	RADIUS (FT)	CURB TYPE
150	104+10.99, 24.00' LT.	151	104+18.90, 24.00' LT.	8.00	2094.00	TDI
151	104+18.90, 24.00' LT.	152	104+25.14, 24.00' LT.	6.32	2094.00	I
152	104+25.14, 24.00' LT.	153	104+29.10, 24.00' LT.	4.00	2094.00	HS
153	104+29.10, 24.00' LT.	154	104+35.34, 24.00' LT.	6.32	2094.00	I
154	104+35.34, 24.00' LT.	155	104+43.25, 24.00' LT.	8.00	2094.00	TDI
156	104+79.66, 30.00' LT.	157	104+87.55, 30.00' LT.	8.00	2100.00	TDI
157	104+87.55, 30.00' LT.	158	105+03.53, 30.00' LT.	16.21	2100.00	RI
158	105+03.53, 30.00' LT.	159	105+03.54, 35.47' LT.	5.47	-	RI
160	104+79.66, 24.00' LT.	161	104+87.57, 24.00' LT.	8.00	2094.00	TDI
161	104+87.57, 24.00' LT.	162	105+23.02, 24.00' LT.	35.86	2094.00	RI
162	105+23.02, 24.00' LT.	163	105+26.98, 24.00' LT.	4.00	2094.00	HS
163	105+26.98, 24.00' LT.	164	105+68.59, 24.00' LT.	42.09	2094.00	RI
164	105+68.59, 24.00' LT.	165	105+72.54, 24.00' LT.	4.00	2094.00	HS
165	105+72.54, 24.00' LT.	166	105+80.45, 24.00' LT.	8.00	2094.00	TDI
167	105+80.44, 30.00' LT.	168	105+80.28, 34.00' LT.	4.00	-	RI
169	105+97.18, 14.64' LT.	165	106+05.11, 14.11' LT.	8.00	-	TDI
200	102+51.72, 20.22' RT.	201	102+59.72, 20.49' RT.	8.00	-	TDI
202	204+77.37, 33.86' RT.	203	204+72.92, 27.30' LT.	8.00	17.00	TDI
203	204+72.92, 27.30' LT.	204	204+65.98, 23.46' LT.	8.00	17.00	TDI
205	204+60.06, 22.53' LT.	206	204+56.10, 21.95' LT.	4.00	-	TDI
210	204+48.96, 39.78' RT.	211	204+51.54, 40.78' RT.	2.77	40.00	I
211	204+51.54, 40.78' RT.	212	204+63.92, 49.09' RT.	15.00	40.00	TDI
213	103+57.00, 30.91' RT.	214	103+60.04, 29.45' RT.	3.38	40.00	TDI
214	103+60.04, 29.45' RT.	215	103+64.32, 27.71' RT.	4.62	40.00	TDI
215	103+64.32, 27.71' RT.	216	103+67.85, 26.42' RT.	3.75	40.00	I
216	103+67.85, 26.42' RT.	217	103+71.70, 25.17' RT.	4.00	115.00	HS
217	103+71.70, 25.17' RT.	218	104+04.55, 19.74' RT.	33.05	115.00	I
218	104+04.55, 19.74' RT.	219	104+08.58, 19.68' RT.	4.00	-	HS

RI = RESET CURB TYPE I  
I = TYPE I GRANITE CURB  
TDI = TYPE I GRANITE CURB TIPDOWN  
HS = HEADSTONE



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PROJ. MANAGER  
A. CORNEAU II

DESIGNED  
J. LANDRY

CHECKED  
J. WARREN

DATE  
03/21

DATE  
03/21

DATE  
03/21

SIGNATURE

P.E. NUMBER

DATE

FORT KENT  
W. MAIN ST./PLEASANT ST.  
/MEADOW LN.

