STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

PLAN LEGEND

Town, County, State
Property Lines
R/W Lines-Existing
R/W Lines-Proposed
Culvert-Existing
Culvert Proposed
Curbing — Existing / Proposed
Type 1
Type 3
Type 5
Outline of Bodies of Water
Exposed Bedrock
Buildings
Trees — Conifer / Deciduous
Tree Line
Clearing Limit Line — CLL
Railroad

Catch Basins — Existing / Proposed
Manholes — Existing / Proposed
Proposed Underdrain
Proposed Ditch
Existing Ditch
Utility Poles — Existing / Proposed
Fire Hydrants — Existing / Proposed
Existing Water Line
Existing San. Sewer
Existing San. Sewer Manhole
Guardrail-Existing
Guardrail-Proposed
Guardrail-Cable, Other
Centerline-Existing
Centerline-Proposed — 10+00
Travelway-Existing
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)

BIDDEFORD

YORK COUNTY

ELM STREET

U.S. ROUTE 1

FEDERAL PROJECT NO. 2565300

PROJECT LENGTH : 0.30 MILES

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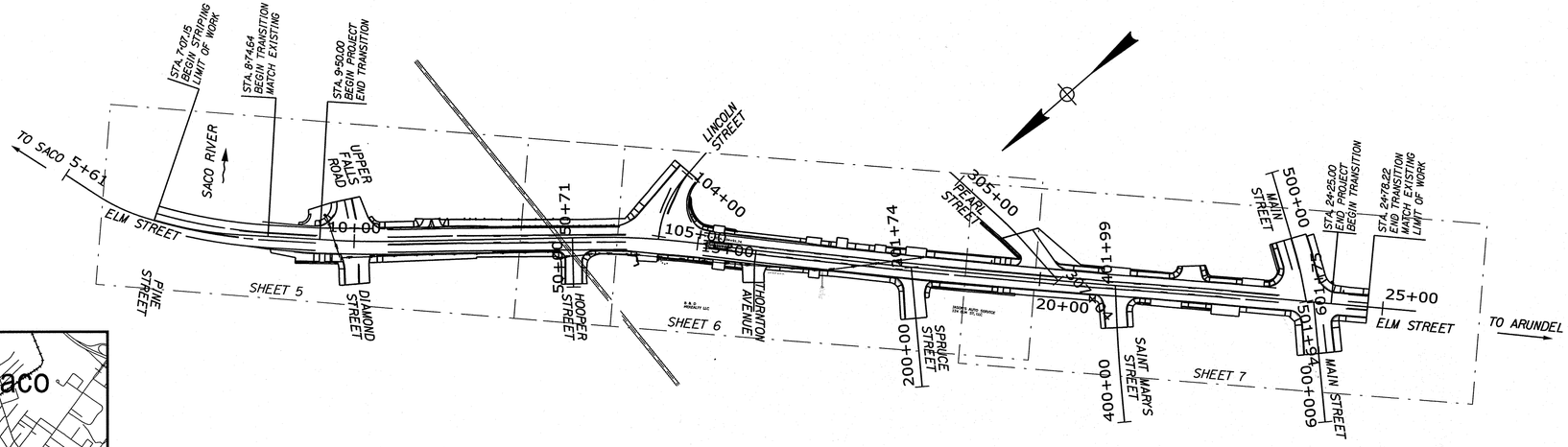
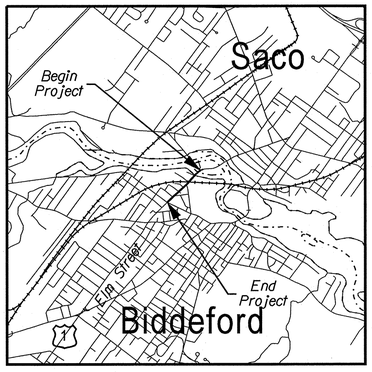




LOCATION MAP

TRAFFIC DATA

	Elm Street
Current (2026) AADT	20230
Future (2046) AADT	22250
DHV - % of AADT	10%
Design Hour Volume	2225
% Heavy Trucks (AADT)	4%
Directional Distribution (DHV)	58%
Design Speed (mph)	25
Functional Class:	Minor Arterial
Corridor Priority	2

LAYOUT SCALE

100 0 100 200

Scale in Feet

TYLin

PROJECT LOCATION:	BEGINNING JUST NORTHERLY OF THE UPPER FALLS / ONE DIAMOND INTERSECTION AND EXTENDING SOUTHERLY 0.30 MILES TO JUST SOUTHERLY OF THE MAIN STREET INTERSECTION
PROGRAM AREA:	HIGHWAY PROGRAM
SCOPE OF WORK:	MILL & FILL WITH NEW CURB & SIDEWALK

WIN 25653.00 FEDERAL PROJECT NO. 2565300

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

APPROVED — DATE
COMMISSIONER — 10-2-26
CHIEF ENGINEER — 10-1-2026

STATE OF MAINE — DAVID W. BURNHAM No. 10950 — PROFESSIONAL ENGINEER

SIGNATURE
10950
P.E. NUMBER
09/25/2028
DATE

PROJECT INFORMATION

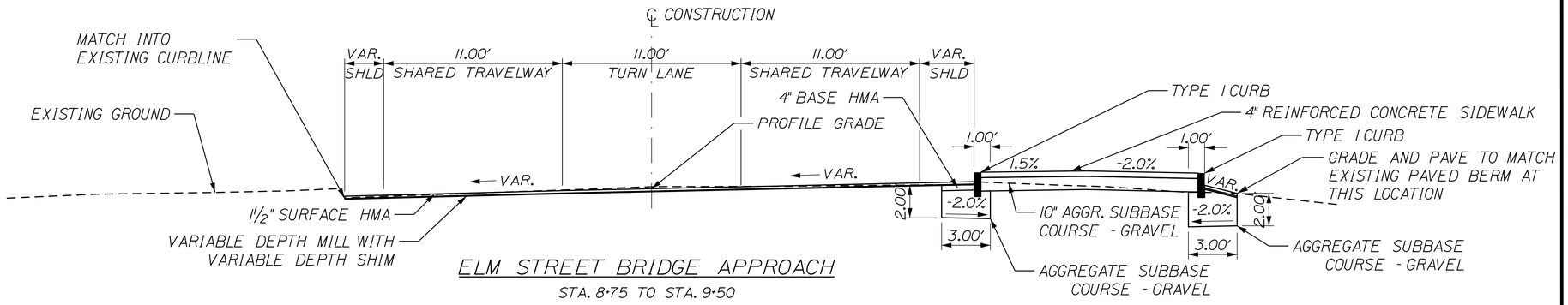
PROGRAM	HIGHWAY
PROJECT MANAGER	ERNEST MARTIN
DESIGNER	LUCAS SOO
CONSULTANT	TYLIN
PROJECT RESIDENT	
CONTRACTOR	
PROJECT COMPLETION DATE	

BIDDEFORD
ELM STREET

TITLE SHEET

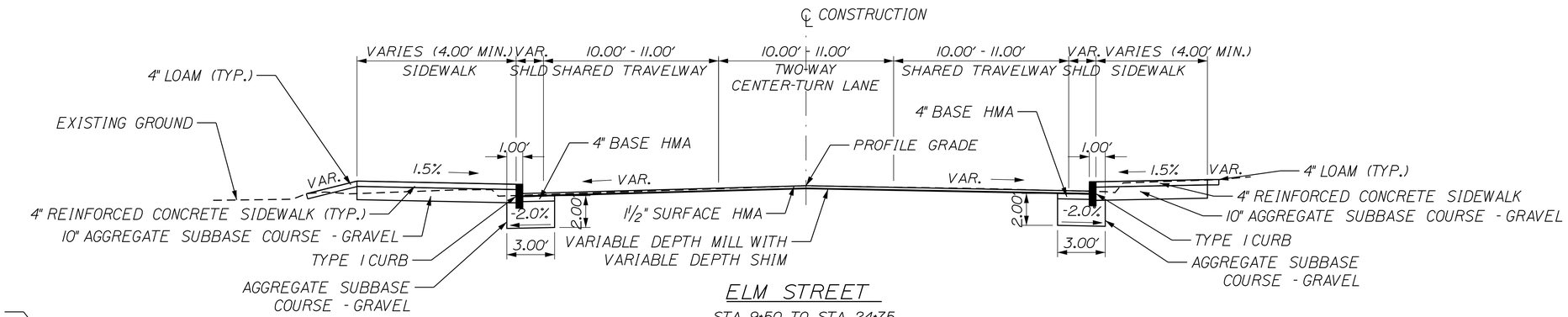
SHEET NUMBER
1
OF 71

Filename: ...\HIGHWAY\MSTA\xxx_Title_01.dgn Division: HIGHWAY Username: Date:9/25/2026



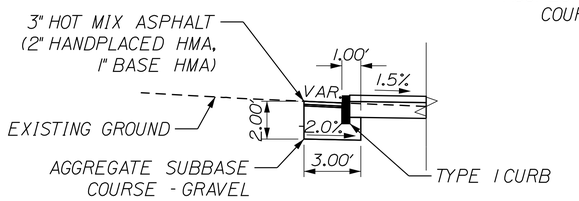
ELM STREET BRIDGE APPROACH

STA. 8+75 TO STA. 9+50
MILL & FILL



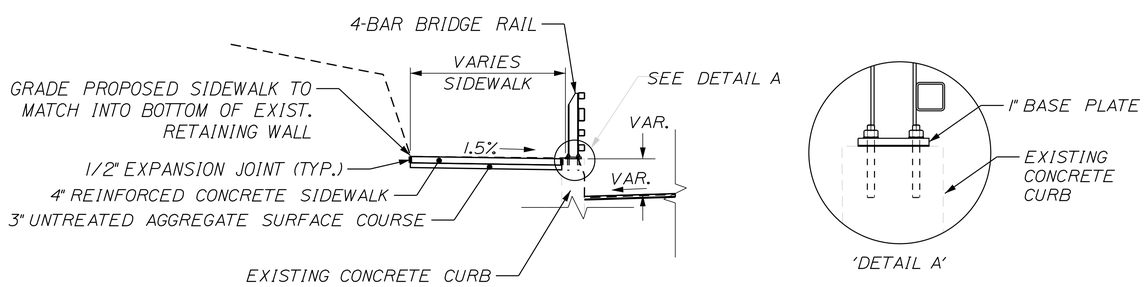
ELM STREET

STA. 9+50 TO STA. 24+75
MILL & FILL



ELM STREET

MISC. STATIONS LT & RT
BACK OF SIDEWALK CURB



ELM STREET - 4-BAR BRIDGE RAIL

STA. 11+95, LT TO STA. 13+78, LT

NOTES:

1. THE EXISTING CONCRETE CURB FROM STA. 11+95+/- LT TO STA. 14+07 +/- LT SHALL BE RETAINED. THE EXISTING BRICK SIDEWALK ADJACENT TO THIS CURB SHALL BE REMOVED TO A DEPTH OF 7".
2. THE EXISTING RAILING FROM STA. 11+95+/- LT TO STA. 13+78+/- LT, SHALL BE REMOVED AND DISCARDED. ANY SPALLS OR LOCALIZED CURB DAMAGE SHALL BE REPAIRED USING A HIGH-STRENGTH NON-SHRINK CEMENTITIOUS MORTER. FROM MAINEDOT'S QUALIFIED PRODUCTS LIST (QPL). PAYMENT FOR REMOVAL AND DISPOSAL OF THE RAIL, AND THE CURB REPAIR SHALL BE INCIDENTAL TO ITEM 507.0831 STEEL BRIDGE RAILING, 4 BAR.
3. THE PROPOSED 4 BAR BRIDGE RAIL, FROM STA. 11+95 LT TO STA. 13+78 LT, SHALL BE MOUNTED TO THE EXISTING CONCRETE CURB (REF. 'DETAIL A'). ANCHOR BOLD INSTALLATION SHALL USE AN EPOXY ANCHORING ADHESIVE FROM MAINEDOT'S QPL. ADDITIONAL DETAILS AND DIMENSIONS ARE PROVIDED IN THE SPECIAL DETAILS SHEET.
4. BASE HMA TO MATCH EXISTING DEPTH UP TO A MAXIMUM OF 6".
5. REMOVAL OF EXISTING CONCRETE, BRICK, AND HMA SIDEWALKS TO BE PAID AS ITEM 203.20, COMMON EXCAVATION.
6. FROM STA. 11+95+/- LT TO STA. 14+07 +/- LT AND STA. 13+32 +/- RT AND STA. 14+15 +/- RT, AN EXPANSION JOINT IS TO BE INSTALLED WHERE THE PROPOSED REINFORCED CONCRETE SIDEWALK INTERFACES WITH THE RETAINED EXISTING CONCRETE CURB, OR THE EXISTING GRANITE RETAINING WALL(S). USE A 1/2" PREFORMED CLOSED CELL POLYPROPYLENE EXPANSION JOINT WITH TEAR STRIP. AFTER INSTALLATION, REMOVE TEAR STRIP, AND ADD FOAM BACKER ROD, AND CAULK (IN A COLOR APPROVED BY THE RESIDENT). PAYMENT SHALL BE INCIDENTAL TO ITEM 608.08, REINFORCED CONCRETE SIDEWALK.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

	SIGNATURE	
	P.E. NUMBER	
	DATE	

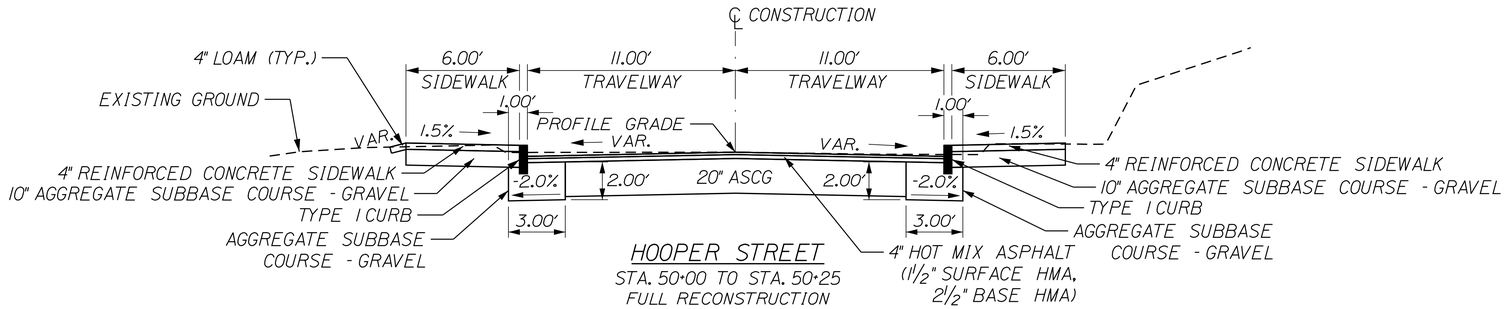
	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BIDDEFORD
ELM STREET

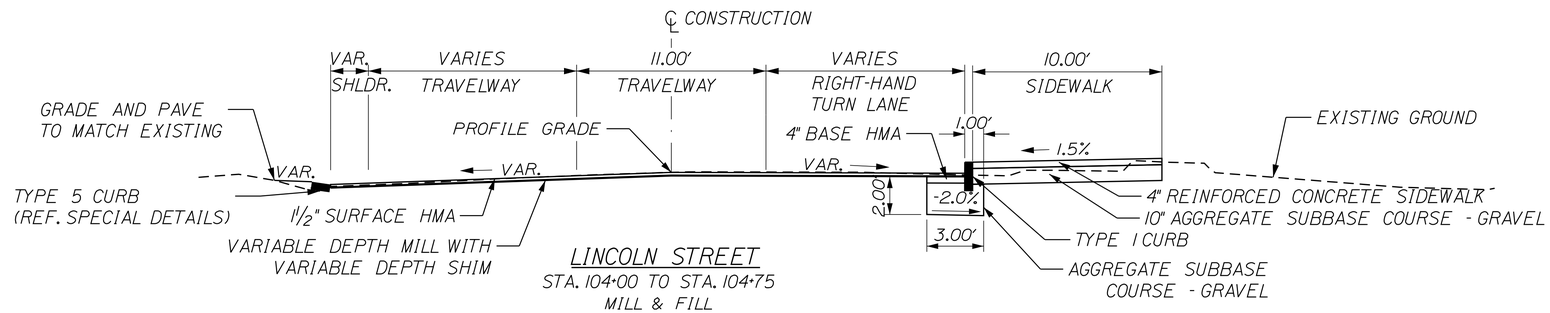
TYPICAL SECTIONS

SHEET NUMBER
2
OF 71

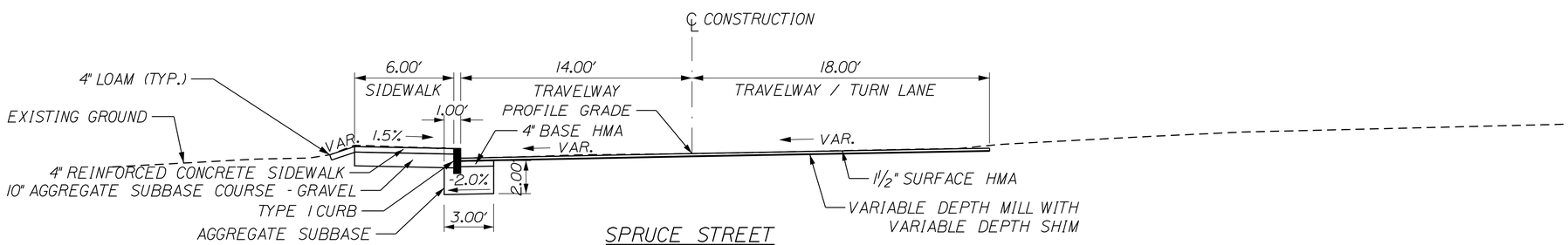
Filename: ...\MSTA\xxx_Typicals_01.dgn Division: HIGHWAY Username: Date:9/25/2026



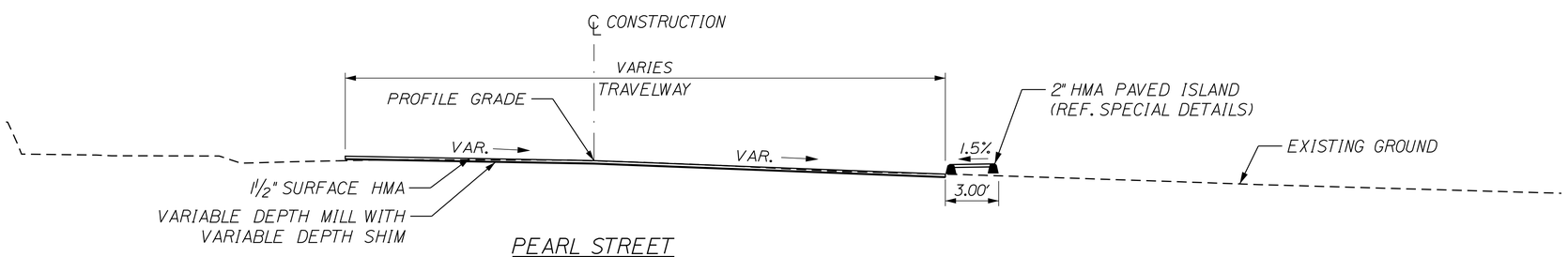
HOOPER STREET
STA. 50+00 TO STA. 50+25
FULL RECONSTRUCTION



LINCOLN STREET
STA. 104+00 TO STA. 104+75
MILL & FILL



SPRUCE STREET
STA. 201+00 TO STA. 201+25
MILL & FILL



PEARL STREET
STA. 306+14 TO STA. 307+04
MILL & FILL

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

BY	DATE

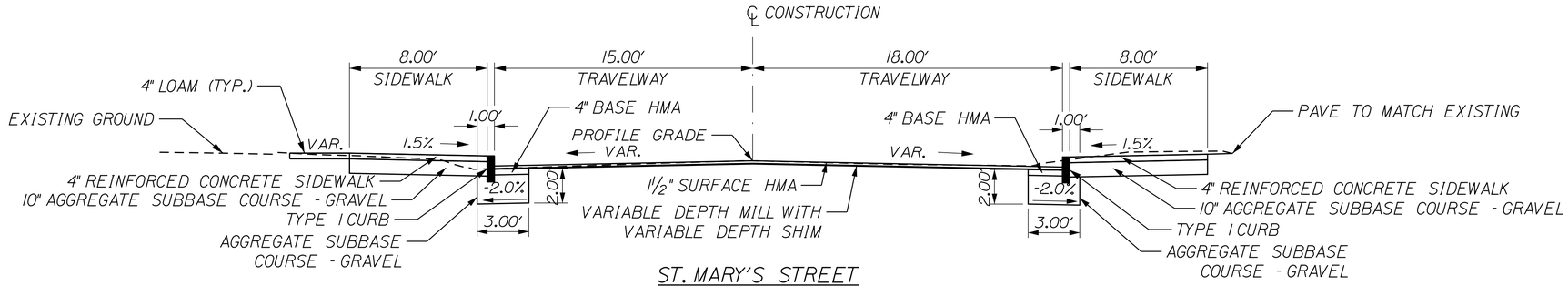
PROJ. MANAGER
DESIGN-DETAILED
CHECKED-REVIEWED
DESIGN2-DETAILED2
DESIGN3-DETAILED3
REVISIONS 1
REVISIONS 2
REVISIONS 3
REVISIONS 4
FIELD CHANGES

BIDDEFORD
ELM STREET

TYPICAL SECTIONS

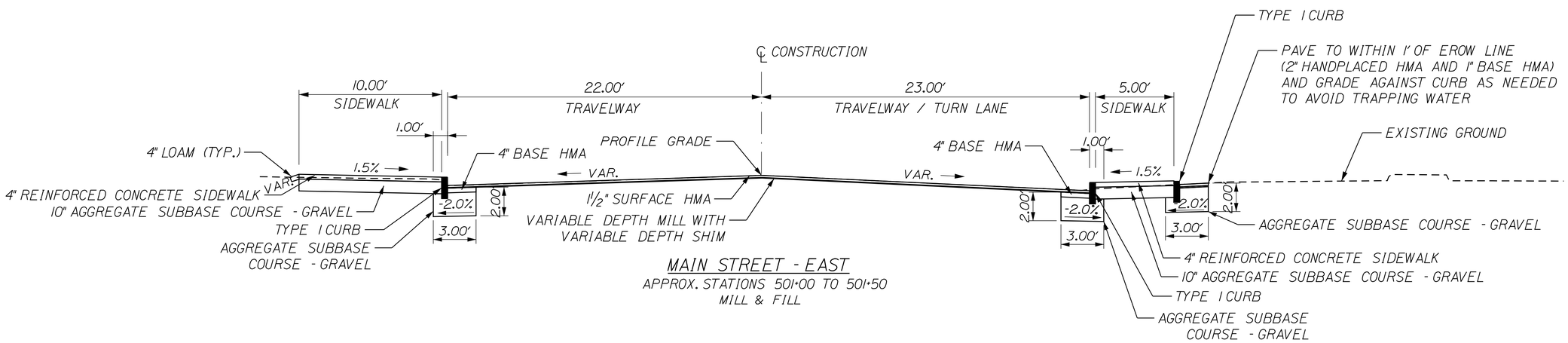
SHEET NUMBER
3
OF 71

Filename: ...\MSTA\xxx_Typicals_02.dgn Division: HIGHWAY Username: Date:9/25/2026



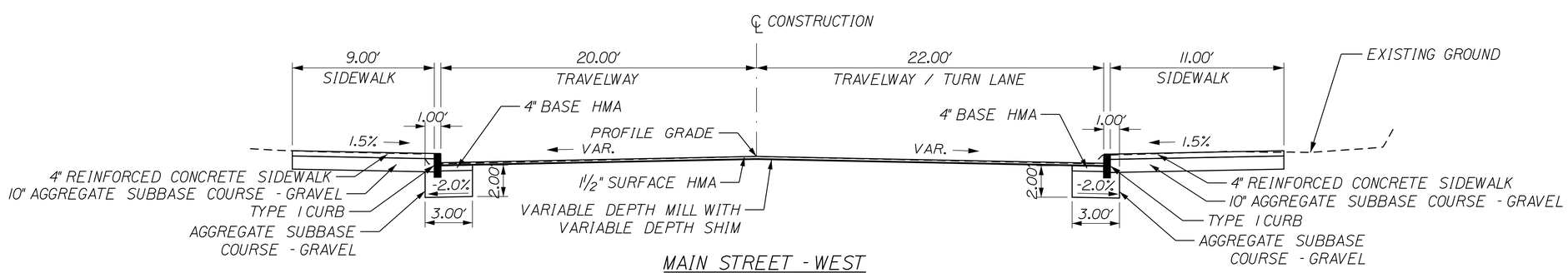
ST. MARY'S STREET

APPROX. STATIONS 400+00 TO 401+50
MILL & FILL



MAIN STREET - EAST

APPROX. STATIONS 501+00 TO 501+50
MILL & FILL



MAIN STREET - WEST

APPROX. STATIONS 600+25 TO 601+75
MILL & FILL

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

TYPICAL SECTIONS

SHEET NUMBER

4

OF 71

Filename: ...\MSTA\xxx_Typicals_03.dgn Division: HIGHWAY Username: Date:9/25/2026

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
202.15	REMOVE EXISTING MANHOLE OR CATCH BASIN	2	EA
202.202	REMOVING PAVEMENT SURFACE	8740	SY
203.20	COMMON EXCAVATION	1050	CY
203.2312	HEALTH AND SAFETY PLAN	1	LS
203.2333	DISPOSAL/TREATMENT OF SPECIAL EXCAVATION	75	TON
206.061	STRUCTURAL EARTH EXC. - DRAIN. AND MINOR STRUCTS. BEL. GRADE	50	CY
304.10	AGGREGATE SUBBASE COURSE - GRAVEL	1340	CY
403.2081	HMA - 12.5 MM POLYMER MODIFIED HOT MIX ASPHALT	750	TON
403.209	HMA - 9.5 MM NOMINAL MAX. SIZE (DRIVES AND INCIDENTALS)	135	TON
403.2111	9.5 MM POLYMER MODIFIED HMA (SHIM)	375	TON
403.213	HMA - 12.5 MM NOMINAL MAX. SIZE, BASE	225	TON
409.15	BITUMINIOUS TACK COAT, APPLIED	740	G
411.10	UNTREATED AGGREGATE SURFACE COURSE, TRUCK MEASURED	20	CY
424.22	ASPHALT RUBBER CRACK SEALER TYPE 2, APPLIED (WITH HOT POUR MASTIC)	1250	LB
424.38	CRACK REPAIR - HOT POUR MASTIC	650	LB
502.3412	STRUCTURAL CONCRETE, RAISED ISLANDS	20	CY
507.0831	STEEL BRIDGE RAILING, 4 BAR	1	LS
603.159	12" CULVERT PIPE OPT. III	100	LF
604.092	CATCH BASIN TYPE BI-C	5	EA
604.16	ALTER CATCH BASIN TO MANHOLE	4	EA
604.168	REMOVE AND RESET CATCH BASIN	2	EA
604.181	ADJ. & ALT. CATCH BASIN LINE & GRADE	25	EA
604.262	CATCH BASIN TYPE B5-C	2	EA
605.11	12" UNDERDRAIN TYPE C	70	LF
605.15	24" UNDERDRAIN TYPE C	50	LF
606.265	TERMINAL END - SINGLE RAIL - GALVANIZED STEEL	1	EA
606.353	REFLECTORIZED FLEXIBLE GUARDRAIL MARKER	3	EA
606.71	GUARDRAIL THRIE BEAM - 15' RADIUS AND LESS	25	LF
608.08	REINFORCED CONCRETE SIDEWALK	2530	SY
608.26	CURB RAMP DETECTABLE WARNING FIELD	620	SF
609.11	VERTICAL CURB TYPE 1	2125	LF
609.12	VERTICAL CURB TYPE 1 - CIRCULAR	40	LF
609.221	TERMINAL CURB TYPE 1	865	LF
609.222	TERMINAL CURB TYPE 1 - CIRCULAR	275	LF
609.31	CURB TYPE 3	160	LF
609.35	CURB TYPE 5 - CIRCULAR	115	LF
609.38	RESET CURB TYPE 1	100	LF
615.07	LOAM	25	CY
618.13	SEEDING METHOD NO. 1	2	UN
619.12	MULCH	2	UN
626.11	PRECAST JUNCTION BOX	14	EA
626.21	METALLIC CONDUIT	60	LF
626.22	NON-METALLIC CONDUIT	740	LF
626.36	REMOVE OR MODIFY CONCRETE FOUNDATION	6	EA
626.38	GROUND MTD CABINET FOUNDATION	2	EA
626.421	24" DIAMETER FOUNDATION	84	LF
626.44	36" DIAMETER FOUNDATION	60	LF
627.733	4" WHITE OR YELLOW PAINTED PAVEMENT MARKING LINE	7320	LF
627.75	WHITE OR YELLOW PAVEMENT & CURB MARKING	4400	SF
627.77	REMOVING EXISTING PAVEMENT MARKINGS	1000	SF
627.78	TEMP 4" PAINT PAVEMENT MARK LINE, WHITE OR YELLOW	7320	LF
629.05	HAND LABOR - STRAIGHT TIME	50	MH
631.10	AIR COMPRESSOR (INCLUDING OPERATOR)	30	HR
631.11	AIR TOOL (INCLUDING OPERATOR)	30	HR
631.12	ALL PURPOSE EXCAVATOR (INCLUDING OPERATOR)	50	HR
631.172	TRUCK, LARGE (INCLUDING OPERATOR)	100	HR
631.221	SMALL FRONT END LOADER (INCLDING OPERATOR)	30	HR
631.32	CULVERT CLEANER (INCLUDING OPERATOR)	30	HR
634.160	HIGHWAY LIGHTING	1	LS
639.18	FIELD OFFICE TYPE A	1	EA

ESTIMATED QUANTITIES

ITEM NO.	DESCRIPTION	QUANTITY	UNIT
643.1095	TRAFFIC SIGNAL - REMOVE (ELM STREET / SPRUCE STREET)	1	LS
643.621	RECTANGULAR RAPID FLASHING BEACON ASSEMBLY (ELM ST. STA 19+45)	1	EA
643.632	RECTANGULAR RAPID FLASHING BEACON (RRFB) - REMOVE (ELM ST. STA. 10+30 RT)	1	LS
643.632	RECTANGULAR RAPID FLASHING BEACON (RRFB) - REMOVE (ELM ST. STA. 10+45 LT)	1	LS
643.80	TRAFFIC SIGNALS (AT ELM/UPPER FALLS/DIAMOND)	1	LS
643.80	TRAFFIC SIGNALS (AT ELM/LINCOLN)	1	LS
643.83	VIDEO DETECTION SYSTEM (AT ELM/UPPER FALLS/DIAMOND)	1	LS
643.83	VIDEO DETECTION SYSTEM (AT ELM/LINCOLN)	1	LS
643.91	MAST ARM POLE (ELM/UPPER FALLS/DIAMOND - 35' ARM)	2	EA
643.91	MAST ARM POLE (ELM/UPPER FALLS/DIAMOND - 25' AND 45' ARM)	1	EA
643.91	MAST ARM POLE (ELM/UPPER FALLS/DIAMOND - 45' AND 50' ARM)	1	EA
643.91	MAST ARM POLE (ELM/LINCOLN 45' ARM AND 50' ARM)	1	EA
643.92	PEDESTAL POLE	10	EA
645.106	DEMOUNT REG., WARN., CONF., & ROUTE MARKER SIGN	30	EA
645.116	REINSTALL REG., WARN., CONF., & ROUTE MARKER SIGN	30	EA
645.292	REG., WARN., CONFIRM. AND ROUTE MARK. ASSEMBLY SIGNS TYPE II	100	SF
652.33	DRUM	30	EA
652.34	CONE	200	EA
652.35	CONSTRUCTION SIGNS	600	SF
652.36	MAINTENANCE OF TRAFFIC CONTROL DEVICES	100	CD
652.38	FLAGGERS	3700	HR
652.41	PORTABLE CHANGEABLE MESSAGE SIGN	2	EA
656.75	TEMPORARY SOIL EROSION AND WATER POLLUTION CONTROL	1	LS
658.20	ACRYLIC LATEX FINISH, GREEN	30	SY
659.10	MOBILIZATION	1	LS
812.162	ADJUSTING SEWER MANHOLE TO GRADE	18	EA
823.332	GATE VALVE BOX, ADJUST TO GRADE	18	EA
841.47	STEEL BOLLARD	6	EA

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

BY	DATE

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REVISIONS 1
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REVISIONS 3
REVISIONS 4
FIELD CHANGES

BIDDEFORD
ELM STREET

ESTIMATED QUANTITIES

SHEET NUMBER
5
OF 71

Date:9/30/2026
Username:
Division: HIGHWAY
Filename: ...\xxx_Estimated Quantities.dgn

GENERAL NOTES

1. PAVEMENT THICKNESSES SHOWN ON THE TYPICAL SECTIONS ARE INTENDED TO BE NOMINAL.
2. 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.
3. RESIDENTIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 2 INCHES OF HOT MIX ASPHALT AND 12 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
4. COMMERCIAL PAVED ENTRANCES SHALL BE CONSTRUCTED WITH 3 INCHES OF HOT MIX ASPHALT AND 11 INCHES OF AGGREGATE SUBBASE COURSE GRAVEL.
5. 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.
6. PRIOR TO SURFACE PAVING, EXISTING CULVERTS TO REMAIN SHALL BE CLEANED AS DIRECTED BY THE RESIDENT. PAYMENT WILL BE MADE UNDER STANDARD SPECIFICATIONS ITEM 631.32, CULVERT CLEANER (INCLUDING OPERATOR).
7. NO EXISTING DRAINAGE SHALL BE ABANDONED, REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT.
8. FLAT TOPS FOR CATCH BASINS ARE NOT ALLOWED UNLESS NOTED ON THE PLANS OR DIRECTED BY THE RESIDENT.
9. 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 STANDARD SPECIFICATIONS SECTION 604, MANHOLES, INLETS AND CATCH BASINS
10. 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 STANDARD SPECIFICATIONS SECTION 603, PIPE CULVERTS AND STORM DRAINS OR STANDARD SPECIFICATIONS SECTION 605, UNDERDRAINS.
11. GUARDRAIL END TREATMENTS SHALL BE INSTALLED CONCURRENTLY WITH THE PLACEMENT OF EACH SECTION OF BEAM GUARDRAIL.
12. ALL EXISTING GUARDRAIL REMOVED AND NOT REUSED ON THE PROJECT WILL BECOME THE PROPERTY OF THE CONTRACTOR. REMOVAL AND DISPOSAL SHALL BE CONSIDERED INCIDENTAL TO THE GUARDRAIL ITEMS.
13. TWO REFLECTORIZED FLEXIBLE GUARDRAIL MARKERS (STANDARD SPECIFICATIONS ITEM 606.353, REFLECTORIZED FLEXIBLE GUARDRAIL MARKER) WILL BE INSTALLED AT EACH GUARDRAIL END.
14. CONNECTIONS FOR PROPOSED GUARDRAIL TO EXISTING GUARDRAIL WILL BE CONSIDERED INCIDENTAL TO STANDARD SPECIFICATIONS SECTION 606, GUARDRAIL.
15. 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.
16. 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.
17. 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.
18. PLANS OF PREVIOUSLY CONSTRUCTED PROJECTS ARE AVAILABLE ON REQUEST. THESE PROJECTS ARE:
19. NO SEPARATE PAY FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT AND LAYOUT OF WORK BEING PAID FOR UNDER EQUIPMENT RENTAL ITEMS.
20. "UNDETERMINED LOCATIONS" SHALL BE DETERMINED BY THE RESIDENT.
21. THE PROJECT GEOTECHNICAL REPORT TITLED FINAL 26331.00_BIDDEFORD MAST ARM DESIGN_082126.PDF, 2026-08. DATE CAN BE ACCESSED AT THE MAINEDOT WEBSITE HTTPS://WWW.MAINE.GOV/DOT/DOING-BUSINESS/BID-OPPORTUNITIES/ .
22. 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 CONCLUSIONS 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.
23. 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.
24. ACRYLIC LATEX COLOR FINISH GREEN (STANDARD SPECIFICATIONS ITEM 658.20, ACRYLIC LATEX COLOR FINISH) SHALL BE PLACED ON ALL PAVED ISLANDS.

CSX CONSTRUCTION NOTES

1. UPON COMPLETION OF CONSTRUCTION, MAINEDOT SHALL PROVIDE A FULL SET OF ELECTRONIC AS-BUILT DRAWINGS, SHOWING ACTUAL MEASURED VERTICAL AND HORIZONTAL CLEARANCES, SHALL BE FURNISHED TO CSX.
2. MAINEDOT OR ITS CONTRACTOR SHALL ARRANGE AND CONDUCT ITS WORK SO THAT THERE WILL BE NO INTERFERENCE WITH CSX OPERATOINS, INCLUDING BUT NOT LIMITED TO: TRAIN, SIGNAL, TELEPHONE AND TELEGRAPHIC SERVICES, OR DAMAGE TO CSX'S PROPERTY OR RIGHT-OF-WAY.
3. CONTRACTOR SHALL SUBMIT A SAFETY PLAN TO CSX FOR REVIEW.

Filename: ...\MSTA\xxx_General Notes.dgn Division: HIGHWAY Username: Date:9/25/2026

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

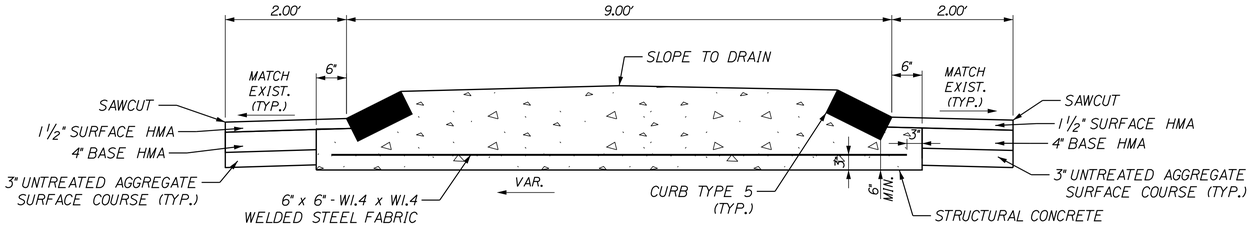
PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER
DATE

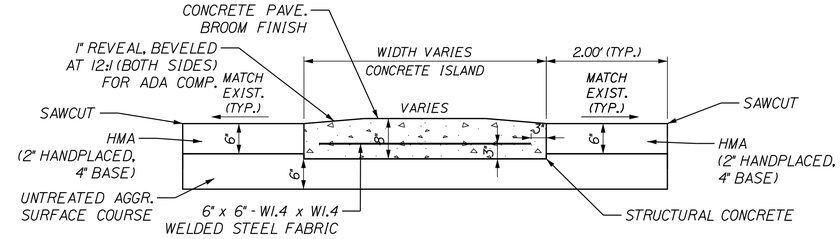
BIDDEFORD
ELM STREET

GENERAL NOTES

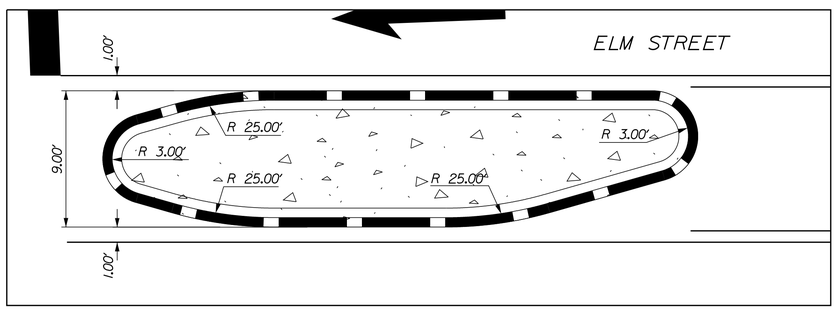
TYLin



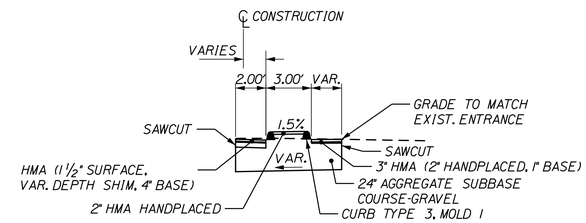
RAISED CONCRETE MEDIAN ISLAND
N.T.S.
ELM STREET STA. 15+11 +/- TO STA. 15+50 +/-



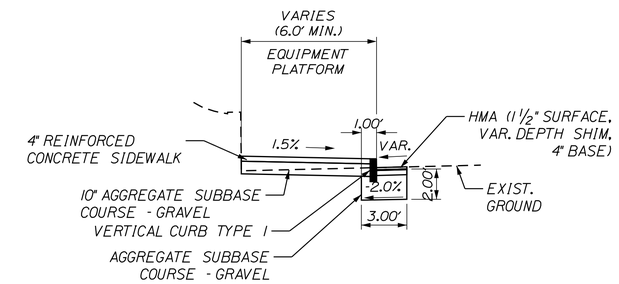
FLUSH CONCRETE ENTRANCE ISLAND
N.T.S.
ELM STREET STA. 11+13 +/- LT



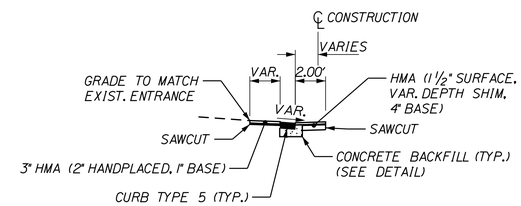
RAISED CONCRETE MEDIAN ISLAND PLAN
ELM STREET STA. 15+11 +/- TO STA. 15+50 +/-



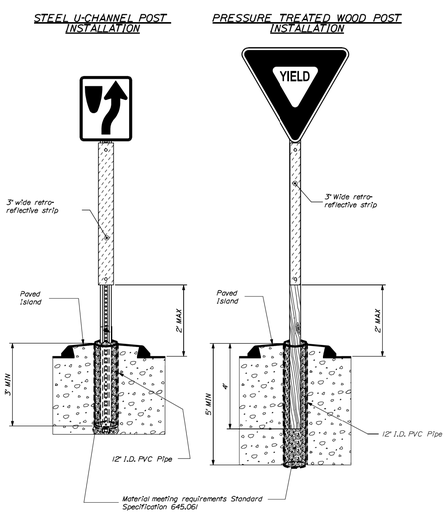
TYPE 3 CURB, MOLD 1 PAVED ISLAND
PEARL STREET STA. 305+64 +/- RT TO STA. 306+45 +/- RT



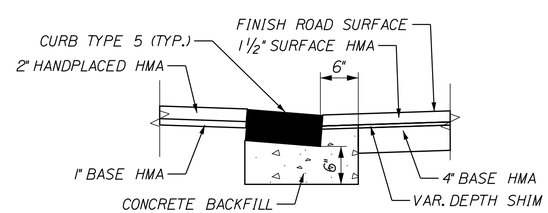
TRAFFIC SIGNAL EQUIPMENT PLATFORM
SECTION A-A
ELM STREET STA. 14+09 +/- RT



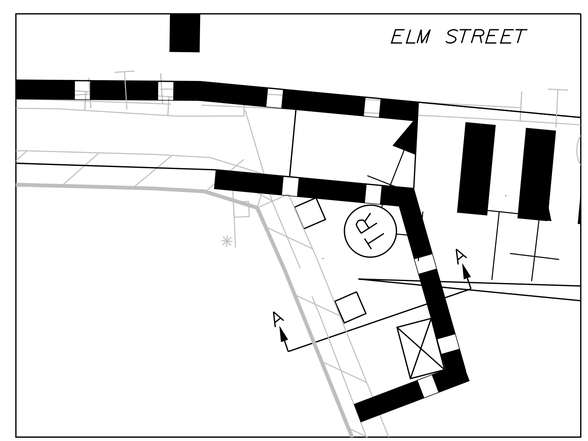
TYPE 5 CURB
LINCOLN STREET STA. 104+24 +/- TO STA. 104+49 +/- LT



~ ISLAND SIGN POST SLEEVE ~
INSTALLATION OF TYPE II SIGNS
HIGHWAY SIGNING & BREAK AWAY POSTS
645(09)C



CONCRETE BACKFILL FOR TYPE 5 CURB
N.T.S.



TRAFFIC SIGNAL EQUIPMENT PLATFORM
PLAN
ELM STREET STA. 14+00 +/- RT

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

SIGNATURE
P.E. NUMBER
DATE

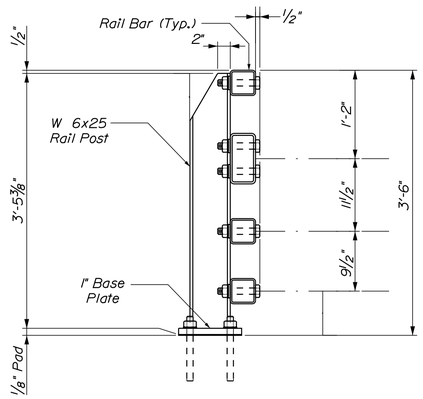
PROJ. MANAGER	DATE	BY
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BIDDEFORD
ELM STREET

SPECIAL DETAILS

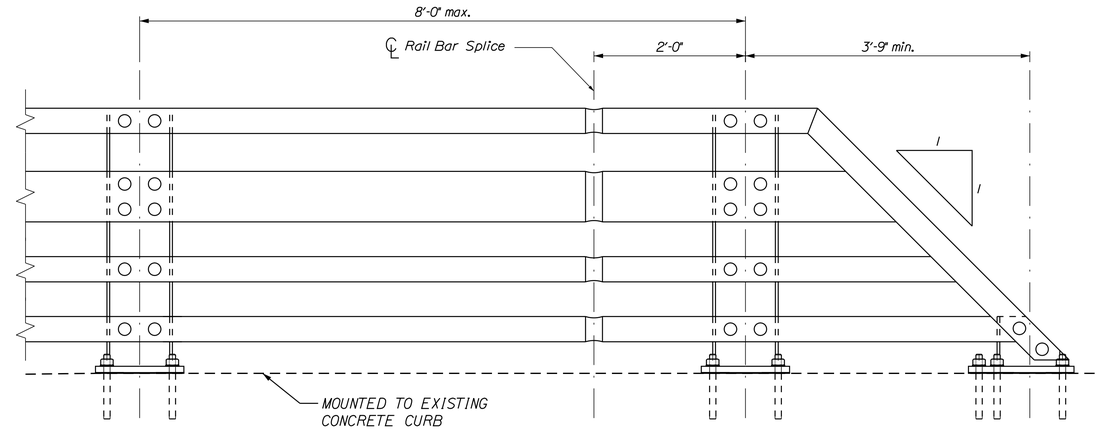
SHEET NUMBER
7
OF 71

Date:9/30/2026
Username:
Division: HIGHWAY
Filename: ...\xxx_SpecialDetails_01.dgn



TYPICAL BRIDGE RAILING SECTION
(4 - Bar Traffic / Pedestrian Railing)
N.T.S.

STEEL BRIDGE RAILING
507(07)



4 - BAR STEEL BRIDGE RAILING
(Showing End Treatment)
N.T.S.