CURBING PLAN

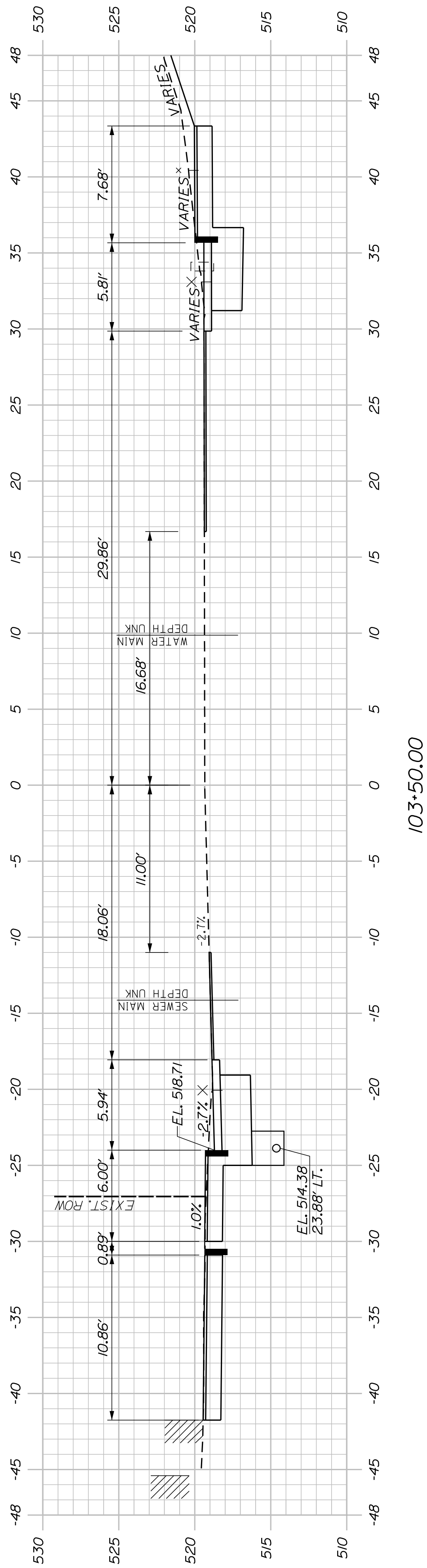
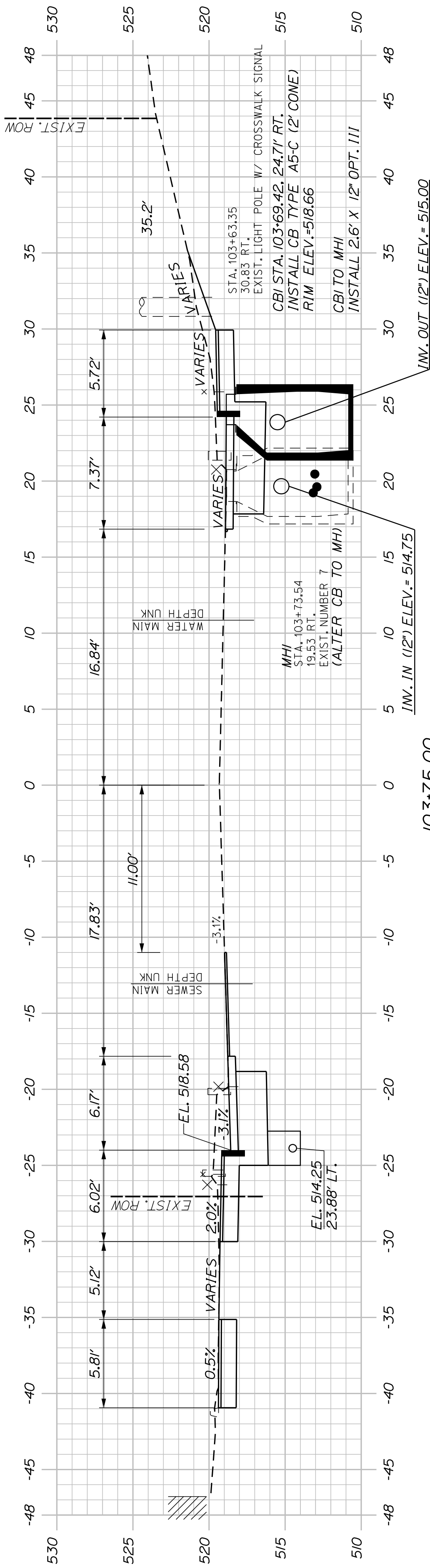