BARRIER - MOUNTED STEEL BRIDGE RAILING
507(29)

Date:9/25/2026 Division: HIGHWAY Username:
Filename: ...\xxx_Special Details_02.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

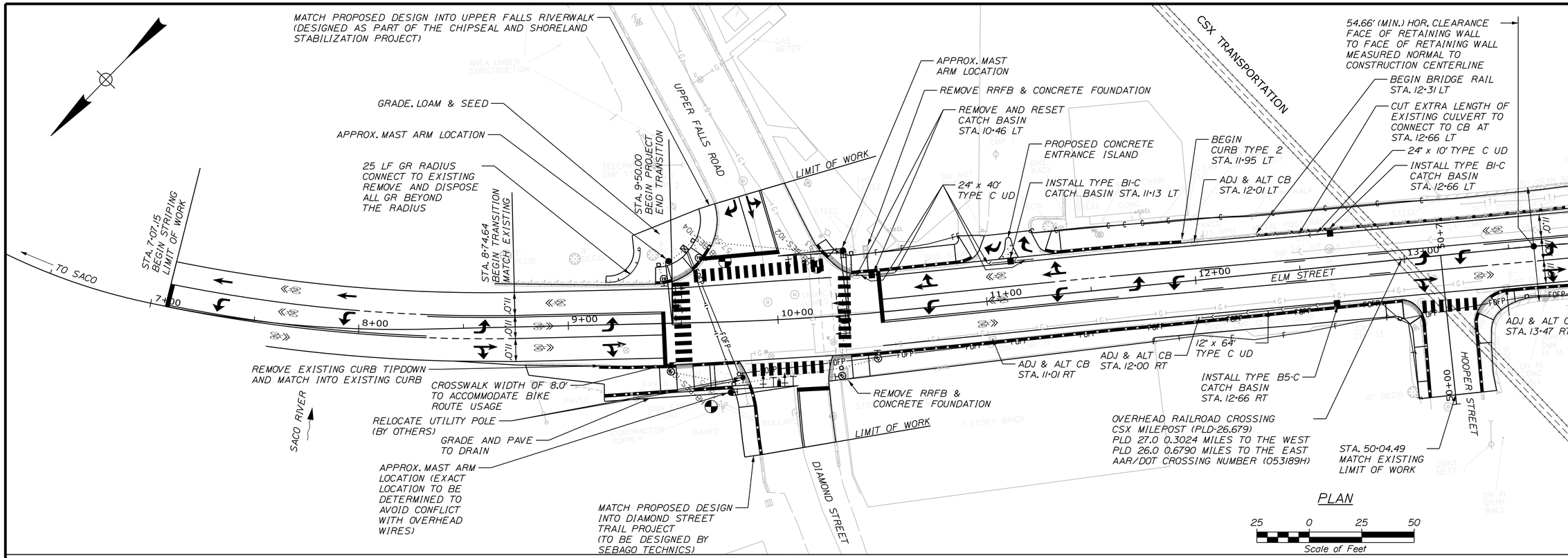
	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

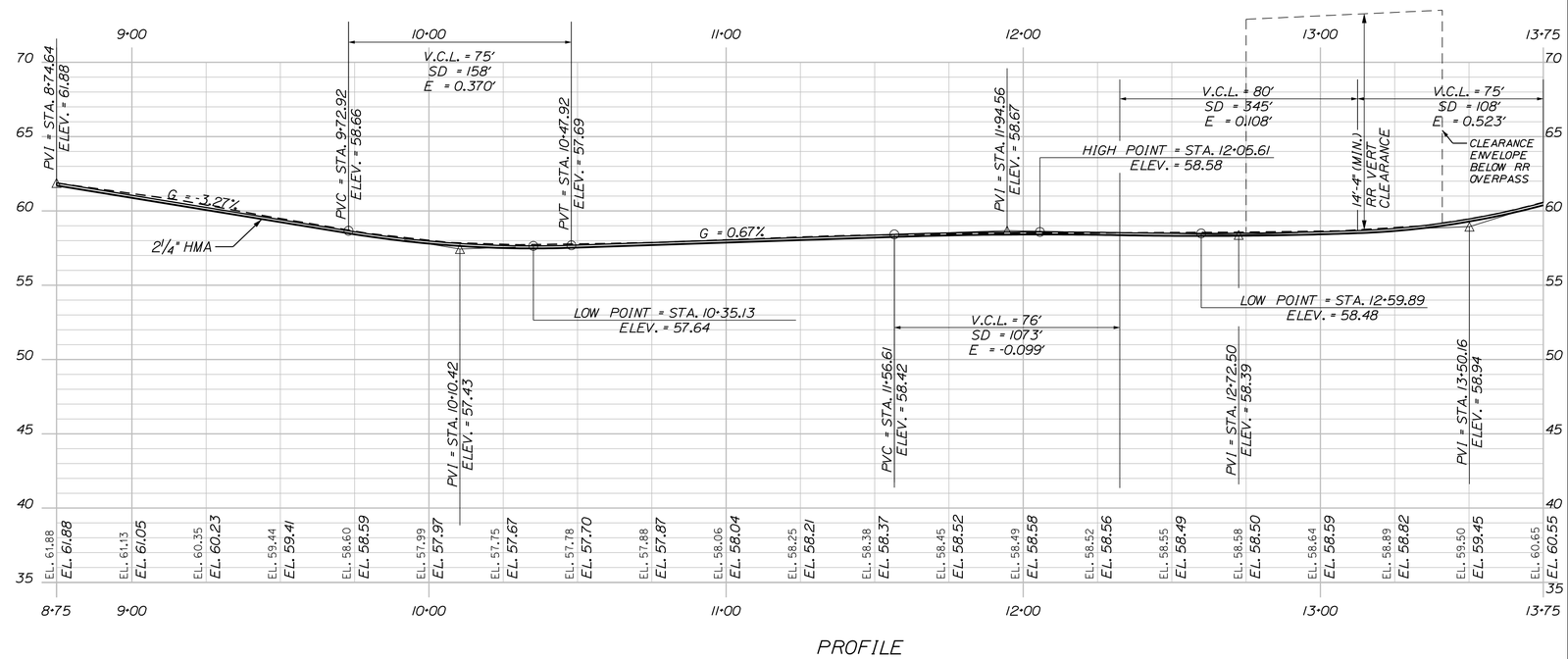
BIDDEFORD
ELM STREET

SPECIAL DETAILS

TYLin

SHEET NUMBER
8
OF 71





TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET
ELM STREET PLAN AND PROFILE

SHEET NUMBER

9

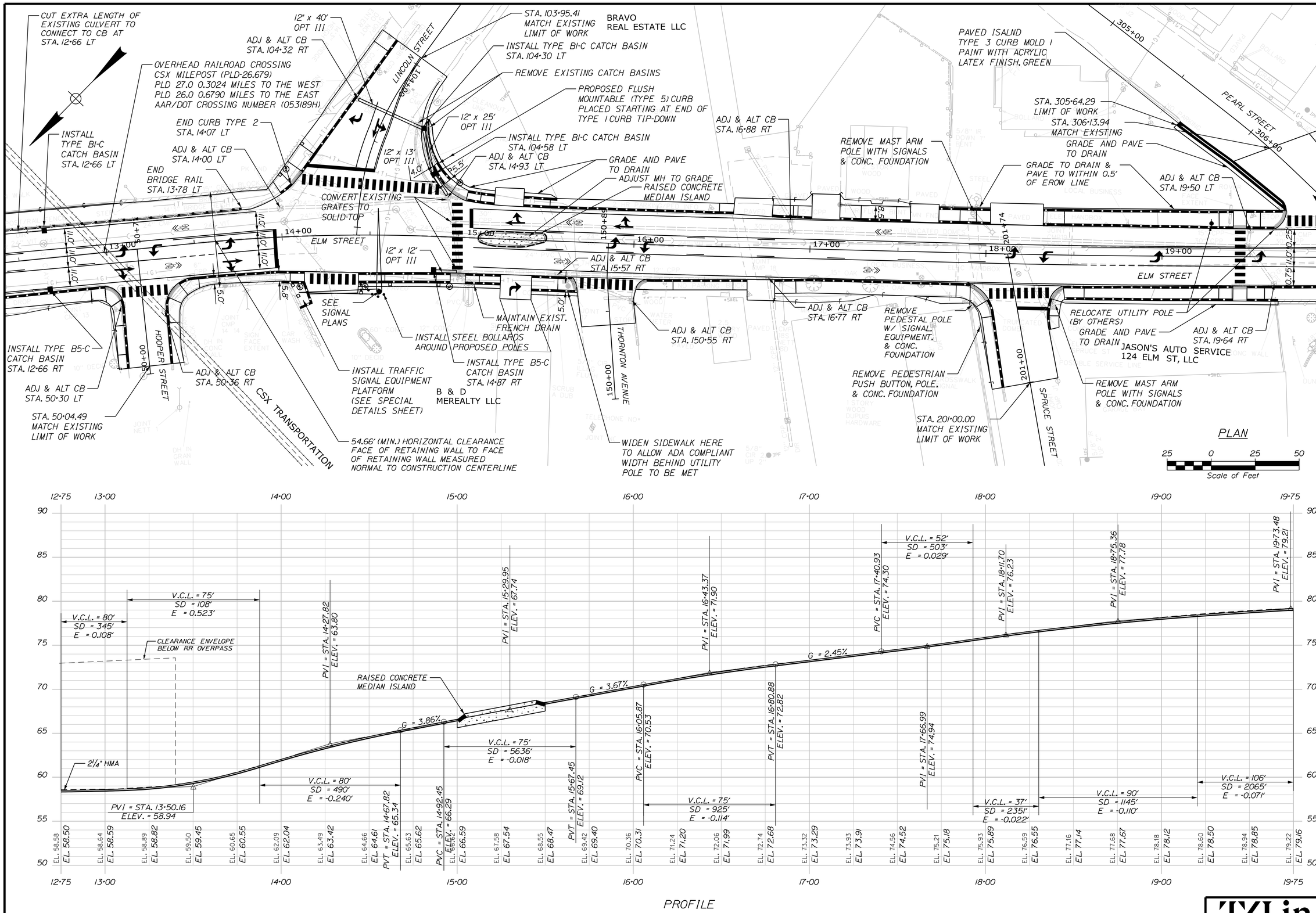
OF 71

Date:9/25/2026

Username:

Division: HIGHWAY

Filename: ...\HIGHWAY\MSTA\xxx_HDPlan02.dgn



Date:9/25/2026

Username:

Division: HIGHWAY

Filename: ...\HIGHWAY\MSTA\xxx_HDPlan03.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD ELM STREET

ELM STREET PLAN AND PROFILE

TYLin

SHEET NUMBER

10

OF 71

STA. 305+64.29
LIMIT OF WORK

PAVED ISLAND
TYPE 3 CURB MOLD I
PAINT WITH ACRYLIC
LATEX FINISH, GREEN

STA. 306+13.94
MATCH EXISTING

PEARL STREET

306+00

GRADE TO DRAIN &
PAVE TO WITHIN 1'
OF EROW LINE

MATCH EXISTING
LIMIT OF WORK

STA. 501+00.00
MATCH EXISTING

REMOVE EXISTING CURB
STA. 500+93.00
LIMIT OF WORK

ADJ & ALT CB
STA. 501+39 RT

GRADE TO DRAIN &
PAVE TO WITHIN 1'
OF EROW LINE

ADJ & ALT CB
STA. 22+57 LT

STA. 24+25.00
END PROJECT
BEGIN TRANSITION

STA. 24+78.22
END TRANSITION
MATCH EXISTING
LIMIT OF WORK

INSTALL TYPE BI-C
CATCH BASIN
STA. 501+67 LT

CONVERT EXISTING
GRATE TO
SOLID-TOP

RELOCATE UTILITY POLE
(BY OTHERS)

ADJ & ALT CB
STA. 24+61 LT

RELOCATE UTILITY POLE
(BY OTHERS)

PROP. RRFB

ADJ & ALT CB
STA. 19+50 LT

ADJ & ALT CB
STA. 20+62 LT

MAIN STREET

501+00

12" x 10'
OPT III

ELM STREET

19+00

20+00

21+00

22+00

23+00

24+00

25+00

25+49

307+00

307+04

401+99

501+75

PROP. RRFB

ADJ & ALT CB
STA. 19+64 RT

'S AUTO SERVICE
LM ST, LLC

ADJ & ALT CB
STA. 401+69 RT

GRADE AND PAVE
TO DRAIN

RELOCATE UTILITY POLE
(BY OTHERS)

ADJ & ALT CB
STA. 601+48 LT

ADJ & ALT CB
STA. 24+48 RT

ADJ & ALT CB
STA. 601+37 RT

ADJ & ALT CB
STA. 21+42 RT

ADJ & ALT CB
STA. 401+67 RT

ST. MARYS STREET

401+00

MAIN STREET

601+00

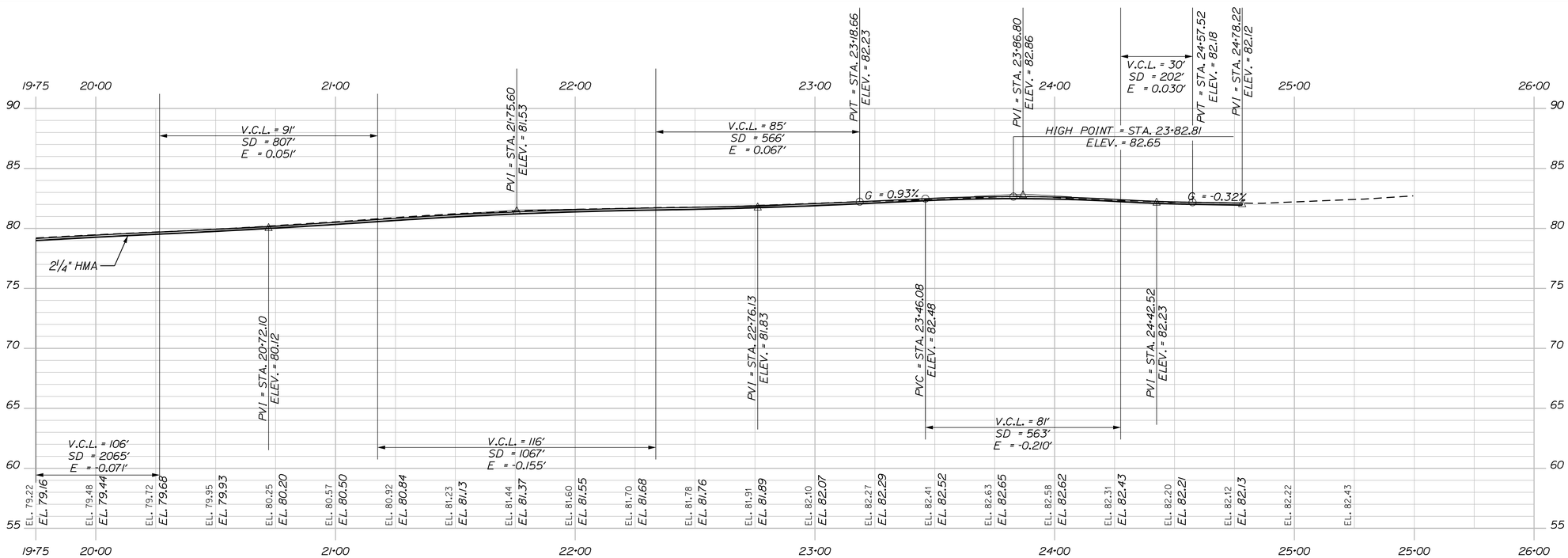
STA. 401+37.55
MATCH EXISTING
LIMIT OF WORK

STA. 601+00.00
MATCH EXISTING

STA. 600+84.00
LIMIT OF WORK

PLAN

25 0 25 50
Scale of Feet



PROFILE

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
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REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

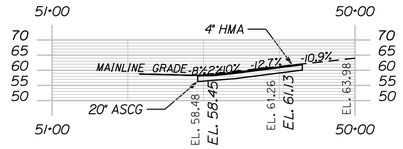
P.E. NUMBER

DATE

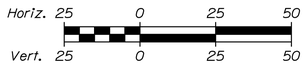
BIDDEFORD
ELM STREET
ELM STREET
PLAN AND PROFILE

SHEET NUMBER
11
OF 71

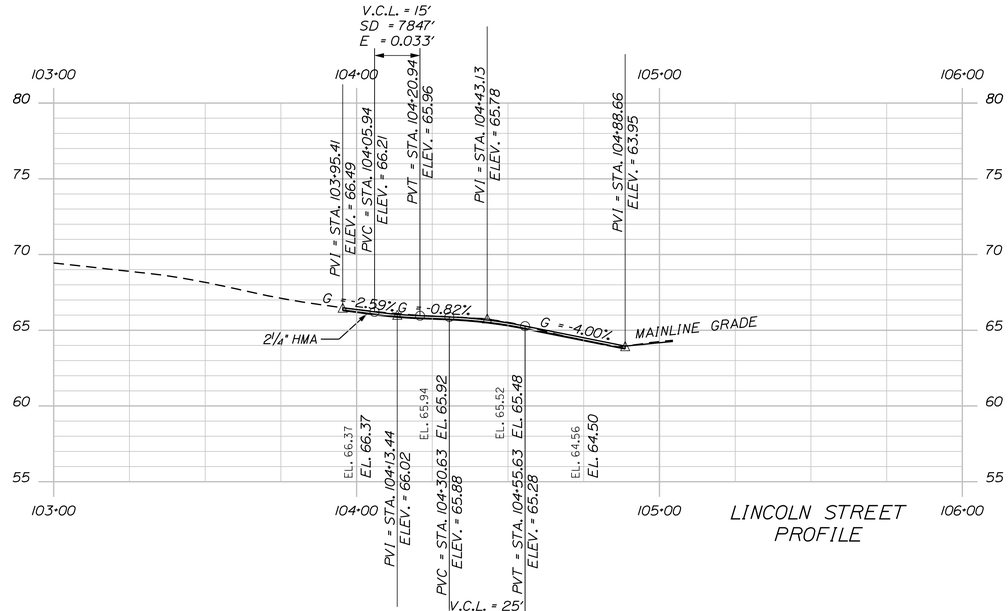
Date:9/25/2026 Username: Division: HIGHWAY Filename: ...\HIGHWAY\MSTA\xxx_HDPlan04.dgn



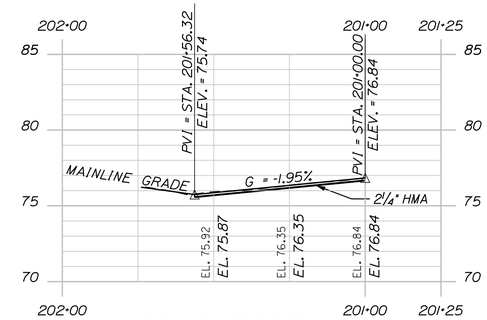
HOOPER STREET*
PROFILE



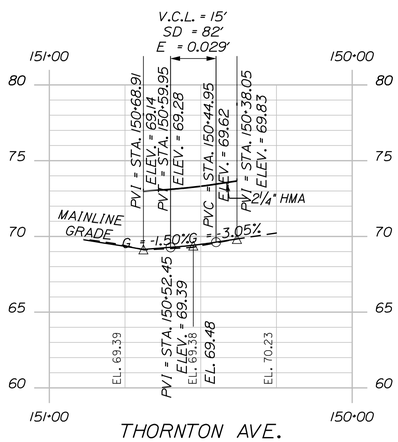
*DIFFERENT SCALE USE FROM OTHER SIDE ROAD PROFILES TO GIVE AN ACCURATE DEPICTION OF FULL DEPTH RECONSTRUCTION AND GRAVEL DEPTH.



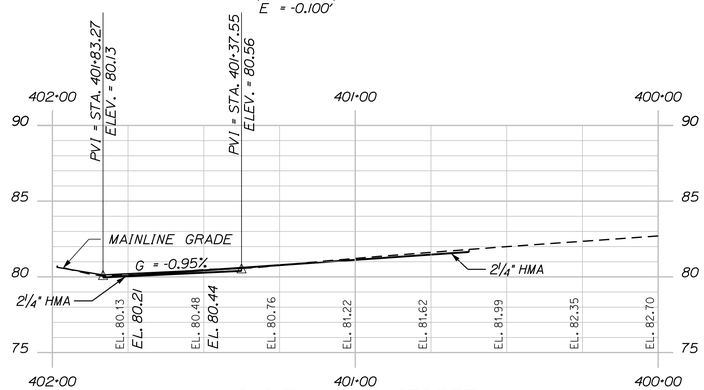
LINCOLN STREET
PROFILE



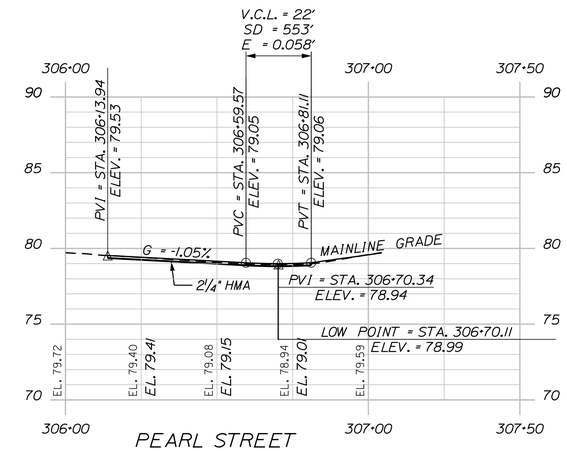
SPRUCE STREET
PROFILE



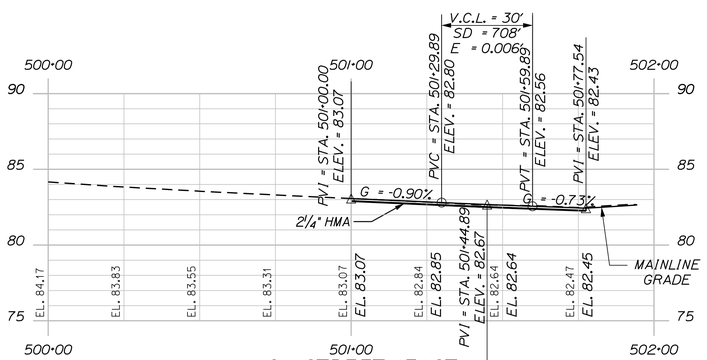
THORNTON AVE.
PROFILE



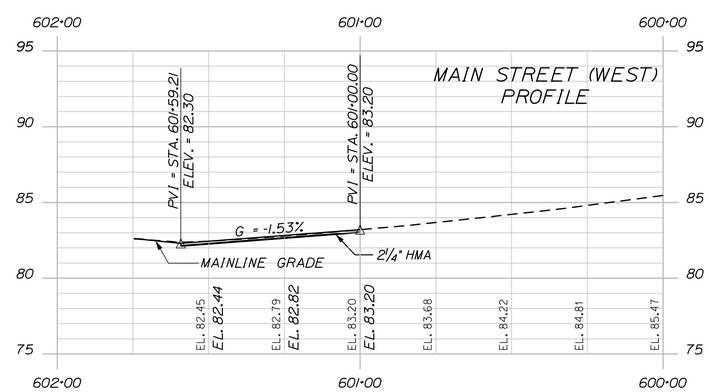
SAINT MARY'S STREET
PROFILE



PEARL STREET
PROFILE



MAIN STREET (EAST)
PROFILE



MAIN STREET (WEST)
PROFILE

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
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DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE
P.E. NUMBER
DATE

BIDDEFORD
ELM STREET

SIDE ROAD PROFILES

SHEET NUMBER
12
OF 71

Filename: ...\xxx_Side Road Profiles.dgn Division: HIGHWAY Username: Date:9/25/2026

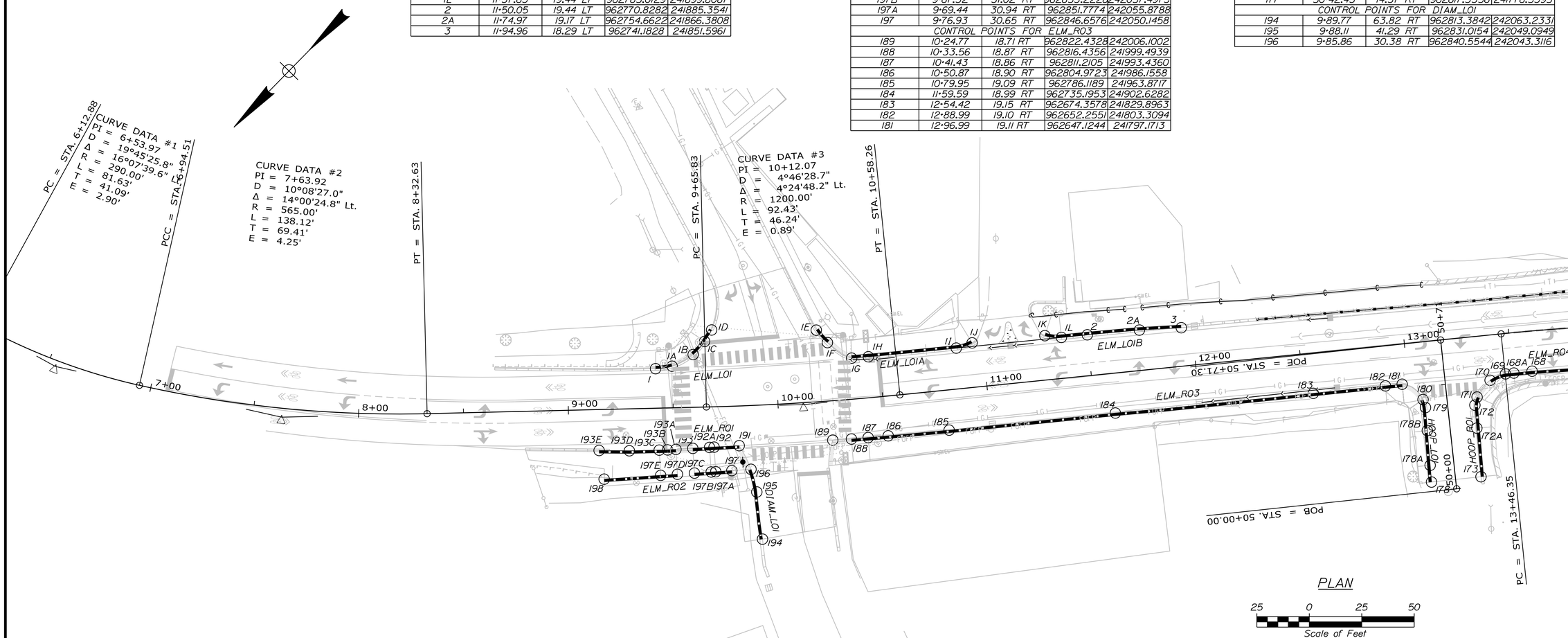
TYPE I TERMINAL CURB CIRCULAR - END POINTS	
POINT	LENGTH
1A	8.00
1B	8.00
1F	8.00
1J	8.00
1K	8.00
170	12.00
171	15.00
180	15.00
196	10.00

TYPE I TERMINAL CURB END POINTS	
POINT	LENGTH
1G	8.00
178	8.00
181	8.00
188	8.00
191	12.00
193	8.00
193A	8.00
197	8.00
197C	8.00
197D	8.00

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_L01				
1	9+42.05	18.81 LT	962906.5872	241040.8821
1A	9+49.96	19.79 LT	962901.7746	241034.5266
1B	9+60.12	25.12 LT	962898.5099	241023.5277
1C	9+65.73	31.22 LT	962898.9661	241015.2526
1D	9+69.29	36.59 LT	962900.4060	241009.0231
CONTROL POINTS FOR ELM_L01A				
1E	10+20.65	34.12 LT	962864.7058	241974.1608
1F	10+25.66	27.83 LT	962856.7593	241974.6718
1G	10+36.80	19.53 LT	962843.3283	241971.9019
1H	10+44.93	19.49 LT	962838.0924	241965.8533
1I	10+87.27	19.44 LT	962811.0270	241933.5773
1J	10+95.02	21.15 LT	962807.3766	241926.5253
CONTROL POINTS FOR ELM_L01B				
1K	11+29.86	21.08 LT	962785.0129	241899.8087
1L	11+37.63	19.44 LT	962785.0129	241899.8087
2	11+50.05	19.44 LT	962770.8282	241885.3541
2A	11+74.97	19.17 LT	962754.6622	241866.3808
3	11+94.96	18.29 LT	962741.1828	241851.5961

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_R01				
193E	9+14.20	19.50 RT	962898.5678	242087.5543
193D	9+28.61	20.00 RT	962888.1532	242077.5783
193C	9+42.84	20.00 RT	962878.2250	242067.3847
193B	9+46.82	20.01 RT	962875.4484	242064.5339
193A	9+50.84	19.86 RT	962872.7468	242061.5563
193	9+58.86	19.58 RT	962867.3493	242055.6071
192A	9+66.84	19.30 RT	962861.9738	242049.6822
192	9+68.98	19.23 RT	962860.5157	242048.0752
191	9+80.78	18.90 RT	962852.4525	242039.1879
CONTROL POINTS FOR ELM_R02				
198	9+16.28	33.22 RT	962887.2820	242095.6357
197E	9+43.25	32.06 RT	962869.2992	242075.4992
197D	9+51.25	31.72 RT	962863.9639	242069.5249
197C	9+59.37	31.37 RT	962858.5513	242063.4640
197B	9+67.32	31.02 RT	962853.2228	242057.4973
197A	9+69.44	30.94 RT	962851.7774	242055.8788
197	9+76.93	30.65 RT	962846.6576	242050.1458
CONTROL POINTS FOR ELM_R03				
189	10+24.77	18.71 RT	962822.4328	242006.1002
188	10+33.56	18.87 RT	962816.4356	241999.4939
187	10+41.43	18.86 RT	962811.2105	241993.4360
186	10+50.87	18.90 RT	962804.9723	241986.1558
185	10+79.95	19.09 RT	962786.1189	241963.8717
184	11+59.59	18.99 RT	962735.1953	241902.6282
183	12+54.42	19.15 RT	962674.3578	241829.8963
182	12+88.99	19.10 RT	962652.2551	241803.3094
181	12+96.99	19.11 RT	962647.1244	241797.1713

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_R04				
170	13+38.90	21.49 RT	962618.4644	241766.4960
169	13+46.50	19.19 RT	962615.3656	241759.1937
168A	13+50.58	19.18 RT	962612.8072	241756.1189
168	13+59.50	19.09 RT	962607.2124	241749.3947
CONTROL POINTS FOR HOOP_L01				
178	50+04.49	11.55 LT	962604.5157	241820.6587
178A	50+12.48	11.34 LT	962610.5593	241815.4170
178B	50+29.07	10.91 LT	962623.0949	241804.5447
179	50+40.07	10.63 LT	962631.4047	241797.3373
180	50+43.99	11.38 LT	962634.9078	241795.4263
CONTROL POINTS FOR HOOP_R01				
173	50+04.49	12.17 RT	962589.4427	241802.3503
172	50+38.70	12.93 RT	962615.3776	241780.0180
172A	50+27.71	12.68 RT	962607.0421	241787.1956
171	50+42.43	14.37 RT	962617.3356	241776.5395
CONTROL POINTS FOR DIAM_L01				
194	9+89.77	63.82 RT	962813.3842	242063.2331
195	9+88.11	41.29 RT	962831.0154	242049.0949
196	9+85.86	30.38 RT	962840.5544	242043.3116



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

GEOMETRIC CURB LAYOUT

SHEET NUMBER

13

OF 71

TYLin

Filename: ...\xxx_Geometric_Layout_Plan02.dgn Division: HIGHWAY Username: Date:9/25/2026

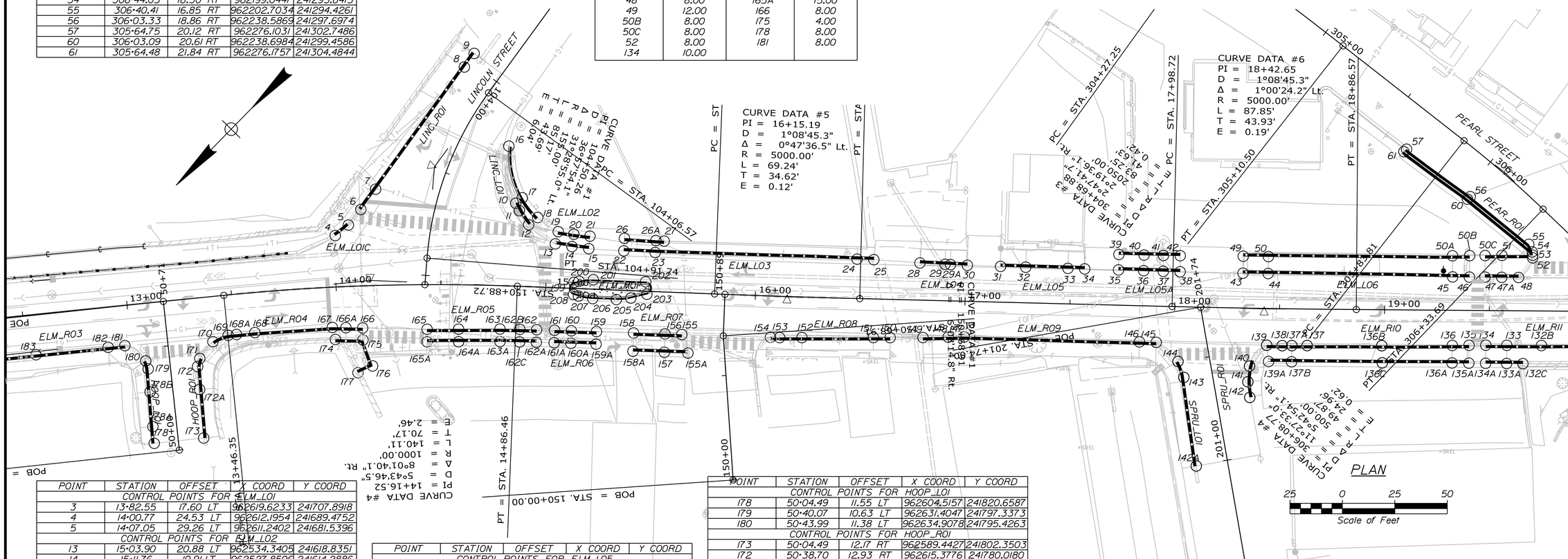
POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR LINC_R01				
9	103+95.41	16.59 RT	962625.6683	241581.0920
8	104+03.41	16.56 RT	962624.4855	241589.0041
7	104+65.77	29.67 RT	962613.9159	241660.2215
6	104+74.89	34.47 RT	962612.1863	241672.0962
CONTROL POINTS FOR LINC_L01				
10	104+52.79 LT	39.55 LT	962561.5126	241618.2653
11	104+56.56	39.11 LT	962557.7423	241619.5960
12	104+63.64	45.21 LT	962549.9291	241621.2700
16	104+23.88	22.02 LT	962582.9004	241601.1237
17	104+48.17	38.35 LT	962561.1074	241614.2271
18	104+57.20	48.39 LT	962549.2553	241615.8114
CONTROL POINTS FOR SPRU_L01				
142A	200+99.74	15.03 LT	962242.0254	241480.8373
143	201+42.39	13.62 LT	962275.8278	241454.7922
144	201+50.36	15.05 LT	962283.1279	241451.3001
CONTROL POINTS FOR SPRU_R01				
142	201+27.58	15.71 RT	962246.6743	241439.6250
141	201+35.08	16.08 RT	962252.5442	241434.9478
140	201+42.29	18.14 RT	962257.2006	241429.0614
CONTROL POINTS FOR PEAR_R01				
53	306+45.32	19.29 RT	962197.7723	241296.8210
54	306+44.05	18.30 RT	962199.0441	241295.8415
55	306+40.41	16.85 RT	962202.7034	241294.4261
56	306+03.33	18.86 RT	962238.5869	241297.6974
57	305+64.75	20.12 RT	962276.1031	241302.7486
60	306+03.09	20.61 RT	962238.6984	241299.4586
61	305+64.48	21.84 RT	962276.1757	241304.4844

TYPE I TERMINAL CURB CIRCULAR - END POINTS	
POINT	LENGTH
5	8.00
10	4.00
12	8.00
17	4.00
18	8.00
140	4.00
142	4.00
144	10.00
170	12.00
171	15.00
180	15.00

TYPE I TERMINAL CURB END POINTS			
POINT	LENGTH	POINT	LENGTH
6	12.00	134A	10.00
9	8.00	135A	8.00
13	8.00	135	8.00
15	8.00	139	12.00
19	8.00	139A	11.00
21	8.00	145	8.00
22	15.00	149	12.00
26	15.00	150	8.00
25	8.00	154	15.00
28	12.00	155	8.00
30	8.00	155A	11.00
31	12.00	158	15.00
34	8.00	158A	15.00
35	12.00	159	12.00
38	8.00	159A	12.00
39	12.00	161	8.00
42	8.00	161A	8.00
43	12.00	162	8.00
46	8.00	162A	8.00
47	8.00	165	15.00
48	8.00	165A	15.00
49	12.00	166	8.00
50B	8.00	175	4.00
50C	8.00	178	8.00
52	8.00	181	8.00
134	10.00		

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_R10				
139	18+44.11	17.56 RT	962258.3323	241416.2305
139A	18+45.13	25.28 RT	962252.2765	241421.1285
138	18+51.49	17.63 RT	962252.9140	241411.1885
137A	18+56.07	17.53 RT	962249.6522	241407.9468
137B	18+56.08	25.25 RT	962244.3196	241413.5332
137	18+63.32	17.41 RT	962244.4668	241402.8343
136B	18+98.84	17.16 RT	962218.9794	241377.9900
136C	18+99.15	25.32 RT	962213.0913	241383.6405
136	19+32.45	16.79 RT	962195.0447	241354.3908
136A	19+32.42	25.14 RT	962189.2643	241360.4197
135	19+40.44	16.65 RT	962189.3830	241348.7388
135A	19+40.42	25.16 RT	962183.4908	241354.8843
CONTROL POINTS FOR ELM_R11				
134	19+48.44	16.54 RT	962183.7011	241343.1064
133	19+58.44	16.51 RT	962176.5215	241336.1455
132B	19+74.95	16.49 RT	962164.6604	241324.6705
134A	19+48.42	25.19 RT	962177.7166	241349.3481
133A	19+58.42	25.22 RT	962170.4985	241342.4275
132C	19+66.18	25.23 RT	962164.8981	241337.0486

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_R07				
158	15+42.68	20.10 RT	962478.0840	241623.1892
158A	15+42.73	28.81 RT	962472.2006	241629.6157
156	15+57.68	20.01 RT	962467.0245	241613.0557
157	15+57.73	28.73 RT	962461.1375	241619.4840
155	15+65.68	19.96 RT	962461.1267	241607.6506
155A	15+68.95	28.66 RT	962452.8615	241611.9048
CONTROL POINTS FOR ELM_R08				
154	16+07.88	19.70 RT	962429.9940	241579.0112
153	16+12.22	19.69 RT	962426.7858	241576.0599
152	16+22.81	19.36 RT	962419.1838	241568.6144
151	16+56.74	18.41 RT	962394.8657	241544.7862
150	16+64.74	18.23 RT	962389.1333	241539.2059
CONTROL POINTS FOR ELM_R09				
149	16+80.38	17.79 RT	962377.9894	241528.2232
148	16+92.37	17.31 RT	962369.5373	241519.7049
147	17+00.00	17.01 RT	962364.1617	241514.2827
146	17+83.62	17.28 RT	962302.7773	241457.5064
145	17+91.62	17.29 RT	962296.9125	241452.0655



POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_L01				
3	13+82.55	17.60 LT	962619.6233	241707.8918
4	14+00.77	24.53 LT	962612.1954	241689.4752
5	14+07.05	29.26 LT	962611.2402	241681.5396
CONTROL POINTS FOR ELM_L02				
13	15+03.90	20.88 LT	962534.3405	241618.8351
14	15+11.76	19.91 LT	962527.8596	241614.2886
15	15+19.80	19.23 LT	962521.4433	241609.3898
19	15+04.91	26.78 LT	962537.5437	241613.7886
20	15+12.38	25.85 LT	962531.3875	241609.4592
21	15+19.88	25.23 LT	962525.4110	241604.8848
CONTROL POINTS FOR ELM_L03				
22	15+36.50	18.83 LT	962508.7963	241589.5545
23	15+51.50	18.65 LT	962497.5579	241588.5419
24	16+48.05	18.78 LT	962426.5649	241523.4781
25	16+56.03	18.75 LT	962420.7033	241518.0720
26	15+36.58	24.83 LT	962512.7619	241593.9740
26A	15+51.58	24.37 LT	962501.3397	241584.2512
27	15+55.55	24.25 LT	962498.3117	241581.6736
CONTROL POINTS FOR ELM_L04				
28	16+78.05	17.72 LT	962403.8893	241503.8151
29	16+90.05	17.38 LT	962394.8756	241495.8957
29A	16+92.66	17.33 LT	962392.9267	241494.1528
30	17+00.66	17.18 LT	962386.9691	241488.8137
CONTROL POINTS FOR ELM_L05				
31	17+16.52	17.06 LT	962375.2785	241478.0944
32	17+28.52	16.98 LT	962366.4440	241469.9733
33	17+48.63	16.91 LT	962351.6797	241456.3184
34	17+56.63	16.88 LT	962345.7973	241450.8928

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_L05				
35	17+72.77	16.80 LT	962333.9311	241439.9544
36	17+84.77	16.74 LT	962325.1074	241431.8217
37	17+94.14	16.68 LT	962318.2125	241425.4832
38	18+02.15	16.68 LT	962312.3565	241420.0327
39	17+72.77	24.17 LT	962338.9555	241434.5573
40	17+84.77	24.20 LT	962330.2015	241426.3652
41	17+94.01	24.23 LT	962323.4490	241420.0462
42	18+02.02	24.32 LT	962317.6592	241414.5255
CONTROL POINTS FOR ELM_L06				
43	18+32.24	16.63 LT	962290.4515	241399.5488
44	18+44.28	16.67 LT	962281.7545	241391.2808
45	19+32.36	15.91 LT	962217.8009	241330.9100
46	19+40.36	15.88 LT	962212.0245	241325.3753
47	19+47.80	15.92 LT	962206.6971	241320.1869
47A	19+55.79	19.50 LT	962200.9268	241314.6591
48	19+63.80	15.88 LT	962195.1481	241309.1134
49	18+32.20	24.72 LT	962296.0256	241393.6979
50	18+44.26	24.76 LT	962287.3372	241385.4207
50A	19+32.22	25.98 LT	962224.9009	241323.7599
50B	19+40.40	26.10 LT	962219.0956	241317.9954
50C	19+47.79	26.21 LT	962213.8483	241312.7848
51	19+55.78	26.33 LT	962208.1776	241307.1539
52	19+70.44	25.30 LT	962196.9048	241297.7215

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR HOOP_L01				
178	50+04.49	11.55 LT	962604.5157	241820.6587
179	50+40.07	10.63 LT	962631.4047	241797.3373
180	50+43.99	11.38 LT	962634.9078	241795.4263
CONTROL POINTS FOR HOOP_R01				
173	50+04.49	12.17 RT	962589.4427	241802.3503
172	50+38.70	12.93 RT	962615.3776	241780.0180
171	50+42.43	14.37 RT	962617.3356	241776.5395
CONTROL POINTS FOR ELM_R03				
183	12+54.42	19.15 RT	962674.3578	241829.8963
182	12+88.99	19.10 RT	962652.2551	241803.3094
181	12+96.99	19.11 RT	962647.1244	241797.1713
CONTROL POINTS FOR ELM_R04				
170	13+38.90	21.49 RT	962618.4644	241766.4960
169	13+46.50	19.19 RT	962615.3656	241759.1937
168	13+59.50	19.09 RT	962607.2124	241749.3947
167	13+97.26	19.18 RT	962582.5346	241721.7720
166	14+11.99	20.08 RT	962572.0011	241711.8512
174	13+98.47	24.97 RT	962577.4801	241724.8408
175	14+11.91	25.78 RT	962567.9237	241715.8394
176	14+16.26	38.30 RT	962555.9618	241721.4526
177	14+08.88	41.32 RT	962558.6638	241728.6568
CONTROL POINTS FOR ELM_R05				
165	14+43.34	21.28 RT	962549.6376	241690.7855
165A	14+43.34	27.28 RT	962545.4222	241695.0552
164	14+58.67	21.18 RT	962538.9491	241680.2615
164A	14+58.75	27.18 RT	962534.7404	241684.5371
163	14+78.80	20.70 RT	962524.9016	241666.4233
163A	14+79.01	26.69 RT	962520.6920	241670.6984
162B	14+88.44	20.51 RT	962518.0197	241659.9019
162C	14+88.55	26.51 RT	962513.9126	241664.2759
162	14+96.44	20.37 RT	962512.1877	241654.4258
162A	14+96.55	26.37 RT	962508.0806	241658.7997

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_R06				
161	15+05.00	20.27 RT	962505.9032	241648.6073
161A	15+05.04	26.27 RT	962501.8490	241653.0304
160	15+13.00	20.22 RT	962500.0058	241643.2018
160A	15+13.04	26.22 RT	962495.9516	241647.6248
159	15+25.00	20.15 RT	962491.1595	241635.0934
159A	15+25.03	26.15 RT	962487.1134	241639.5238
CONTROL POINTS FOR ELM_M01				
199	15+13.38	2.90 LT	962515.2404	241625.8063
200	15+15.73	3.56 LT	962513.9460	241623.7412
201	15+22.52	4.50 LT	962509.5424	241618.4858
202	15+47.48	4.50 LT	962491.0358	241601.7298
203	15+48.31	1.39 RT	962486.4770	241605.5416
204	15+40.72	3.55 RT	962330.2015	241426.3652
205	15+33.87	4.50 RT	962495.0856	241617.5374
206	15+22.57	4.50 RT	962503.4609	241625.1204
207	15+15.73	3.55 RT	962509.1739	241629.0052
208	15+13.38	2.87 RT	962511.3705	241630.0896

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

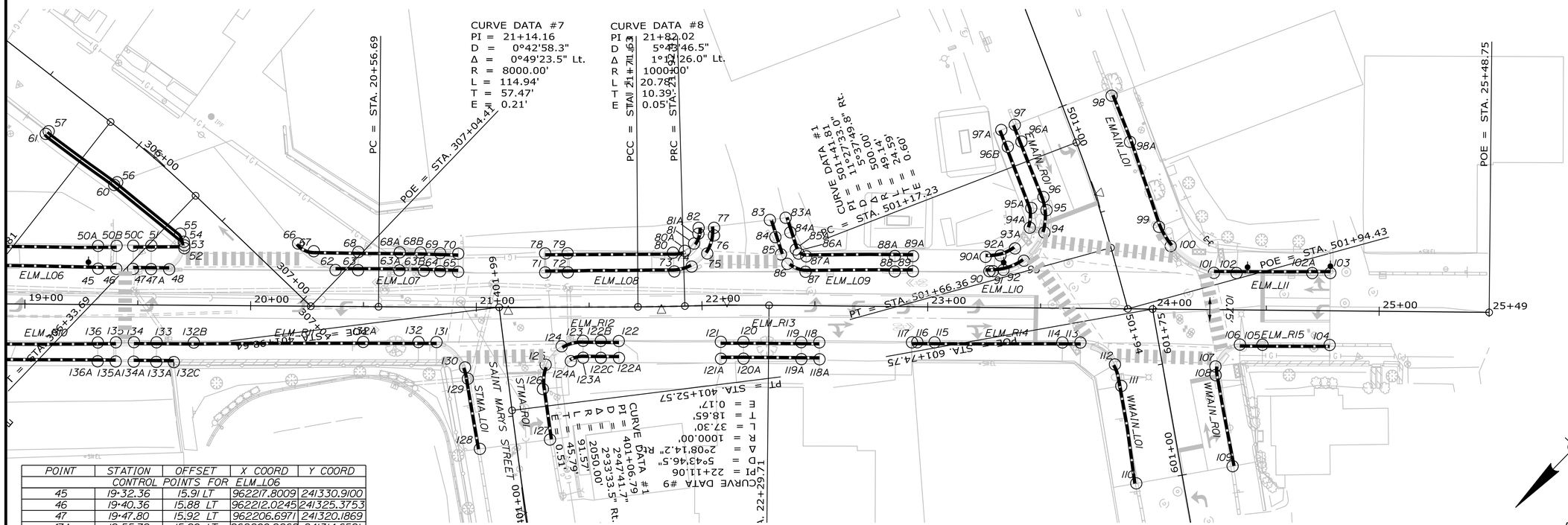
GEOMETRIC CURB LAYOUT

SHEET NUMBER
14
OF 71

Date:9/25/2026
Username:
Division: HIGHWAY
Filename: ...\xxx_Geometric_Layout_Plan03.dgn