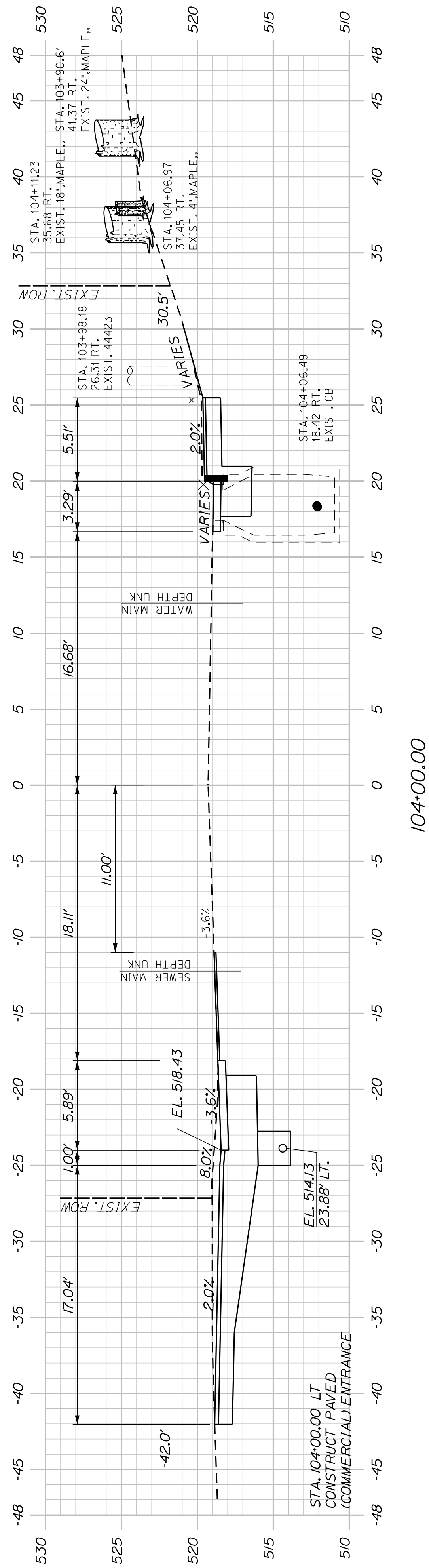
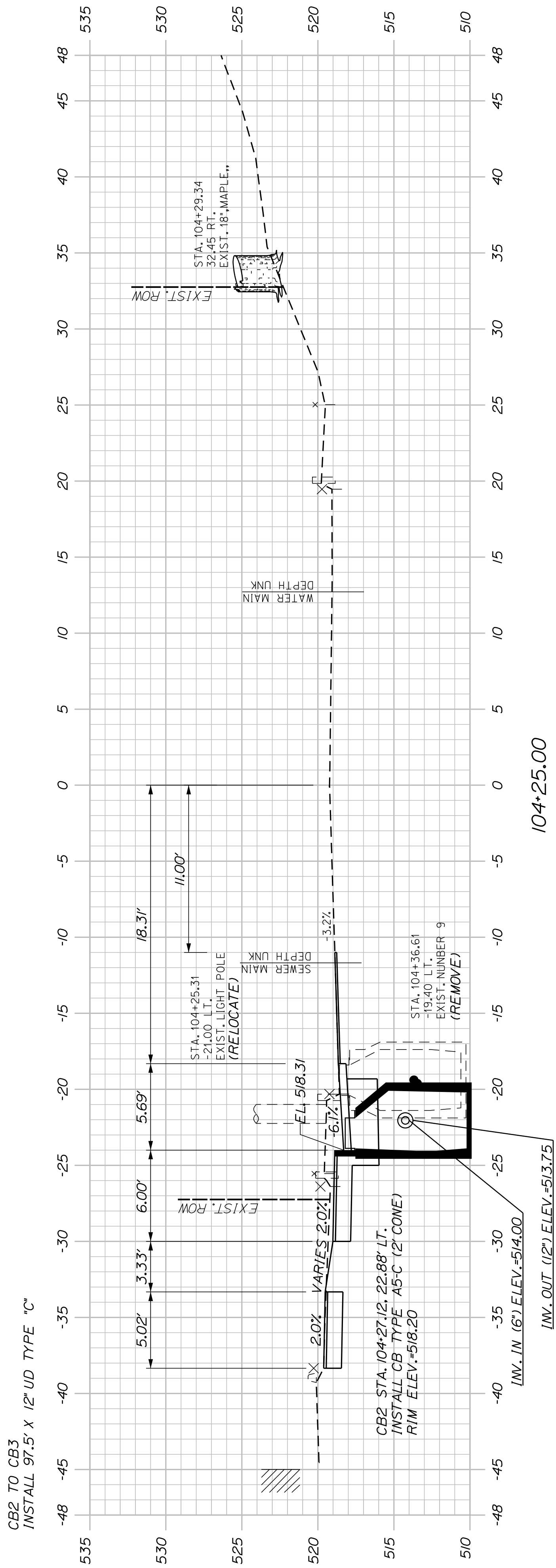