TYPE I TERMINAL CURB END POINTS			
POINT	LENGTH	POINT	LENGTH
46	8.00	97	8.00
47	8.00	97A	8.00
48	8.00	101	10.00
50B	8.00	103	8.00
50C	8.00	106	10.00
52	8.00	113	8.00
62	10.00	117	10.00
65	8.00	118	8.00
70	8.00	118A	8.00
71	10.00	121	10.00
78	10.00	121A	10.00
83	8.00	122	8.00
83A	7.00	122A	8.00
85	8.00	131	8.00
85A	8.00	134	10.00
89	8.00	134A	10.00
89A	8.00	135	8.00
90A	7.00	135A	8.00

TYPE I TERMINAL CURB CIRCULAR - END POINTS	
POINT	LENGTH
66	8.00
74	8.00
75	8.00
77	4.00
82	4.00
86	8.00
86A	4.00
90	8.00
93	8.00
93A	8.00
94	10.00
94A	9.00
100	10.00
107	10.00
112	10.00
124	10.00
124A	6.00
125	10.00
130	10.00



POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_L06				
45	19+32.36	15.91 LT	962217.8009	241330.9100
46	19+40.36	15.88 LT	962212.0245	241325.3753
47	19+47.80	15.92 LT	962206.6971	241320.1869
47A	19+55.79	15.90 LT	962200.9268	241314.6591
48	19+63.80	15.88 LT	962195.1481	241309.1134
51	19+55.78	26.33 LT	962208.1776	241307.1539
52	19+70.44	25.30 LT	962196.9048	241297.7215
CONTROL POINTS FOR ELM_L07				
62	20+37.50	16.12 LT	962142.2653	241257.7789
63	20+47.50	16.16 LT	962135.0958	241250.8077
63A	20+65.84	16.18 LT	962121.9167	241238.0752
63B	20+76.64	16.09 LT	962114.1121	241230.6396
64	20+83.89	15.90 LT	962108.7920	241225.7433
65	20+91.90	15.68 LT	962102.9043	241220.3272
66	20+20.82	27.76 LT	962162.3485	241260.9782
67	20+27.81	24.38 LT	962154.9675	241258.5594
68	20+47.57	24.20 LT	962140.6182	241244.9746
68A	20+65.91	24.18 LT	962127.4288	241232.2771
68B	20+75.14	24.14 LT	962120.7899	241225.9043
69	20+83.88	23.90 LT	962114.3681	241220.0032
70	20+91.91	23.68 LT	962108.4806	241214.5868
CONTROL POINTS FOR ELM_L08				
71	21+30.54	15.40 LT	962075.1287	241193.5653
72	21+40.56	15.45 LT	962068.0304	241186.5216
73	21+88.10	15.46 LT	962034.5719	241153.1937
74	21+95.82	17.41 LT	962030.6065	241146.3059
75	22+02.72	23.07 LT	962029.7198	241137.3156
76	22+05.72	31.02 LT	962033.1991	241129.5363
77	22+05.82	34.40 LT	962035.5339	241127.0815
78	21+30.50	23.86 LT	962081.0834	241187.5604
79	21+40.52	23.89 LT	962073.9857	241180.5339
80	21+87.66	23.77 LT	962040.8260	241147.7064
80A	21+93.05	24.47 LT	962037.6362	241143.4189
81	21+97.12	26.58 LT	962036.9607	241138.2578
81A	21+99.05	31.92 LT	962038.6740	241133.8015
82	21+99.21	34.51 LT	962040.4087	241131.8743

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_R10				
136	19+32.45	16.79 RT	962195.0447	241354.3908
135	19+40.44	16.65 RT	962189.3830	241348.7388
CONTROL POINTS FOR ELM_R11				
134	19+48.44	16.54 RT	962183.7011	241343.1064
133	19+58.44	16.51 RT	962176.5215	241336.1455
132	20+74.45	15.53 RT	962093.6879	241254.8768
131	20+82.43	15.51 RT	962087.9573	241249.2946
CONTROL POINTS FOR ELM_R12				
124	21+37.75	17.33 RT	962047.0441	241211.8523
123	21+47.24	14.92 RT	962041.9593	241203.4643
122	21+63.04	15.09 RT	962030.5740	241192.4583
CONTROL POINTS FOR ELM_R13				
121	22+08.14	16.15 RT	961998.0522	241161.0801
120	22+18.30	16.21 RT	961990.9088	241154.0821
119	22+44.13	16.21 RT	961972.4562	241136.2804
118	22+52.13	16.19 RT	961966.7003	241130.7245
CONTROL POINTS FOR ELM_R14				
117	22+93.19	15.79 RT	961937.3576	241101.9975
116	22+95.56	15.70 RT	961935.7151	241100.2895
115	23+03.19	15.67 RT	961930.2283	241094.9869
114	23+59.82	15.16 RT	961889.7242	241055.3961
113	23+67.82	15.15 RT	961883.9651	241049.8434
CONTROL POINTS FOR ELM_R15				
106	24+38.46	15.35 RT	961832.8729	241001.0722
105	24+48.46	15.34 RT	961825.6604	240994.1338
104	24+78.22	15.13 RT	961804.3412	240973.3704

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_L09				
83	22+29.69	37.82 LT	962020.2954	241107.3031
84	22+32.21	30.23 LT	962013.2172	241111.0312
85	22+34.73	22.64 LT	962006.1390	241114.7592
86	22+37.64	18.46 LT	962001.1458	241115.7635
87	22+45.71	15.03 LT	961992.9543	241112.6441
88	22+85.26	15.54 LT	961964.7753	241084.8928
89	22+93.25	15.70 LT	961959.1218	241079.2326
CONTROL POINTS FOR ELM_L10				
90	23+27.17	16.08 LT	961934.9191	241055.4679
91	23+28.74	16.11 LT	961933.8070	241054.3672
92	23+33.38	16.71 LT	961930.8713	241050.7136
93	23+42.40	20.87 LT	961927.2481	241041.4745
CONTROL POINTS FOR ELM_L11				
101	24+26.67	16.33 LT	961863.3212	240986.3798
102	24+36.67	16.34 LT	961856.1153	240979.4462
103	24+78.22	16.76 LT	961826.4354	240950.3687
CONTROL POINTS FOR PEAR_R01				
53	306+45.32	19.29 RT	962197.7723	241296.8210
54	306+44.05	18.30 RT	962199.0441	241295.8415
55	306+40.41	16.85 RT	962202.7034	241294.4261
56	306+03.33	18.86 RT	962238.5869	241297.6974
57	305+64.75	20.12 RT	962276.1031	241302.7486
60	306+03.09	20.61 RT	962238.6984	241299.4586
61	305+64.48	21.84 RT	962276.1757	241304.4844

POINT	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR STMA_L01				
128	401+37.55	16.31 LT	962041.1265	241269.6567
129	401+68.92	17.68 LT	962066.6645	241251.1861
130	401+74.05	18.31 LT	962071.0750	241248.4820
CONTROL POINTS FOR STMA_R01				
127	401+37.55	15.04 RT	962021.8041	241244.9793
126	401+60.28	14.73 RT	962039.7364	241231.1893
125	401+70.81	17.29 RT	962046.3860	241222.6317
CONTROL POINTS FOR WMAIN_L01				
110	601+00.00	20.68 LT	961822.6592	241077.1208
111	601+43.64	19.64 LT	961857.5834	241050.9362
112	601+53.51	20.74 LT	961866.2615	241046.1078
CONTROL POINTS FOR WMAIN_R01				
109	601+00.00	22.68 RT	961797.4831	241041.8150
108	601+41.02	22.36 RT	961831.0668	241018.2601
107	601+44.83	22.95 RT	961833.8264	241015.5701
CONTROL POINTS FOR EMAIN_R01				
97	501+00.14	22.66 RT	961972.2579	241001.2485
96	501+35.38	21.99 RT	961940.7945	241015.2608
95	501+41.58	22.54 RT	961935.7709	241018.4464
94	501+51.18	26.44 RT	961929.5291	241026.1702
CONTROL POINTS FOR EMAIN_L01				
98	501+03.48	22.02 LT	961950.6207	240962.0159
98A	501+25.13	22.35 LT	961930.5135	240970.9346
99	501+63.22	22.98 LT	961894.9654	240988.8695
100	501+72.67	25.70 LT	961885.2984	240991.3345

PLAN

25 0 25 50

Scale of Feet

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

GEOMETRIC CURB LAYOUT

SHEET NUMBER

15

OF 71

Date:9/25/2026

Username:

Division: HIGHWAY

Filename: ...\xxx_Geometric_Layout_Plan04.dgn

PT TO PT	RADIUS	LENGTH	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_L01						
1-1A	27.61	8.00	9+42.63	46.41 LT	962925.9596	242021.2129
1B-1C	32.08	8.00	9+38.57	50.55 LT	962931.7533	242021.2301
1C-1D	52.53	6.40	9+23.36	62.28 LT	962950.7761	242023.9460
CONTROL POINTS FOR ELM_L01A						
1E-1F	24.06	8.00	10+42.64	45.37 LT	962859.2153	241950.7343
1G-1I		50.11				
1I-1J	18.96	8.00	10+87.15	38.40 LT	962825.6661	241921.5286
CONTROL POINTS FOR ELM_L01B						
1K-1L	18.96	8.00	11+37.58	38.40 LT	962793.3753	241882.7927
1L-2		12.43				
2-2A		24.93				
2A-3		20.01				
CONTROL POINTS FOR ELM_L01C						
4-5	VARIES	8.00	13+84.04	45.99 LT	962639.7215	241687.7749
CONTROL POINTS FOR ELM_L02						
13-15	188.35	16.00	15+31.63	208.46 LT	962639.6852	241461.1733
19-21	188.35	15.25	15+31.85	213.21 LT	962642.7049	241457.5109
CONTROL POINTS FOR ELM_L03						
22-23		13.50				
23-25		105.77				
26-27		18.98				
CONTROL POINTS FOR ELM_L04						
28-30		22.61				
CONTROL POINTS FOR ELM_L05						
31-34		40.11				
CONTROL POINTS FOR ELM_L05A						
35-38		29.37				
39-42		29.24				
CONTROL POINTS FOR ELM_L06						
43-48		131.38				
49-53		137.98				
CONTROL POINTS FOR ELM_L07						
62-63A		28.32				
63A-63B		10.78				
63B-65		15.23				
66-67	9.01	8.03	20+27.86	33.39 LT	962161.1911	241252.0390
67-68A		38.07				
68A-68B		9.20				
68B-70		16.72				
CONTROL POINTS FOR ELM_L08						
71-73		57.23				
73-74	20.18	8.00	21+87.01	35.61 LT	962049.7277	241139.8828
75-77	16.40	12.00	21+88.52	33.35 LT	962047.0970	241140.4192
78-80		56.65				
80-80A	13.82	5.38	21+88.53	37.52 LT	962050.1137	241137.4663
80A-82	10.14	12.68	21+89.21	33.89 LT	962047.0197	241139.5695
CONTROL POINTS FOR ELM_L09						
83-85		16.00				
86-87	11.30	8.00	22+46.21	27.47 LT	962001.2313	241103.2164
87-89		47.55				
83A-85A		14.80				
86A-87A	4.72	3.71	22+45.72	26.56 LT	962000.9324	241104.3263
87A-89A		42.27				
CONTROL POINTS FOR ELM_L10						
90-91		1.56				
91-93	23.23	13.94	23+27.89	40.54 LT	961951.3682	241037.3190
90A-93A	18.67	13.82	23+27.04	41.09 LT	961952.3342	241037.5255
CONTROL POINTS FOR ELM_L11						
101-103		51.55				

PT TO PT	RADIUS	LENGTH	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_R01						
193E-193D		14.42				
193D-193B		18.21				
193B-191		34.22				
CONTROL POINTS FOR ELM_R02						
198-197		60.99				
CONTROL POINTS FOR ELM_R03						
188-186		17.59				
186-185		33.10				
185-184		79.65				
184-183		94.82				
183-181		42.57				
CONTROL POINTS FOR ELM_R04						
170-169	17.78	8.00	13+47.77	36.92 RT	962600.9635	241769.6142
169-168		12.75				
168-167		37.04				
167-166		14.47				
174-175		13.13				
175-176		13.21				
176-177		7.69				
CONTROL POINTS FOR ELM_R05						
165-163		34.72				
163-162		17.48				
165A-163A		34.71				
163A-162A		17.34				
CONTROL POINTS FOR ELM_R06						
161-159		20.00				
161A-159A		19.99				
CONTROL POINTS FOR ELM_R07						
158-155		23.00				
158A-155A		26.22				
CONTROL POINTS FOR ELM_R08						
154-153		4.36				
153-150		52.69				
CONTROL POINTS FOR ELM_R09						
149-147		19.64				
153-150		91.62				
CONTROL POINTS FOR ELM_R10						
139-138		7.40				
138-137		11.88				
137-136B		35.59				
136B-135		41.61				
139A-136C		54.23				
136C-135A		41.27				
CONTROL POINTS FOR ELM_R11						
134-132B		26.50				
132B-132A		75.06				
132A-131		32.48				
134A-132C		17.77				
CONTROL POINTS FOR ELM_R12						
124-123	16.28	9.95	21+46.29	31.17 RT	962031.2270	241215.7066
123-122		19.21				
124A-123A	9.29	5.77	21+46.90	31.80 RT	962030.4383	241215.6681
123A-122A		15.85				
CONTROL POINTS FOR ELM_R13						
121-118		43.64				
121A-118A		43.64				
CONTROL POINTS FOR ELM_R14						
117-116		2.37				
116-113		72.27				
CONTROL POINTS FOR ELM_R15						
106-104		39.77				

PT TO PT	RADIUS	LENGTH	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR HOOP_L01						
178-179		35.39				
179-180	14.02	4.00	50+39.41	24.64 LT	962639.8027	241808.5654
CONTROL POINTS FOR HOOP_R01						
173-172		34.23				
179-180	17.78	4.00	50+34.19	30.12 RT	962600.9635	241769.6142
CONTROL POINTS FOR SPRU_L01						
142A-143		42.67				
143-144	22.10	7.12	201+42.54	35.72 LT	962288.8533	241472.6451
CONTROL POINTS FOR SPRU_R01						
140-142	33.19	15.04	201+29.72	48.53 RT	962229.2507	241411.7365
CONTROL POINTS FOR STMA_L01						
128-129		31.52				
129-130	20.86	4.90	401+68.87	39.38 LT	962080.3043	241268.5782
CONTROL POINTS FOR STMA_R01						
127-126		22.62				
126-125	18.32	11.00	401+61.41	33.01 RT	962029.2462	241216.1756
CONTROL POINTS FOR WMAIN_L01						
110-111		46.62				
111-112	18.37	7.03	604+47.20	37.99 LT	961871.1420	241063.8138
CONTROL POINTS FOR WMAIN_R01						
109-108		41.02				
108-107	11.95	3.87	601+41.14	34.31 RT	961824.2110	241008.4665
CONTROL POINTS FOR EMAIN_L01						
98-98A		22.00				
98-98A		39.82				
99-100	32.57	11.32	501+59.68	55.29 LT	961882.2971	240958.9023
CONTROL POINTS FOR EMAIN_R01						
97-96		34.44				
96-94	24.49	15.96	501+35.98	46.47 RT	961951.2981	241037.3784
97A-95A		37.03				
95A-94A	18.67	8.85	501+35.03	47.06 RT	961952.3342	241037.5255

PT TO PT	RADIUS	LENGTH	STATION	OFFSET	X COORD	Y COORD
CONTROL POINTS FOR ELM_M01						
199-200		2.44				
200-201	25.00	6.88	15+22.52	20.50 RT	962492.7631	241637.0183
201-202		24.97				
202-203	3.00	8.59	15+47.48	1.50 LT	962489.0223	241603.9537
203-204		7.89				
204-205	25.00	6.93	15+33.87	20.50 LT	962511.8650	241599.0050
205-206		11.30				
206-207	25.00	6.93	15+22.57	20.50 LT	962520.2403	241606.5880
207-208		2.45				
208-199	3.00	7.77	15+14.20	0.01 LT	962512.6984	241627.3995

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

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BY	DATE

SIGNATURE

P.E. NUMBER

DATE

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

BIDDEFORD
ELM STREET

GEOMETRIC CURB LAYOUT

SHEET NUMBER

16

OF 71

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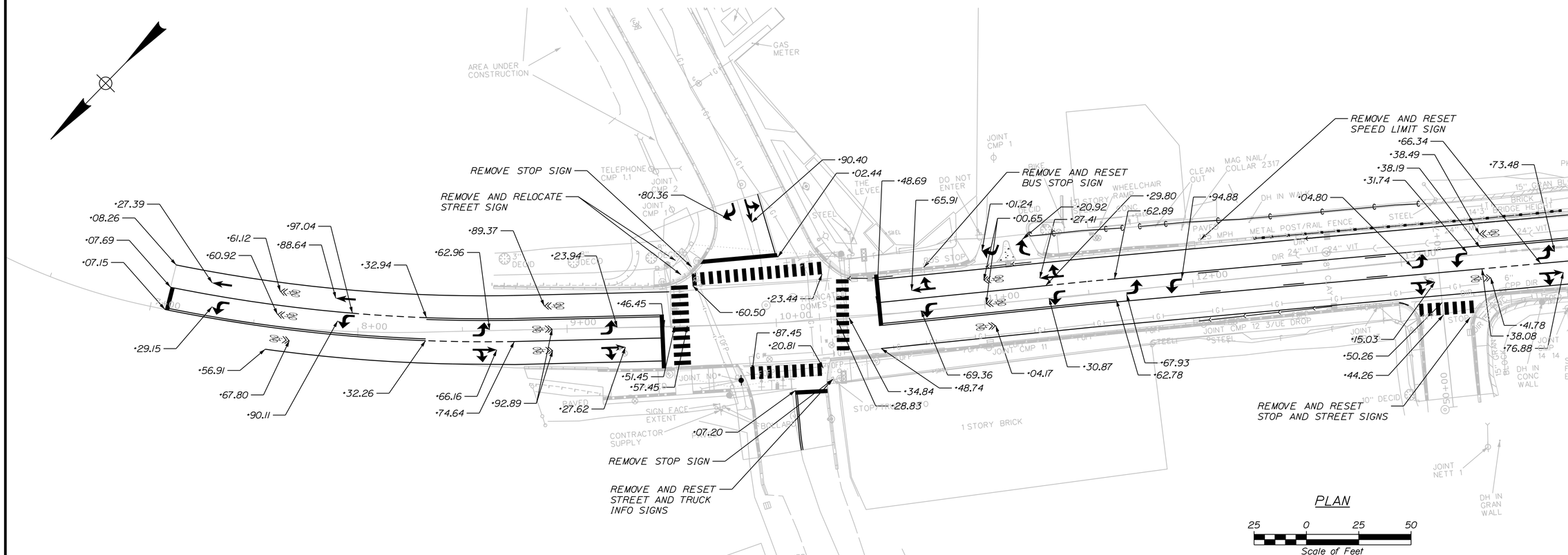

PAVEMENT MARKING LEGEND	
SSWL	4" SINGLE SOLID WHITE LINE
SSYL	4" SINGLE SOLID YELLOW LINE
DSYL	4" DOUBLE SOLID YELLOW LINE
SBL	12" STOP LINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

	BY	DATE
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REVISIONS 4		
FIELD CHANGES		

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BIDDEFORD
ELM STREET

SIGNING AND STRIPING PLANS

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17
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Date:9/25/2026
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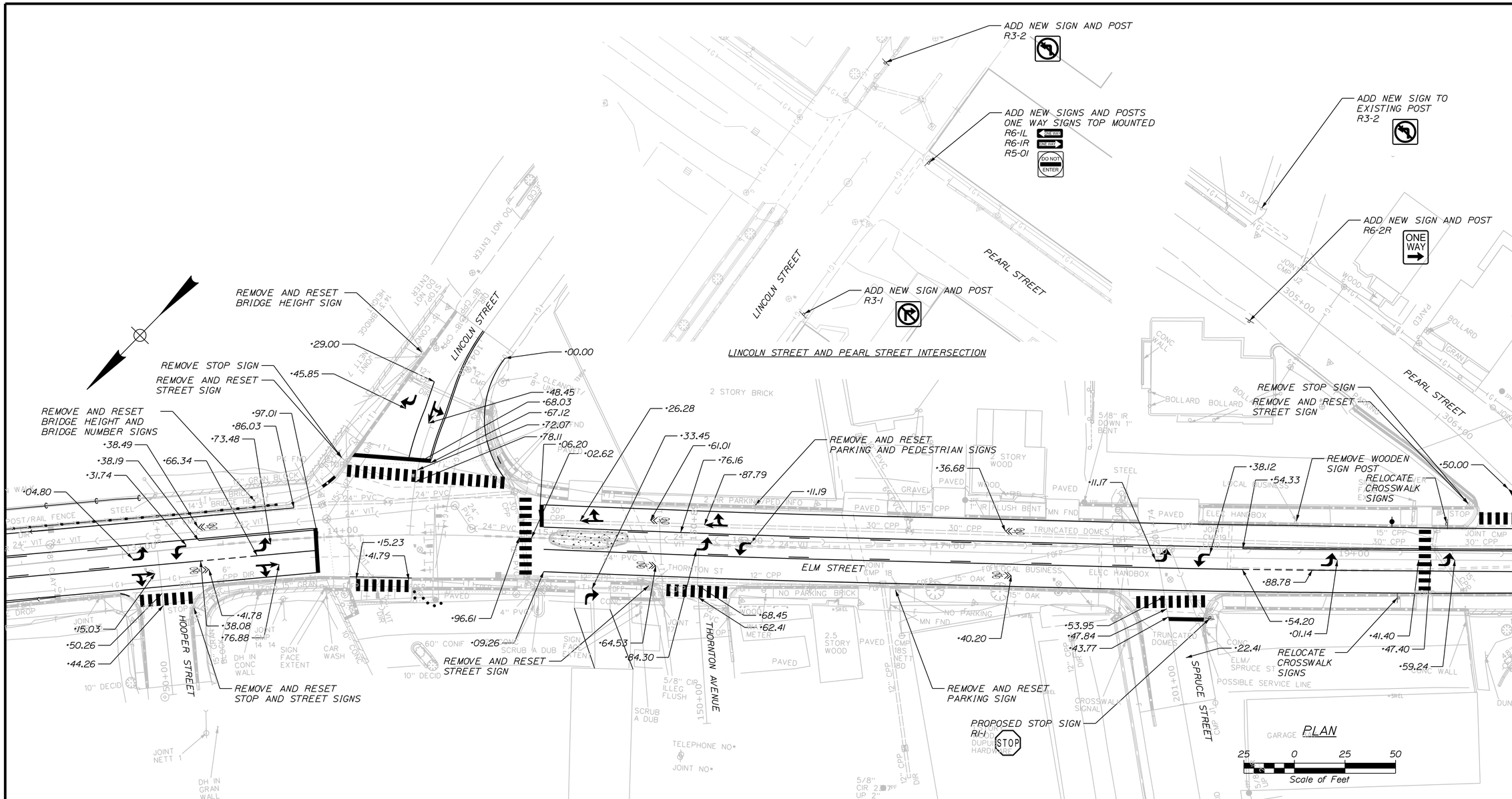
Division: HIGHWAY
Filename: ...\xxx_Signing&Striping_Plan02.dgn



PAVEMENT MARKING LEGEND	
SSWL	4" SINGLE SOLID WHITE LINE
SSYL	4" SINGLE SOLID YELLOW LINE
DSYL	4" DOUBLE SOLID YELLOW LINE
SBL	12" STOP LINE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

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DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

SIGNATURE

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DATE

BIDDEFORD
ELM STREET

SIGNING AND STRIPING
PLANS

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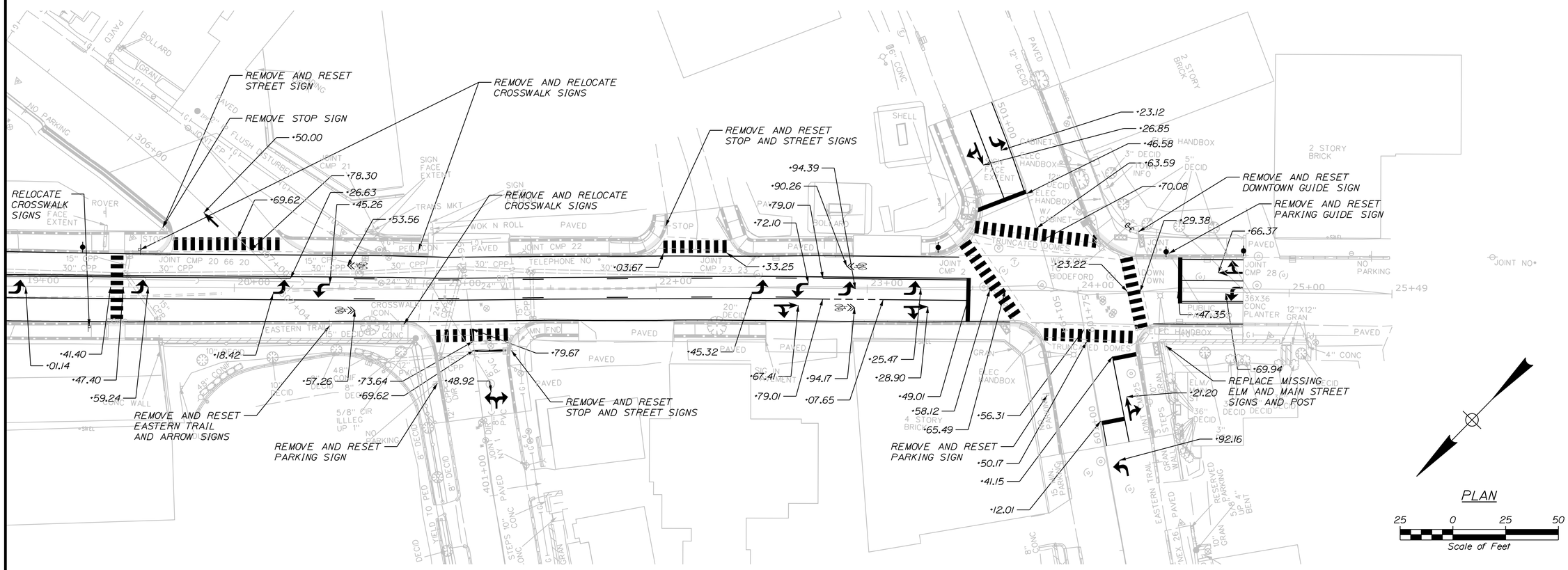

PAVEMENT MARKING LEGEND	
SSWL	4" SINGLE SOLID WHITE LINE
SSYL	4" SINGLE SOLID YELLOW LINE
DSYL	4" DOUBLE SOLID YELLOW LINE
SBL	12" STOP LINE

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
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	BY	DATE
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DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 4		
FIELD CHANGES		

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ELM STREET

SIGNING AND STRIPING PLANS

SHEET NUMBER
19
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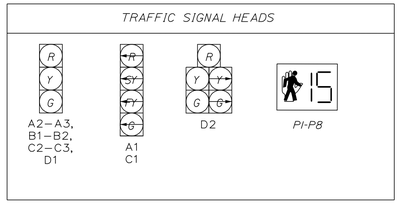
TRAFFIC SIGNAL HEADS



DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	0 CALLED	0 EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	ELM ST. SB LEFT	5	5	B	-	-
2	ELM ST. SB THRU/RIGHT	2	2	B	-	-
3	DIAMOND ST.	4	4	B	-	-
4	ELM ST. NB LEFT	1	1	B	-	-
5	ELM ST. NB THRU/RIGHT	6	6	B	-	-
6	UPPER FALLS RD. LEFT/THRU	8	8	B	-	-
7	UPPER FALLS RD. RIGHT	8-5	8-5	B	5	-

DAILY AND WEEKLY COORDINATION SCHEDULE

	MON - FRI	SATURDAY	SUNDAY
FREE OPERATIONS MAX 1	0000 - 0645 0830 - 1100 2045 - 2400	0000 - 0930 1900 - 2400	0000 - 1000 1800 - 2400
PLAN 1 100 SECS (AM) MAX 2	0645 - 0830 1900 - 2045	1745 - 1900	
PLAN 2 110 SECS (MIDDAY/SAT/SUN) MAX 2	1100 - 1445 1800 - 1900	0930 - 1130 1430 - 1745	1000 - 1800
PLAN 3 120 SECS (PM/SAT) MAX 2	1445 - 1800	1130 - 1430	

SIGNAL TIMING

ITEM/PHASE	1	2	3	4	5	6	7	8
MINIMUM INITIAL	5	10	-	5	5	10	-	5
PASSAGE TIME	2.5	3.5	-	3.5	2.5	3.5	-	3.5
MAX 1	15	77	-	23	10	77	-	23
MAX 2	15	60	-	20	10	60	-	20
YELLOW	3.0	3.0	-	3.0	3.0	3.0	-	3.0
ALL RED	2.0	2.0	-	2.0	2.0	2.0	-	2.0
PED WALK	-	7	-	7	-	7	-	7
LPI	-	4	-	4	-	4	-	4
PED CLEAR	-	15	-	19	-	15	-	19
RECALL	O	S	-	O	O	S	-	O
DETECTOR	PR	PR	-	PR	PR	PR	-	PR
PRE-EMPT	1	2	-	-	2	1	-	-
PRIORITY								
FLASH	R	Y	-	R	R	Y	-	R
DUAL ENTRY	OFF	ON	-	ON	OFF	ON	-	ON

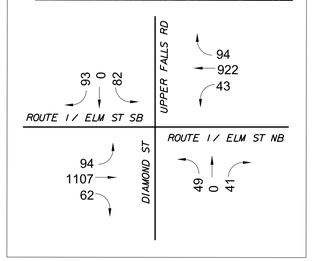
COORDINATION NOTES:

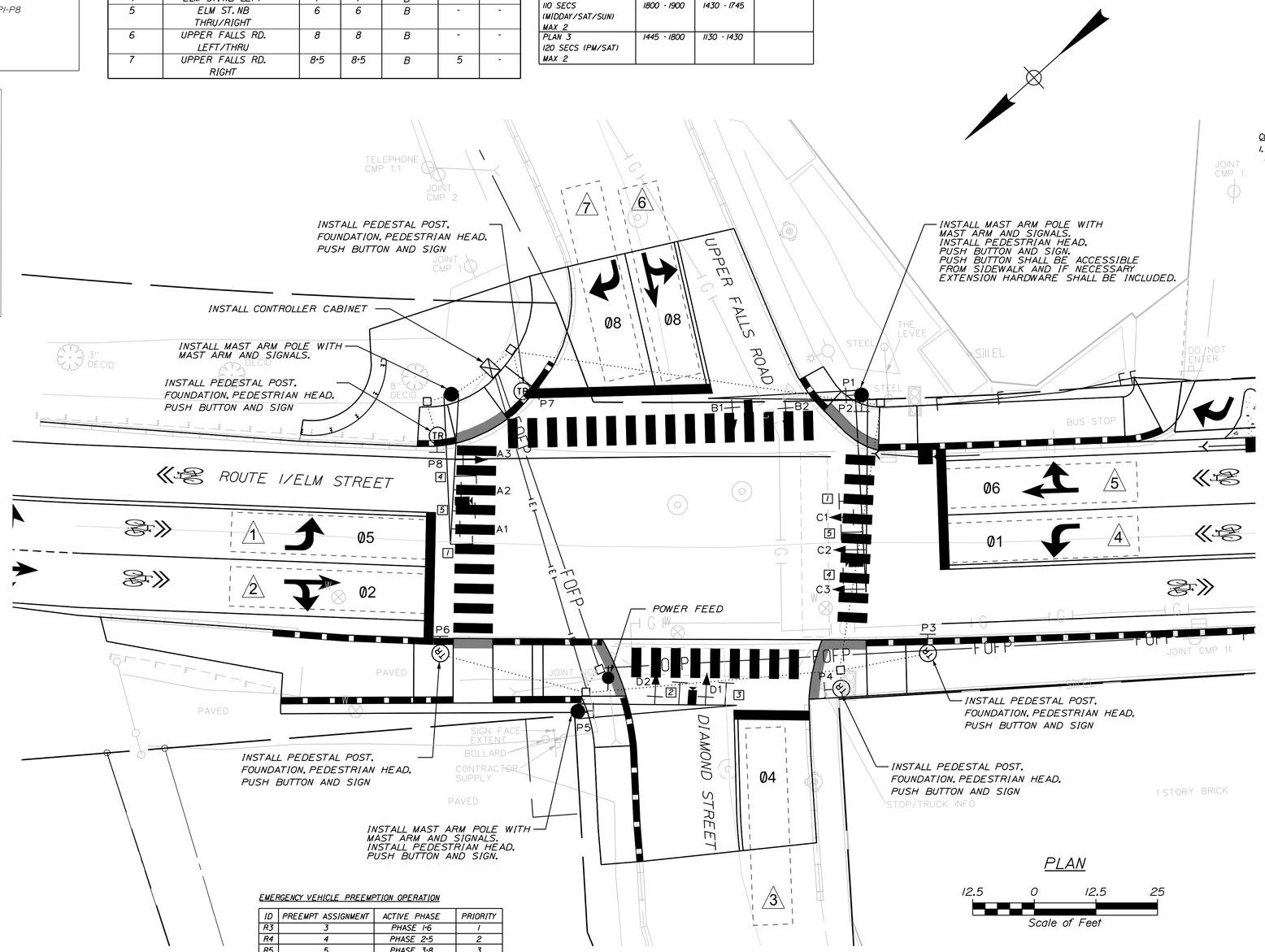
1. THE SIGNAL TIMING IS FOR INITIAL OPERATIONS AND SHALL BE UPDATED FOLLOWING SYSTEM START UP BY MAINEDOT AND THE ENGINEER.

LEGEND:

S = SOFT RECALL
O = RECALL OFF
PR = PRESENCE
MAX2 = UNDER COORDINATION
Y = YELLOW
R = RED

2025 SYSTEM DESIGN VOLUMES (PM PEAK HOUR)



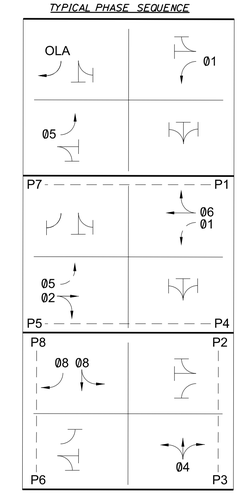


PLAN

12.5 0 12.5 25

Scale of Feet

TYPICAL PHASE SEQUENCE



ELM STREET/UPPER FALLS ROAD/DIAMOND STREET COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE

ALL ENTITIES IN SECONDS

	PLAN 1	PLAN 2	PLAN 3	
CYCLE LENGTH	100	110	120	
OFFSET (BEGINNING OF GREEN)	90	100	99	
COORDINATION PHASE	PHASE 2	PHASE 2	PHASE 2	
SPLIT TIME PHASE 1	16	16	16	
SPLIT TIME PHASE 2	62	71	81	
SPLIT TIME PHASE 3	0	0	0	COORDINATION MODE SET TO FIXED FORCE-OFF
SPLIT TIME PHASE 4	22	23	23	
SPLIT TIME PHASE 5	16	16	16	
SPLIT TIME PHASE 6	62	71	81	
SPLIT TIME PHASE 7	0	0	0	
SPLIT TIME PHASE 8	22	23	23	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE GREEN (SEE TABLE ABOVE)
2. COORDINATION TO OPERATE BY TIME-OF-DAY (SEE DAILY AND WEEKLY COORDINATION SCHEDULE)
3. PROGRAM THE TRAFFIC SIGNAL CONTROLLER TO PROVIDE PEDESTRIAN SERVICE DURING COORDINATION OPERATION.
4. THE COORDINATION INPUT INFORMATION ARE TEMPORARY AND SHALL BE REVISED FOLLOWING THE COLLECTION OF REAL TIME TRAFFIC DATA PRIOR TO THE START UP OF THE SYSTEM. THE WORK SHALL BE PERFORMED BY MAINEDOT AND ENGINEER.

LEGEND

- CONTROLLER WITH CABINET
- JUNCTION BOX
- MAST ARM
- TRAFFIC POLE
- SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD WITH APS PUSH BUTTON AND INFO SIGN
- CONDUIT
- DETECTION AREA
- VIDEO DETECTION CAMERA
- EMERGENCY VEHICLE PREEMPTION RECIEVER
- EMERGENCY PREEMPTION CONFIRMATION STROBE

EMERGENCY VEHICLE PREEMPTION OPERATION

ID	PREEMPT ASSIGNMENT	ACTIVE PHASE	PRIORITY
R3	3	PHASE 1-6	1
R4	4	PHASE 2-5	2
R5	5	PHASE 3-8	3
R6	6	PHASE 4-7	4

1. NEED TO SPECIFY CITY EQUIPMENT
2. PREEMPTION SIGNALS SHALL BE SERVICED ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORITIES (1 = HIGHEST, 6 = LOWEST).
3. IN RESPONSE TO A PREEMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OR ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE GREEN FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PREEMPTION SIGNAL CEASES. THE CONTROLLER SHALL THEN TIME PREEMPTION PHASE CLEARANCE AND SERVICE SUBSEQUENT EMERGENCY ACTIVE PHASES AS NECESSARY. AT THE COMPLETION OF THE PREEMPTION CYCLE, THE CONTROLLER SHALL TIME THE PREEMPTION CLEARANCE AND RESUME NORMAL SIGNAL OPERATION.
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PREEMPTION DEMAND.
5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHENEVER ANY PREEMPTION GREEN IS ON.
6. FINAL PLACEMENT OF OPTICAL RECEIVERS SHALL BE COORDINATED WITH THE CITY'S FIRE DEPARTMENT AND/OR POLICE DEPARTMENT.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

TRAFFIC SIGNAL PLANS

SHEET NUMBER

20

OF 71

Filename: ...\MSTA\000_Signal Plan-01.dgn Division: HIGHWAY Username: Date:9/25/2026

SIGNAL PLAN NOTES

1. WHERE NOTED ON THE PLANS ALL NEW VEHICULAR SIGNAL HEADS SHALL BE EQUIPPED WITH NEW LED LENSES 12 INCHES IN DIAMETER AND EQUIPPED WITH NEW 5 INCH LOUVERED BACK PLATES INCLUDING RETRO REFLECTIVITY.
2. 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. FOR POLE MOUNTED SIGNAL HEADS THE BOTTOM OF THE HOUSING SHALL BE MOUNTED AT LEAST 8 FEET BUT NO MORE THAN 19 FEET ABOVE THE SIDEWALK OR IF THERE IS NO SIDEWALK, ABOVE THE PAVEMENT GRADE AT THE HIGH POINT OF THE ROAD.
3. TWO COPIES OF AS-BUILT PLANS, WIRING DIAGRAMS, BOX PRINTS, AND EQUIPMENT'S MANUALS SHALL BE LEFT IN THE CONTROLLER CABINETS.
4. 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 SUB SURFACE ACTIVITIES.
5. TRAFFIC SIGNAL WORK SHALL BE COMPLETED IN A MANNER AND ORDER THAT WILL CAUSE THE MINIMUM DISRUPTION TO TRAFFIC.
6. 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 TO ITS SOLE OPINION, TO THE PLANS OR SPECIFICATIONS.
7. ALL SIGNING, SIGNAL AND STRIPING MATERIALS AND PLACEMENT SHALL CONFORM TO THE MAINE STANDARD SPECIFICATIONS SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES" (MUTCD) DATED 2023, AS AMENDED.
8. ANY RELOCATION OR ADJUSTMENTS OF EXISTING UTILITY FACILITIES WILL BE MADE BY THE RESPECTIVE'S UTILITIES IN COORDINATION WITH THE WORK OF THE CONTRACTOR.
9. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ANY NECESSARY PERMITS.
10. ALL EXISTING DRIVEWAY ACCESSES SHALL BE MAINTAINED AT ALL TIMES.
11. THE CONTRACTOR SHALL PROVIDE THE RESIDENT, MAINEDOT, AND THE CITY OF BIDDEFORD WITH A SCHEDULE OF WORK FOR CONSTRUCTING THE TRAFFIC IMPROVEMENTS AT LEAST TWO WEEKS PRIOR TO THE COMMENCEMENT OF WORK.
12. ALL MATERIALS SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON ITS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
13. FOUNDATIONS FOR CONTROL CABINETS OR PROPOSED TRAFFIC SIGNAL POSTS ARE SHOWN IN THE PLANS TO BE WITHIN THE EXISTING RIGHT OF WAY (ROW) AND TO AVOID UNDERGROUND CONFLICTS WITH INFORMATION THAT PROVIDED DURING DESIGN. HOWEVER, THE CONTRACTOR MAY UPON CONSULTATION WITH APPROVAL FROM THE RESIDENT, RELOCATE CABINETS, AND MAST ARM POLES AS NEEDED TO AVOID UNANTICIPATED CONFLICTS AS LONG AS THE FINAL LOCATION MEETS THE GUIDELINES IN SECTION 4E.08 OF THE MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND THE STRUCTURE IS INSTALLED COMPLETELY WITHIN THE EXISTING ROW.
14. FINAL LOCATION OF ALL NEW SIGNAL EQUIPMENT TO BE APPROVED BY THE RESIDENT.
15. ALL PUSH BUTTONS SHALL BE LOCATED TO BE WITHIN A 10' REACH FROM SIDEWALK.
16. DIRECTION ARROW SIGNS AND A SPEECH WALK MESSAGE SHALL BE PROVIDED FOR LOCATIONS WHERE TWO PEDESTRIAN PUSH BUTTONS ARE LOCATED ON THE SAME POLE/SUPPORT.

VEHICLE DETECTION

1. NON-INVASIVE VEHICLE DETECTION ZONES SHOWN IN THE PLANS ARE FOR ILLUSTRATIVE PURPOSES ONLY. FINAL DETECTION ZONES SHALL BE LOCATED IN THE FIELD AND APPROVED BY MAINEDOT AND RESIDENT.
2. THE LOCATION OF THE DETECTION DEVICES AND THE ACTUAL NUMBER OF DETECTION DEVICES AND MOUNTING LOCATIONS SHALL BE PER THE MANUFACTURER'S RECOMMENDATION.
3. THE RESIDENT RESERVES THE RIGHT TO DIRECT THE CONTRACTOR TO 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 ITEM.

EMERGENCY VEHICLE PREEMPTION

1. FINAL PLACEMENT OF OPTICAL RECEIVERS SHALL BE COORDINATED WITH THE CITY'S FIRE DEPARTMENT AND/OR POLICE DEPARTMENT.
2. PRE-EMPTION SIGNALS SHALL BE SERVICE ON A PRIORITY BASIS WITH RECEIVERS ASSIGNED DESCENDING PRIORTIES (1=HIGHEST, 3=LOWEST).
3. IN RESPONSE TO A PRE-EMPTION SIGNAL RECEIVED AT AN INTERSECTION BY AN OPTICAL DETECTOR, THE CONTROLLER SHALL HOLD OF ADVANCE TO AND HOLD THE EMERGENCY ACTIVE PHASE FOR A MINIMUM OF 10 SECONDS OR UNTIL THE PRE-EMPTION CEASES. THE CONTROLLER SHALL THEN TIME PRE-EMPTION PHASE CLEARANCE (3.0 SECONDS YELLOW AND 3.0 SECONDS ALL RED) AND SERVICE SUBSEQUENT EMERGENCY PHASES AS NECESSARY. AT THE COMPLETION OF THE PRE-EMPTION CYCLE, THE CONTROLLER SHALL TIME THE PRE-EMPTION CLEARENCE AND RESUME NORMAL OPERATION.
4. MINIMUM GREEN AND NORMAL VEHICLE CLEARANCE SHALL BE PROVIDED ON PHASES THAT ARE TO BE TERMINATED BY PRE-EMPTION DEMAND.
5. CONFIRMATION STROBES SHALL BE ILLUMINATED WHEREVER ANY EMERGENCY PRE-EMPTION GREEN IS ON.
6. PHASES 1 AND 6 SHALL BE RECEIVER PRIORITY 1, PHASES 4 AND 8 SHALL BE PRIORITY 2.
7. A EMTRAC SYSTEM SHALL BE INSTALLED.

SIGNAL HEADS / MOUNTING

1. SHALL BE 12" DIAMETER, WITH LED LENSES.
2. SHALL HAVE 5" BLACK LOUVERED BACKPLATES AND 3" RETRO-REFLECTIVE BORDERS.
3. SHALL BE EQUIPPED WITH TUNNEL VISORS.
4. SHALL BE BLACK POLYCARBONATE WITH BLACK FACES.
5. THE BOTTOM OF ALL SIGNAL HEAD HOUSINGS SHALL BE A MINUMUM OF 17 FEET BUT NOT MORE THAN 19 FEET ABOVE THE ROADWAY.
6. SIGNALS TO OPERATE WITH COLORS AT ALL TIMES.
7. SIGNALS TO OPERATE IN FLASH MODE FOR EMERGENCIES ONLY. SIGNALS SHALL BE ALL RED FOR 3 SECONDS AFTER CONFLICT FLASH.

START UP AND ACCEPTANCE TESTING

1. THE SYSTEM SUPPLIER SHALL INITIATE COMPLETE SYSTEM OPERATION INCLUDING ATC, ATCC, STOP LINE VEHICLE DETECTION SYSTEM, THE COMMUNICATIONS SYSTEM, AND REMOTE MONITORING AS SHOWN ON THE PLANS AND/OR DIRECTED BY MAINEDOT AND THE RESIDENT. AFTER THE SUPPLIER HAS INITIATED SYSTEMS OPERATION, THE SYSTEM SHALL RUN FOR A CONTINUOS 7-DAY INITIAL OPERATIONAL TESTING PERIOD. IF ANY MAJOR FUNCTIONS OF THE SYSTEM FAIL TO OPERATE DURING THIS TEST PERIOD, AS DETERMINED BY MAINEDOT AND/OR THE RESIDENT THE SUPPLIER SHALL CORRECT OR REPAIR THE SYSTEM AND THE CONTINUOUS 7-DAY PERIOD SHALL BE RESTARTED. AT THE COMPLETION OF A SUCCESSFULL 7-DAY TESTING PERIOD, THE SUPPLIER SHALL ADVISE MAINEDOT AND THE RESIDENT THAT THE SYSTEM IS READY FOR THE START-UP PHASE. ANY MAJOR SYSTEM MALFUNCTIONS ENCOUNTERED DURING TESTING PERIOD SHALL BE CORRECTED BY THE SUPPLIER, AND THE TEST RESTARTED. DURING THIS PERIOD, MAINEDOT AND/OR THE RESIDENT MAY MAKE MODIFICATIONS TO THE SYSTEM TIMING PARAMETERS. AT THE COMPLETION OF THE TESTING PERIOD, THE SYSTEM WILL BE DEEMED READY FOR FINAL ACCEPTANCE TESTING.
2. UPON COMPLETION OF THE 7-DAY TESTING PERIOD, MAINEDOT AND/OR THE RESIDENT SHALL EVALUATE SYSTEM OPERATIONS. IT IS EXPECTED THAT THE COMPLETE SYSTEM SHALL OPERATE FULLY FUNCTIONAL FOR A PERIOD OF 30 CONSECUTIVE DAYS WITHOUT MALFUNCTION. MINOR MALFUNCTIONS, OR INOPERABILITY NOT THE FAULT OF THE CONTRACTOR, AS JUDGED BY MAINE AND/OR RESIDENT, ARE NOT INCLUDED IN THE 30-DAY PERIOD. IF THE SYSTEM FAILS TO OPERATE AS INTENDED BY THIS SPECIFICATION THE MALFUNCTIONS SHALL BE CORRECTED BY THE CONTRACTOR AT ITS COST AND NEW 30-DAY TESTING PERIOD SHALL BEGIN. THIS PROCESS SHALL CONTINUE UNTIL A COMPLETELY OPERABLE SYSTEM IS DEMONSTRATED FOR A CONSECUTIVE 30-DAY PERIOD.
3. THE CONTRACTOR SHALL WARRANTY ALL WORK AND EQUIPMENT FOR A PERIOD OF ONE YEAR AFTER FINAL ACCEPTANCE.