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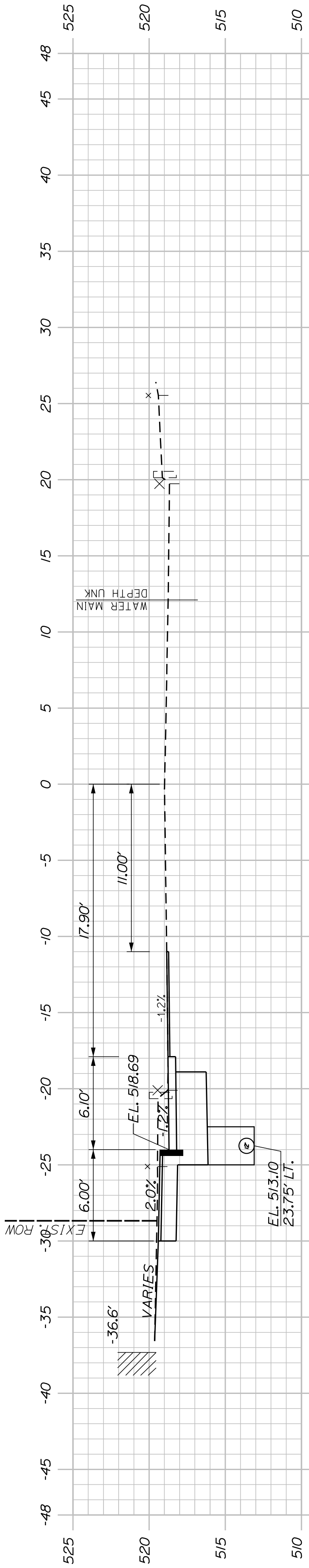
OF 15