CONDUIT

1. ALL CONDUIT SHALL BE INSTALLED IN ACCORDANCE WITH MAINEDOT STANDARD DETAIL 626(05).
2. ALL CONDUIT, WITH THE EXCEPTION OF CONDUIT FOR POWER SERVICE, SHALL BE 3" SCH. 80 PVC.
3. CONDUIT FOR POWER SERVICE SHALL BE 3" METALLIC.
4. CONDUIT RISERS SHALL BE METALLIC FOR A MIN. 10' ABOVE GRADE.

STRUCTURE LIST
(UPPER FALLS/ELM STREET)

DESCRIPTION	STA/OFFSET	FOUNDATION
35' MAST ARM/POLE	9+48.52 29.66' LT	36" DIA X 15'
35' AND 40' MAST ARM/POLE	10+33.51 30.86' LT	36" DIA X 15'
35' MAST ARM/POLE	9+76.37 33.71' RT	36" DIA X 12'
CONTROLLER CABINET	9+56.48 35.00' LT	66"L X 44"W X 30"D
PEDESTAL POLE	9+46.08 21.12' LT	24" DIA X 7'
PEDESTAL POLE	9+62.92 30.79' LT	24" DIA X 7'
PEDESTAL POLE	9+48.34 22.97' RT	24" DIA X 7'
PEDESTAL POLE	10+28.46 28.70' RT	24" DIA X 7'
PEDESTAL POLE	10+45.84 21.28' RT	24" DIA X 7'

STRUCTURE LIST
(LINCOLN STREET/ELM STREET

DESCRIPTION	STA/OFFSET	FOUNDATION
50' AND 45' MAST ARM/POLE	14+55.47 32.11' RT	36" DIA X 15'
CONTROLLER CABINET	14+12.82 36.31' RT	66"L X 44"W X 30"D
PEDESTAL POLE	14+03.98 38.46' LT	24" DIA X 7'
PEDESTAL POLE	14+99.85 13.00' LT	24" DIA X 7'
PEDESTAL POLE	14+09.12 28.69' RT	24" DIA X 7'
PEDESTAL POLE	14+47.11 29.29' RT	24" DIA X 7'
PEDESTAL POLE	14+96.24 28.04' RT	24" DIA X 7'

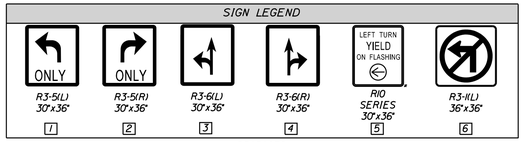
ELM STREET/MAIN STREET
COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE
ALL ENTITIES IN SECONDS

	PLAN 1	PLAN 2	PLAN 3	
CYCLE LENGTH	100	110	120	
OFFSET (BEGINNING OF GREEN)	78	0	0	
COORDINATION PHASE	PHASE 2	PHASE 2	PHASE 2	
SPLIT TIME PHASE 1	14	15	15	
SPLIT TIME PHASE 2	42	50	55	
SPLIT TIME PHASE 3	18	19	24	COORDINATION MODE SET TO FIXED FORCE-OFF
SPLIT TIME PHASE 4	26	26	26	
SPLIT TIME PHASE 5	14	20	20	
SPLIT TIME PHASE 6	42	45	50	
SPLIT TIME PHASE 7	18	19	24	
SPLIT TIME PHASE 8	26	26	26	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE GREEN (SEE TABLE ABOVE)
2. COORDINATION TO OPERATE BY TIME-OF-DAY (SEE DAILY AND WEEKLY COORDINATION SCHEDULE)
3. PROGRAM THE TRAFFIC SIGNAL CONTROLLER TO PROVIDE PEDESTRIAN SERVICE DURING COORDINATION OPERATION.
4. THE COORDINATION INPUT INFORMATION ARE TEMPORARY AND SHALL BE REVISED FOLLOWING THE COLLECTION OF REAL TIME TRAFFIC DATA AT THE START UP OF THE SYSTEM. THE WORK SHALL BE PERFORMED BY MAINEDOT AND ENGINEER.

SIGN LEGEND



PROPOSED

* CUSTOM SIGN - BLACK BALL WITH YELLOW ARROW

LIST OF MAJOR ITEMS
(ELM/UPPER FALLS/DIAMOND)

EQUIPMENT AND WORK ITEMS 643.80	QUANTITY
FURNISH AND INSTALL NATURAL FINISH ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER WITH LATEST FIRMWARE INSTALLED, COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT AND INTERGRATION INTO MAINEDOT'S TRAFFIC MANAGEMENT SYSTEM.	1
FURNISH AND INSTALL POLYCARBONATE ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM.	7
FURNISH AND INSTALL ONE-WAY, 4-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH RETROREFLECTIVE BACKPLATES MOUNTED ON MAST ARM.	2
FURNISH AND INSTALL ONE-WAY, 5-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH RETROREFLECTIVE BACKPLATES MOUNTED ON MAST ARM.	1
FURNISH AND INSTALL PEDESTRIAN PUSH BUTTONS AND SIGNS.	8
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR.	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	4
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1
POWER SERVICE CONNECTION	1
IMPLEMENT LOCAL SYSTEM SIGNAL TIMINGS	1
FURNISH AND INSTALL A COMPLETE FIBER OPTIC COMMUNICATION SYSTEM BETWEEN UPPER FALLS AND SPRUCE STREET	1

* THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

LIST OF MAJOR ITEMS
(ELM/UPPER FALLS/DIAMOND STREET)

EQUIPMENT AND WORK ITEMS	QUANTITY
VIDEO DETECTION SYSTEM, COMPLETE (ITEM 643.83)	1 LS
PRECAST JUNCTION BOX (ITEM 626.11)	6 EA
METALLIC CONDUIT (ITEM 626.21)	5 LF
NON-METALLIC CONDUIT (ITEM 626.22)	330 LF
CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1 EA
24" DIAMETER FOUNDATION (ITEM 626.421)	35 LF
36" MAST ARM FOUNDATION (ITEM 626.44)	45 LF
FURNISH AND INSTALL MAST ARM POLE WITH 35' MAST ARM (ITEM 643.91) (FOUNDATION QUANTIFIED SEPARATELY)	2 EA
FURNISH AND INSTALL MAST ARM POLE WITH 25' AND 40' MAST ARMS (ITEM 643.91) (FOUNDATION QUANTIFIED SEPARATELY)	1 EA
FURNISH AND INSTALL MAST ARM POLE WITH 25' MAST ARM (ITEM 643.91) (FOUNDATION QUANTIFIED SEPARATELY)	1 EA
FURNISH AND INSTALL PEDESTAL POLE (ITEM 643.92) (FOUNDATION QUANTIFIED SEPARATELY)	5 EA

* THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

LIST OF MAJOR ITEMS
(LINCOLN STREET/ELM STREET)

EQUIPMENT AND WORK ITEMS 643.80	QUANTITY
FURNISH AND INSTALL NATURAL FINISH ATCC MAINEDOT 32/48 SPEC GROUND MOUNT CABINET AND ATC CONTROLLER WITH LATEST FIRMWARE INSTALLED, COMPLETE WITH ALL ANCILLARY EQUIPMENT AND WIRING INCLUDING FIELD MONITORING UNIT AND INTERGRATION INTO MAINEDOT'S TRAFFIC MANAGEMENT SYSTEM.	1
FURNISH AND INSTALL POLYCARBONATE ONE-WAY 3-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS, AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH RETROREFLECTIVE BORDERS MOUNTED ON MAST ARM.	10
FURNISH AND INSTALL ONE-WAY, 4-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH RETROREFLECTIVE BACKPLATES MOUNTED ON MAST ARM.	1
FURNISH AND INSTALL ONE-WAY, 5-SECTION, 12-INCH TRAFFIC SIGNAL HEADS, WITH LED MODULES, TUNNEL VISORS AND 5-INCH LOUVERED BACK PLATES WITH 3-INCH RETROREFLECTIVE BACKPLATES MOUNTED ON MAST ARM.	1
FURNISH AND INSTALL PEDESTRIAN PUSH BUTTONS AND SIGNS.	6
FURNISH AND INSTALL 4-CHANNEL PREEMPTION PHASE SELECTOR.	1
FURNISH AND INSTALL LIGHT-BASED PREEMPTION RECEIVERS WITH DETECTOR CABLE	3
FURNISH AND INSTALL PREEMPTION CONFIRMATION RED STROBE WITH CABLE	1
POWER SERVICE CONNECTION	1
IMPLEMENT LOCAL SYSTEM SIGNAL TIMINGS	1
DYNAMIC YIELD TO PEDESTRIAN SIGN	1

* THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

LIST OF MAJOR ITEMS
(LINCOLN STREET/ELM STREET)

EQUIPMENT AND WORK ITEMS	QUANTITY
VIDEO DETECTION SYSTEM, COMPLETE (ITEM 643.83)	1 LS
PRECAST JUNCTION BOX (ITEM 626.11)	8 EA
METALLIC CONDUIT (ITEM 626.21)	55 LF
NON-METALLIC CONDUIT (ITEM 626.22)	410 LF
CONTROLLER CABINET FOUNDATION (ITEM 626.35)	1 EA
24" FOUNDATION (ITEM 626.421)	35 LF
36" MAST ARM FOUNDATION (ITEM 626.44)	15 LF
FURNISH AND INSTALL MAST ARM POLE WITH 45' MAST ARM AND 50' MAST ARM (ITEM 643.91) (FOUNDATION QUANTIFIED SEPARATELY)	1 EA
FURNISH AND INSTALL PEDESTAL POLE (ITEM 643.92) (FOUNDATION QUANTIFIED SEPARATELY)	5 EA

* THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

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STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

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

SIGNATURE
P.E. NUMBER
DATE

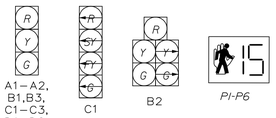
BIDDEFORD
ELM STREET

TRAFFIC SIGNAL PLANS

SHEET NUMBER
21
OF 71

Filename: ...\MSTA\000_Signal Plan-02.dgn Division: HIGHWAY Username: Date:9/25/2026

TRAFFIC SIGNAL HEADS



DETECTOR SCHEDULE

DETECTOR ZONE NO.	LOCATION	0 CALLED	0 EXT.	MODE A=ADVANCE B=STOPLINE	DELAY TIME	EXT. TIME
1	ELM ST. SB LEFT	5	5	B	-	-
2	ELM ST. SB THRU/RIGHT	2	2	B	-	-
3	ELM ST. NB THRU/RIGHT	6	6	B	-	-
4	LINCOLN ST. LEFT/THRU	8	8	B	-	-
5	LINCOLN ST. RIGHT	8·5	8·5	B	5	-

SIGNAL TIMING

ITEM/PHASE	1	2	3	4	5	6	7	8
MINIMUM INITIAL	-	12	-	-	5	12	-	5
PASSAGE TIME	-	3.5	-	-	2.5	3.5	-	3.5
MAX 1	-	40	-	-	23	40	-	27
MAX 2	-	60	-	-	20	60	-	20
YELLOW	-	3.0	-	-	3.0	3.0	-	3.0
ALL RED	-	2.0	-	-	2.0	2.0	-	2.0
PED WALK	-	7	-	-	-	7	-	7
LPI	-	7	-	-	-	7	-	7
PED CLEAR	-	30	-	-	-	30	-	12
RECALL	-	S	-	-	O	S	-	O
DETECTOR	-	PR	-	-	PR	PR	-	PR
PRE-EMPT PRIORITY	-	2	-	-	3	3	-	1
FLASH	-	Y	-	-	R	Y	-	R
DUAL ENTRY	-	ON	-	-	OFF	ON	-	OFF

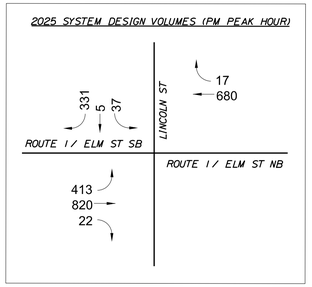
COORDINATION NOTES:

1. THE SIGNAL TIMING IS FOR INITIAL OPERATIONS AND SHALL BE UPDATED FOLLOWING SYTEM START UP BY MAINEDOT AND THE ENGINEER.

LEGEND:

S = SOFT RECALL
O = RECALL OFF
PR = PRESENCE
MAX2 = UNDER COORDINATION
Y = YELLOW
R = RED

2025 SYSTEM DESIGN VOLUMES (PM PEAK HOUR)



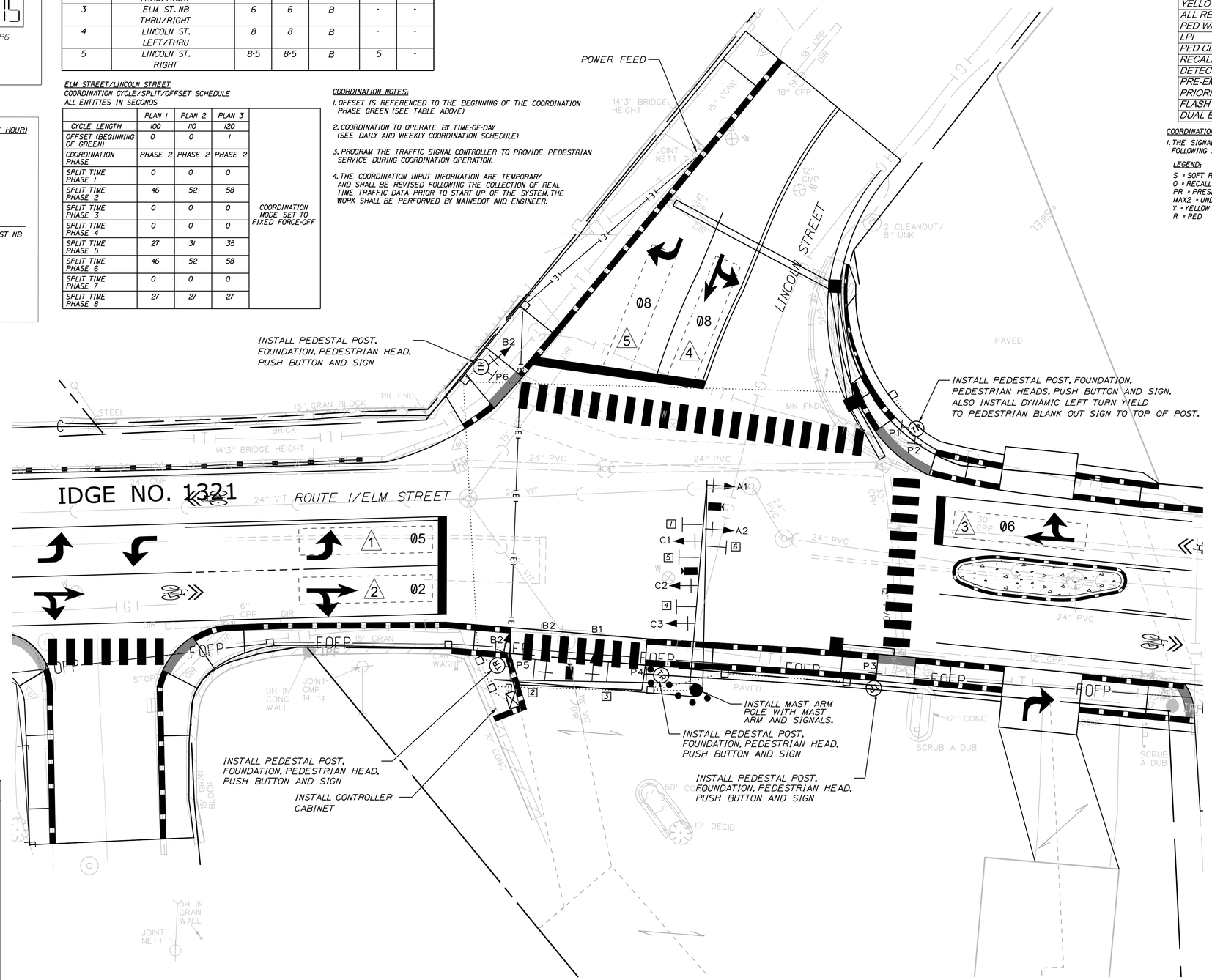
ELM STREET/LINCOLN STREET

COORDINATION CYCLE/SPLIT/OFFSET SCHEDULE
ALL ENTITIES IN SECONDS

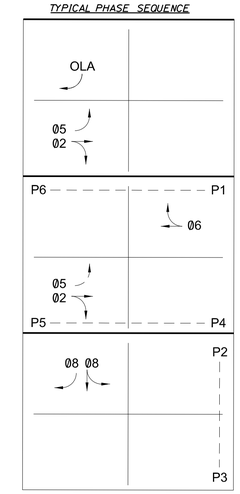
	PLAN 1	PLAN 2	PLAN 3	
CYCLE LENGTH	100	110	120	
OFFSET (BEGINNING OF GREEN)	0	0	1	
COORDINATION PHASE	PHASE 2	PHASE 2	PHASE 2	
SPLIT TIME PHASE 1	0	0	0	
SPLIT TIME PHASE 2	46	52	58	
SPLIT TIME PHASE 3	0	0	0	COORDINATION MODE SET TO FIXED FORCE-OFF
SPLIT TIME PHASE 4	0	0	0	
SPLIT TIME PHASE 5	27	31	35	
SPLIT TIME PHASE 6	46	52	58	
SPLIT TIME PHASE 7	0	0	0	
SPLIT TIME PHASE 8	27	27	27	

COORDINATION NOTES:

1. OFFSET IS REFERENCED TO THE BEGINNING OF THE COORDINATION PHASE GREEN (SEE TABLE ABOVE)
2. COORDINATION TO OPERATE BY TIME-OF-DAY (SEE DAILY AND WEEKLY COORDINATION SCHEDULE)
3. PROGRAM THE TRAFFIC SIGNAL CONTROLLER TO PROVIDE PEDESTRIAN SERVICE DURING COORDINATION OPERATION.
4. THE COORDINATION INPUT INFORMATION ARE TEMPORARY AND SHALL BE REVISED FOLLOWING THE COLLECTION OF REAL TIME TRAFFIC DATA PRIOR TO START UP OF THE SYSTEM. THE WORK SHALL BE PERFORMED BY MAINEDOT AND ENGINEER.



TYPICAL PHASE SEQUENCE



LEGEND

- CONTROLLER WITH CABINET
- JUNCTION BOX
- MAST ARM
- TRAFFIC POLE
- SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD WITH APS PUSH BUTTON AND INFO SIGN
- CONDUIT
- DETECTION AREA
- VIDEO DETECTION CAMERA
- EMERGENCY VEHICLE PREEMPTION RECIEVER
- EMERGENCY PREEMPTION CONFIRMATION STROBE

PLAN

12.5 0 12.5 25
Scale of Feet

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

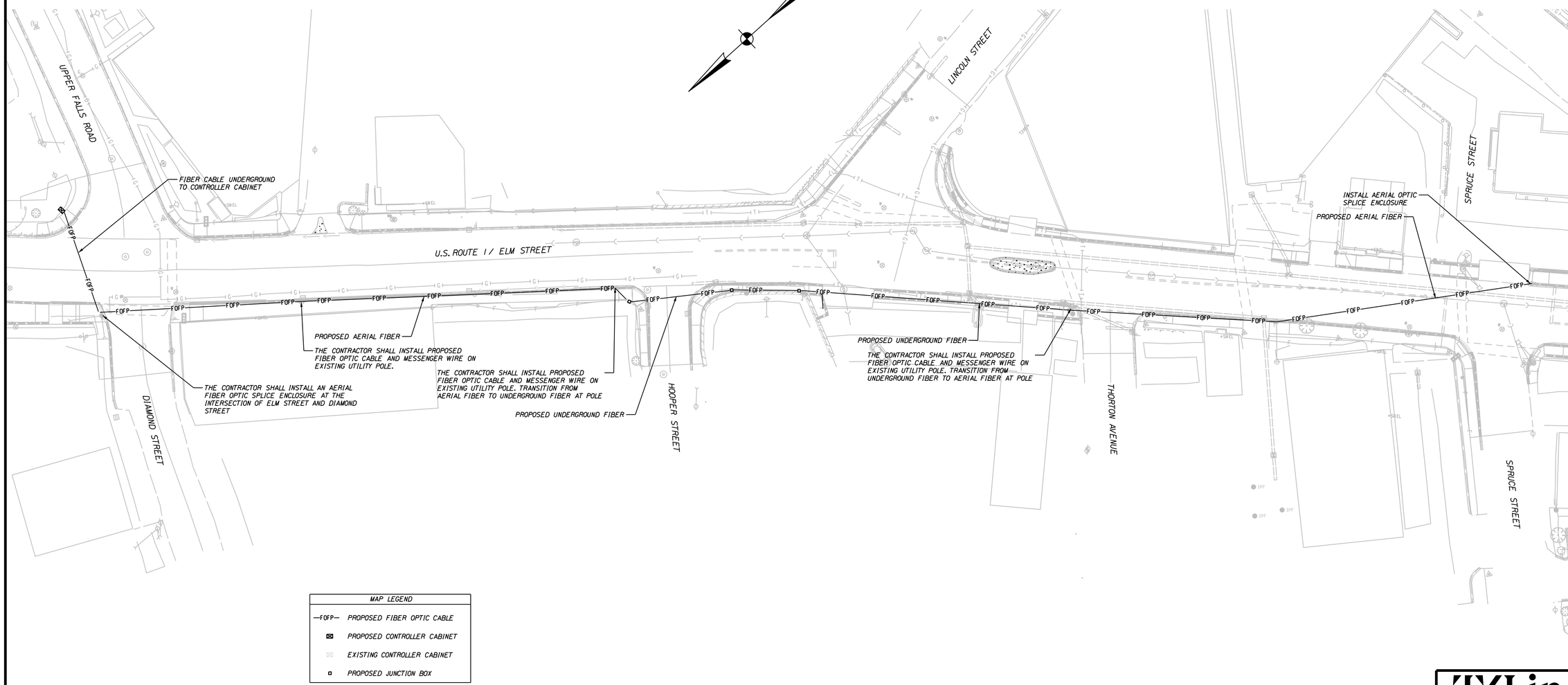
TRAFFIC SIGNAL PLANS

SHEET NUMBER
22
OF 71

Filename: ...\MSTA\000_Signal Plan-03.dgn Division: HIGHWAY Username: Date:9/25/2026

FIBER OPTIC INTERCONNECT NOTES:

1. AT LOCATIONS CALLING FOR PROPOSED FIBER OPTIC CABLE ATTACHMENT TO EXISTING FIBER OPTIC CABLE, CONTRACTOR SHALL COORDINATE ALL WORK WITH THE CITY OF BIDDEFORD IT DEPARTMENT. NO WORK SHALL BE CONDUCTED ON THE EXISTING FIBER OPTIC CABLE WITHOUT THE PERMISSION OF THE CITY OF BIDDEFORD. CONTRACTOR SHALL NOT CUT NOR DISRUPT IN ANY WAY THE EXISTING FIBER OPTIC CABLE STRANDS THAT ARE NOT USED FOR ATTACHMENT TO THE PROPOSED DROP CABLE.
2. CONTRACTOR SHALL INSTALL PROPOSED AERIAL SPLICE ENCLOSURE AND 100 FEET OF FIBER OPTIC CABLE SLACK, MINIMUM, AT EACH SPLICE ENCLOSURE LOCATION.
3. AT LOCATIONS CALLING FOR PROPOSED FIBER OPTIC DROP CABLE TO ENTER A TRAFFIC SIGNAL CONTROLLER CABINET, ALL STRANDS OF THE PROPOSED DROP CABLE SHALL BE TERMINATED ON A FIBER OPTIC PATCH PANEL INSIDE THE CONTROLLER CABINET.
4. THE CONTRACTOR SHALL NOT CUT NOR DISRUPT IN ANY WAY EXISTING FIBER OPTIC CABLE STRANDS THAT ARE NOT SHOWN IN THESE PLANS.