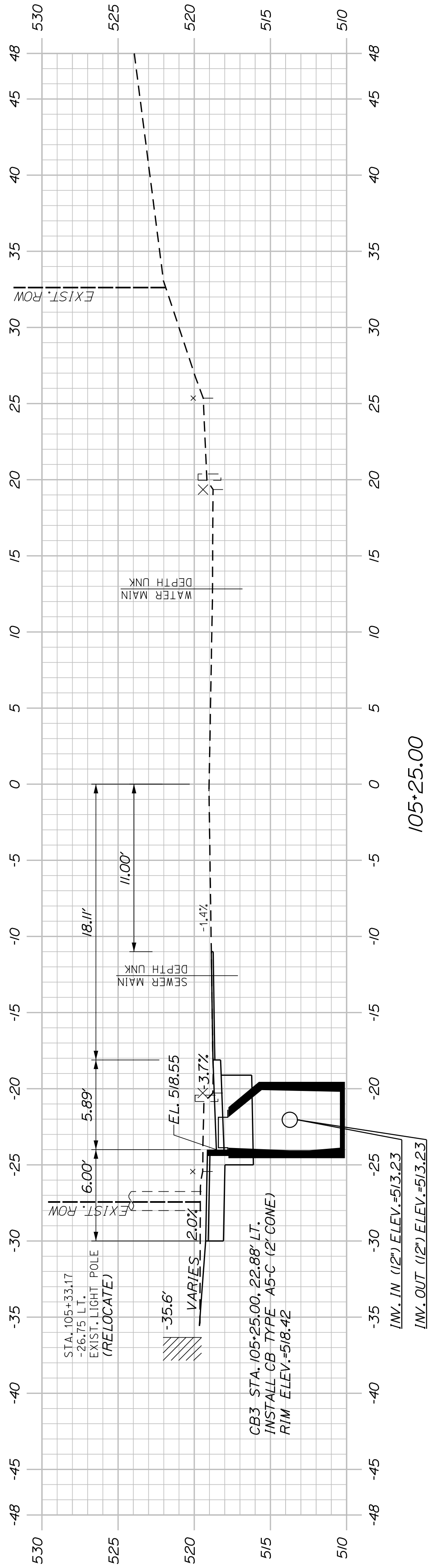




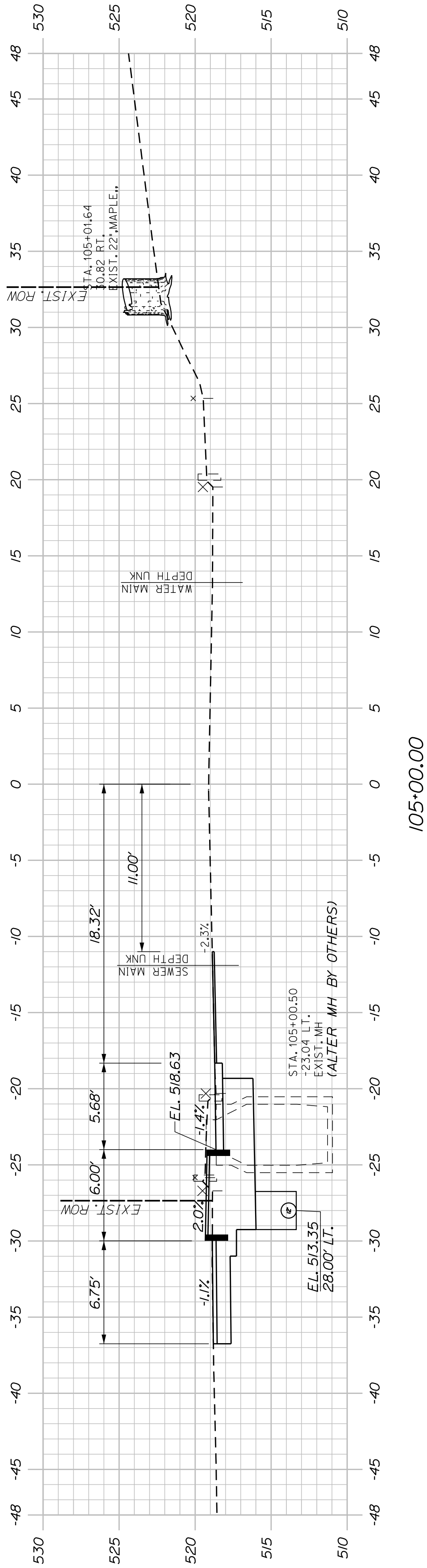


105+50.00

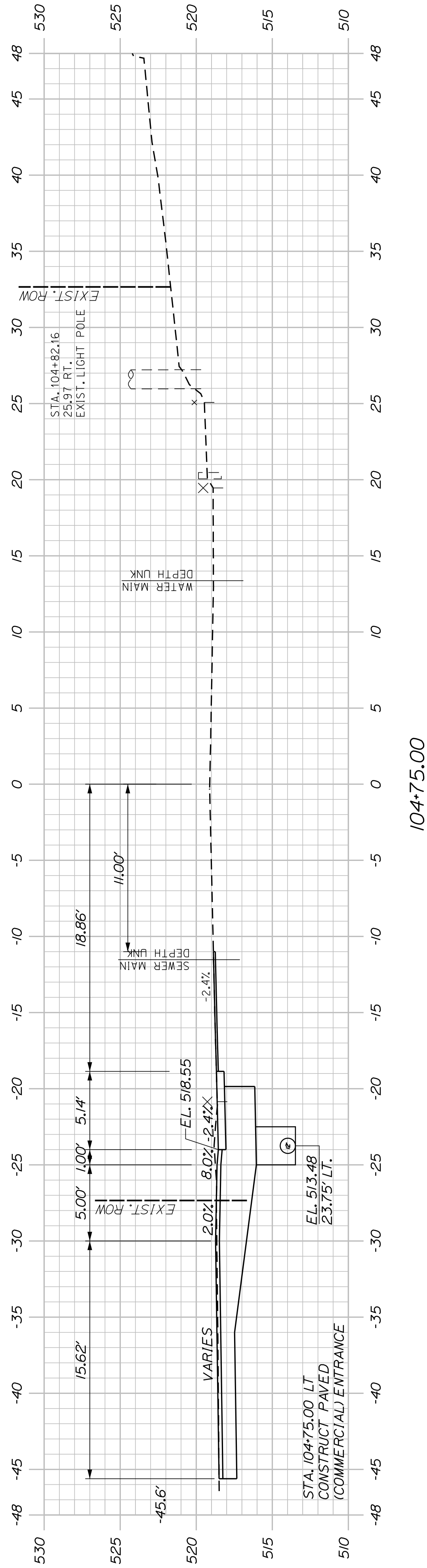
CB3 TO CB4  
INSTALL 42" X 12" UD TYPE "C"



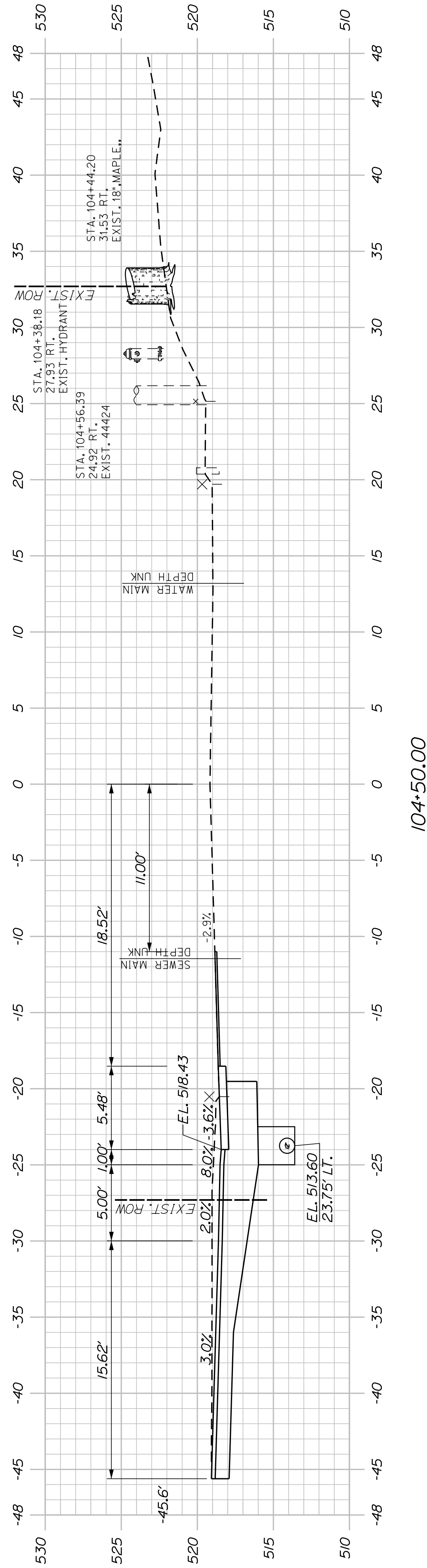
105+25.00



105+00.00



104+75.00



104+50.00