MAP LEGEND	
—FOFP—	PROPOSED FIBER OPTIC CABLE
⊠	PROPOSED CONTROLLER CABINET
⊠	EXISTING CONTROLLER CABINET
▫	PROPOSED JUNCTION BOX

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

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

SIGNATURE

P.E. NUMBER

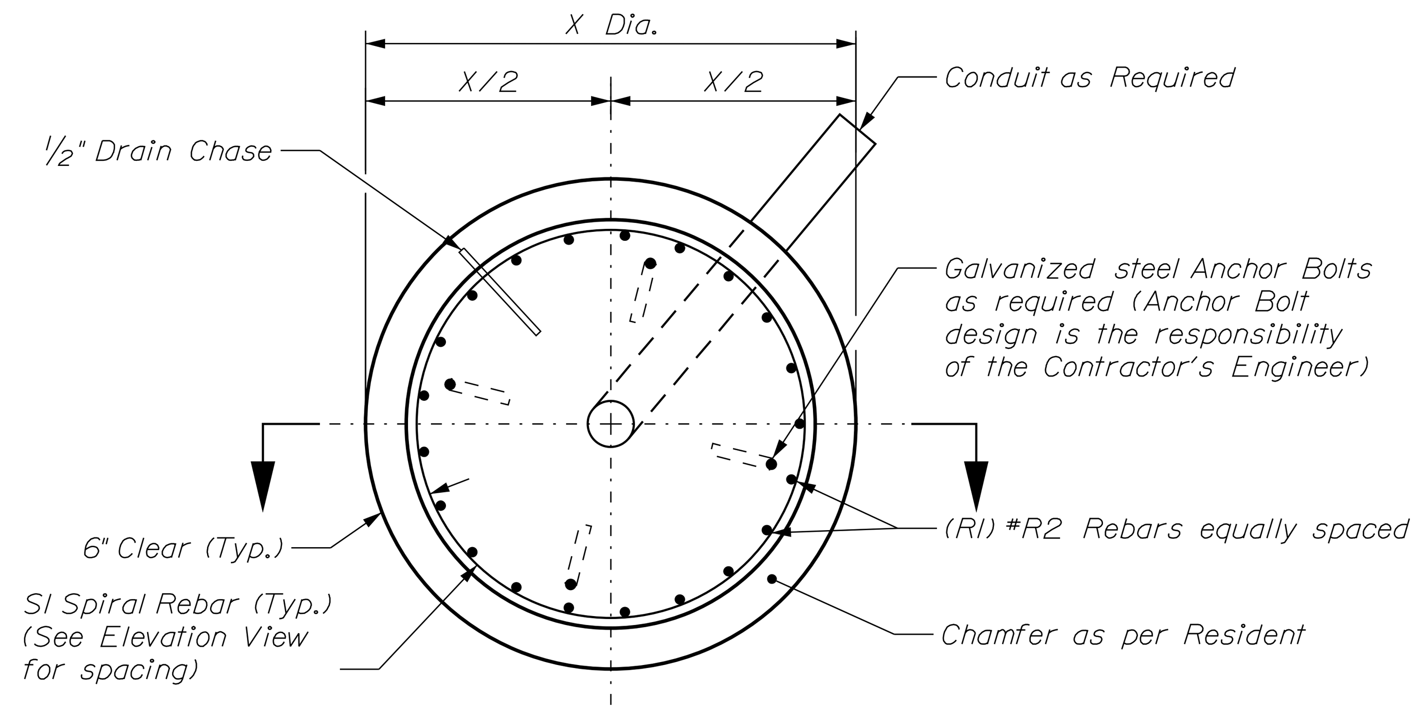
DATE

BIDDEFORD
ELM STREET

INTERCONNECT PLAN

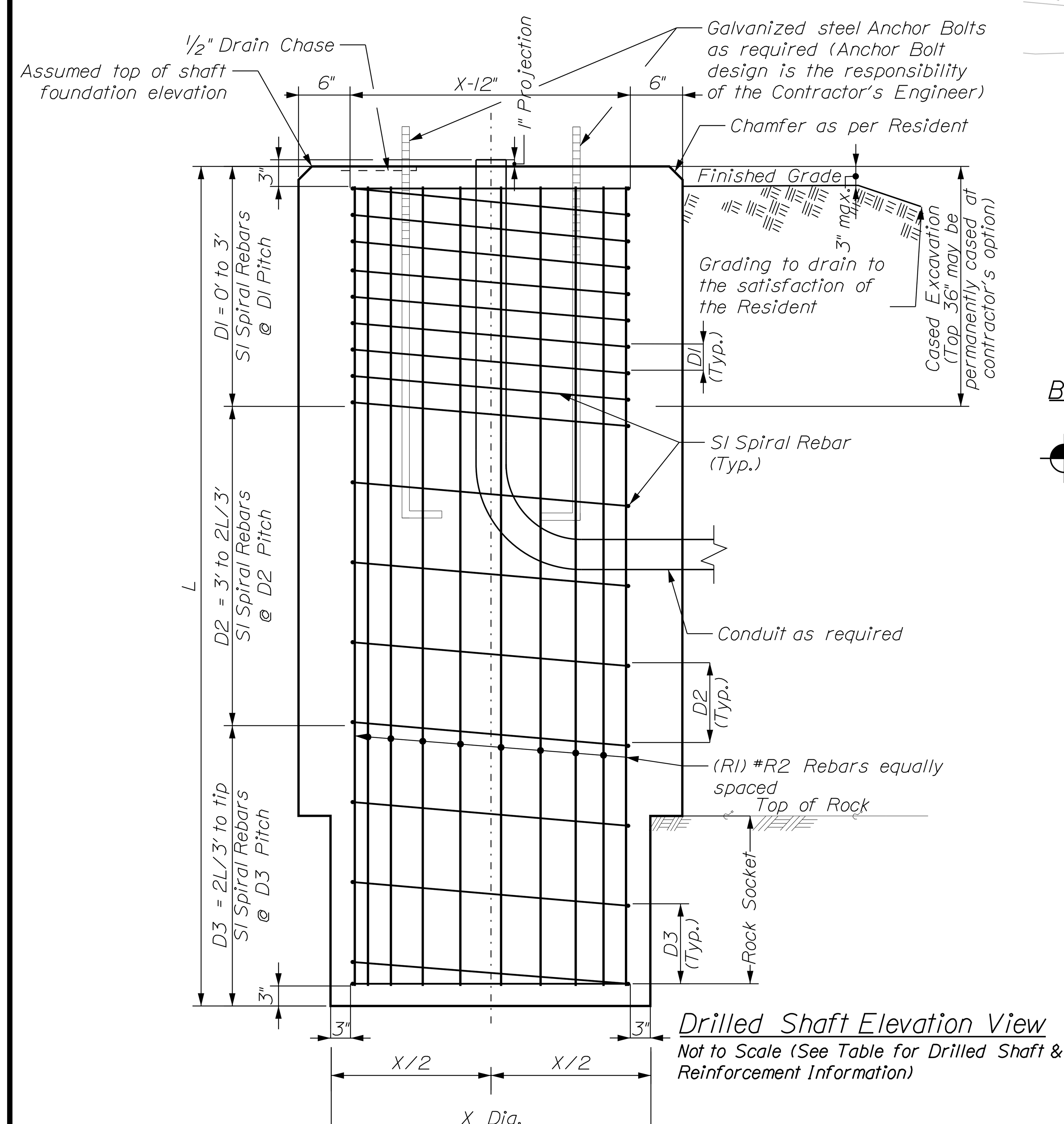
SHEET NUMBER
23
OF 71

Filename: ...\MSTA\xxx_Interconnect Plan.dgn Division: HIGHWAY Username: Date:9/25/2026



Drilled Shaft Plan View

Not to Scale (See Table for Drilled Shaft & Reinforcement Information)

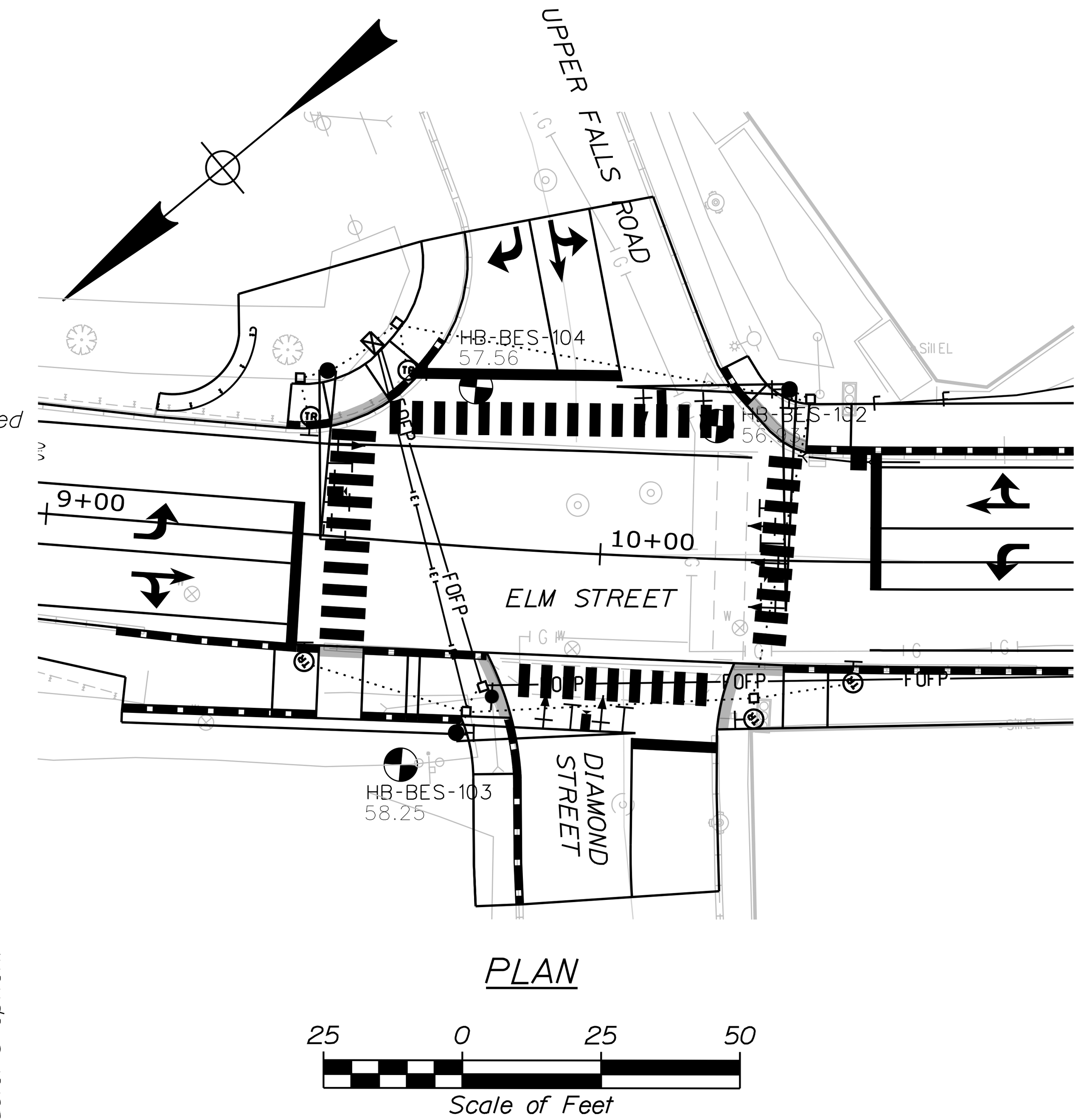


Drilled Shaft Elevation View

Not to Scale (See Table for Drilled Shaft & Reinforcement Information)

MAST ARM FOUNDATION

ELM/UPPER FALLS/DIAMOND



PLAN

BORING LOCATION PLAN LEGEND

HB-BES-104 — Approximate location and designation of 100-Series cased wash borings by GZA

NOTES:

1. All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.

2. All rebar shall have 6" cover unless otherwise noted.

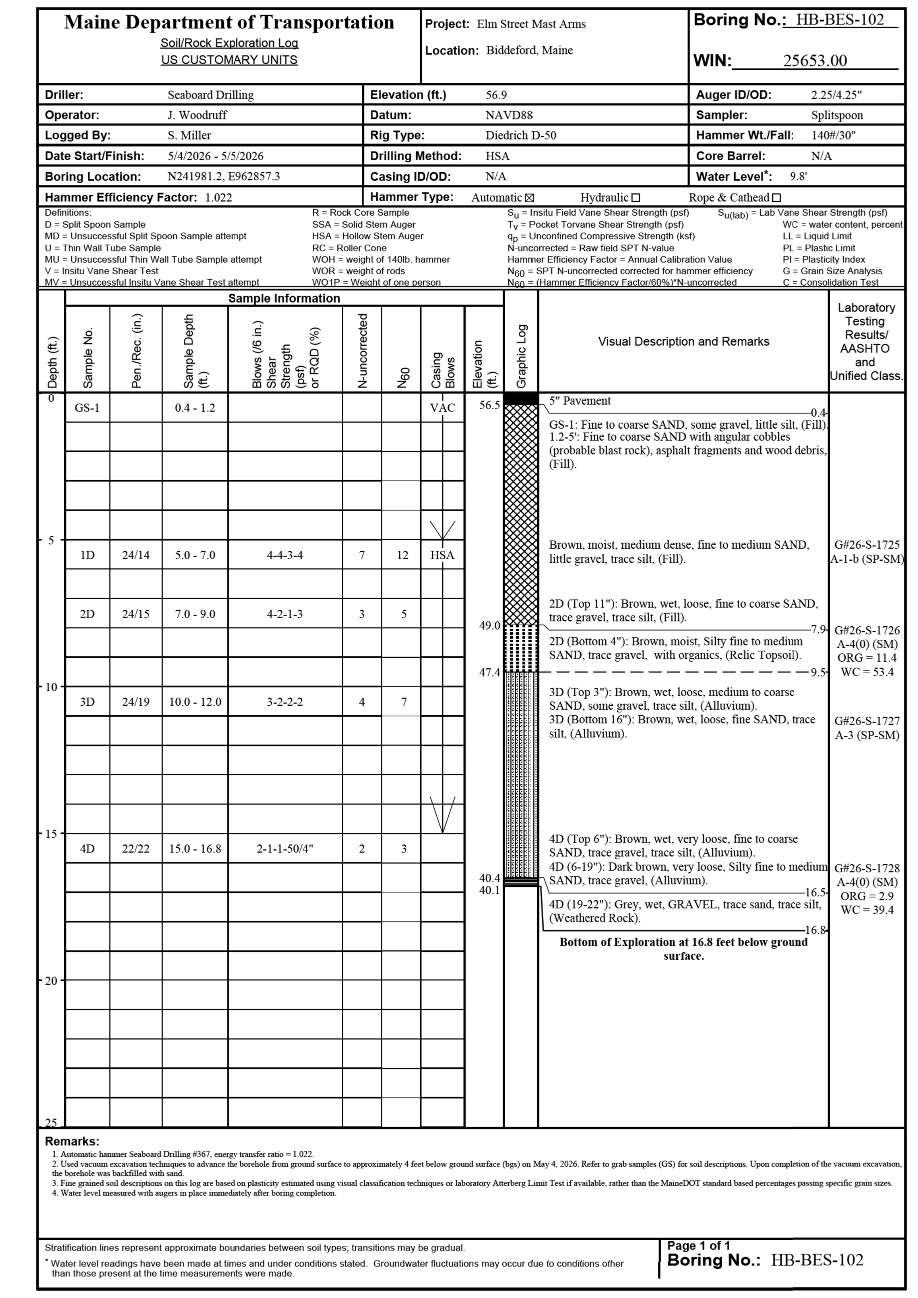
3. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.

4. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.

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

6. Item 626.44 (36" Diameter Foundation) shall be 15' long, unless competent rock is encountered at 13' below top of shaft or less, in which case a rock socket shall be provided in accordance with the dimensions provided in the summary table.

7. Foundation sizes are designed based on estimated loading conditions and are subject to change based on the design of the above-ground components and the actual loading conditions at the top of each foundation submitted by the Contractor in accordance with Standard Specification Section 62d.034. Any increase in foundation size based on the submitted loading conditions shall be paid for at the unit price bid by the Contractor. Any reduction in foundation size shall be to the benefit of the Department at the unit price bid by the Contractor.



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

Project: Elm Street Mast Arms | Location: Biddeford, Maine | Boring No.: HB-BES-102 | WIN: 25653.00

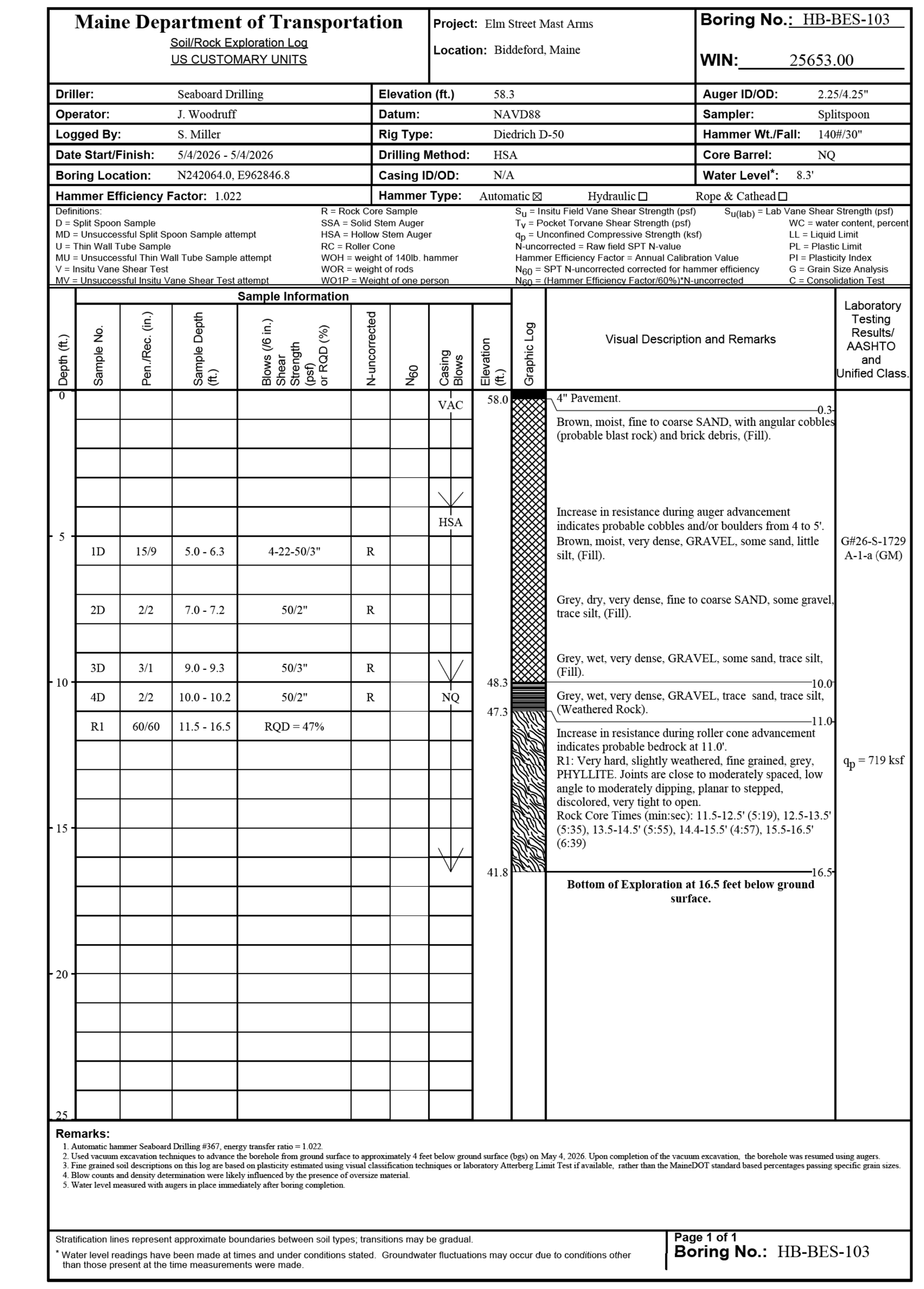
Driller: Seaboard Drilling | Elevation (ft.): 56.9 | Auger ID/OD: 2.25/4.25"
Operator: J. Woodruff | Datum: NAVD88 | Sampler: Splitspoon
Logged By: S. Miller | Rig Type: Diedrich D-50 | Hammer Wt./Fall: 140#/30"
Date Start/Finish: 5/4/2026 - 5/5/2026 | Drilling Method: HSA | Core Barrel: N/A
Boring Location: N241981.2, E962857.3 | Casing ID/OD: N/A | Water Level*: 9.8'
Hammer Efficiency Factor: 1.022 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)
GS-1		0.4 - 1.2				VAC	56.5
1D	24/14	5.0 - 7.0	4-4-3-4	7	12	HSA	
2D	24/15	7.0 - 9.0	4-2-1-3	3	5		49.0
3D	24/19	10.0 - 12.0	3-2-2-2	4	7		47.4
4D	22/22	15.0 - 16.8	2-1-1-50/4"	2	3		40.4 / 40.1

Visual Description and Remarks:
- 5" Pavement (0.4)
- GS-1: Fine to coarse SAND, some gravel, little silt, (Fill). 1.2-5': Fine to coarse SAND with angular cobbles (probable blast rock), asphalt fragments and wood debris, (Fill).
- Brown, moist, medium dense, fine to medium SAND, little gravel, trace silt, (Fill). — G#26-S-1725 A-1-b (SP-SM)
- 2D (Top 11"): Brown, wet, loose, fine to coarse SAND, trace gravel, trace silt, (Fill). (7.9)
- 2D (Bottom 4"): Brown, moist, Silty fine to medium SAND, trace gravel, with organics, (Relic Topsoil). — G#26-S-1726 A-4(0) (SM) ORG = 11.4 WC = 53.4 (9.5)
- 3D (Top 3"): Brown, wet, loose, medium to coarse SAND, some gravel, trace silt, (Alluvium). 3D (Bottom 16"): Brown, wet, loose, fine SAND, trace silt, (Alluvium). — G#26-S-1727 A-3 (SP-SM)
- 4D (Top 6"): Brown, wet, very loose, fine to coarse SAND, trace gravel, trace silt, (Alluvium). 4D (6-19"): Dark brown, very loose, Silty fine to medium SAND, trace gravel, (Alluvium). — G#26-S-1728 A-4(0) (SM) ORG = 2.9 WC = 39.4 (16.5)
- 4D (19-22"): Grey, wet, GRAVEL, trace sand, trace silt, (Weathered Rock). (16.8)
- **Bottom of Exploration at 16.8 feet below ground surface.**

Remarks:
1. Automatic hammer Seaboard Drilling #367, energy transfer ratio = 1.022.
2. Used vacuum excavation techniques to advance the borehole from ground surface to approximately 4 feet below ground surface (bgs) on May 4, 2026. Refer to grab samples (GS) for soil descriptions. Upon completion of the vacuum excavation, the borehole was backfilled with sand.
3. Fine grained soil descriptions on this log are based on plasticity estimated using visual classification techniques or laboratory Atterberg Limit Test if available, rather than the MaineDOT standard based percentages passing specific grain sizes.
4. Water level measured with augers in place immediately after boring completion.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.
Page 1 of 1 — Boring No.: HB-BES-102



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

Project: Elm Street Mast Arms | Location: Biddeford, Maine | Boring No.: HB-BES-103 | WIN: 25653.00

Driller: Seaboard Drilling | Elevation (ft.): 58.3 | Auger ID/OD: 2.25/4.25"
Operator: J. Woodruff | Datum: NAVD88 | Sampler: Splitspoon
Logged By: S. Miller | Rig Type: Diedrich D-50 | Hammer Wt./Fall: 140#/30"
Date Start/Finish: 5/4/2026 - 5/4/2026 | Drilling Method: HSA | Core Barrel: NQ
Boring Location: N242064.0, E962846.8 | Casing ID/OD: N/A | Water Level*: 8.3'
Hammer Efficiency Factor: 1.022 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

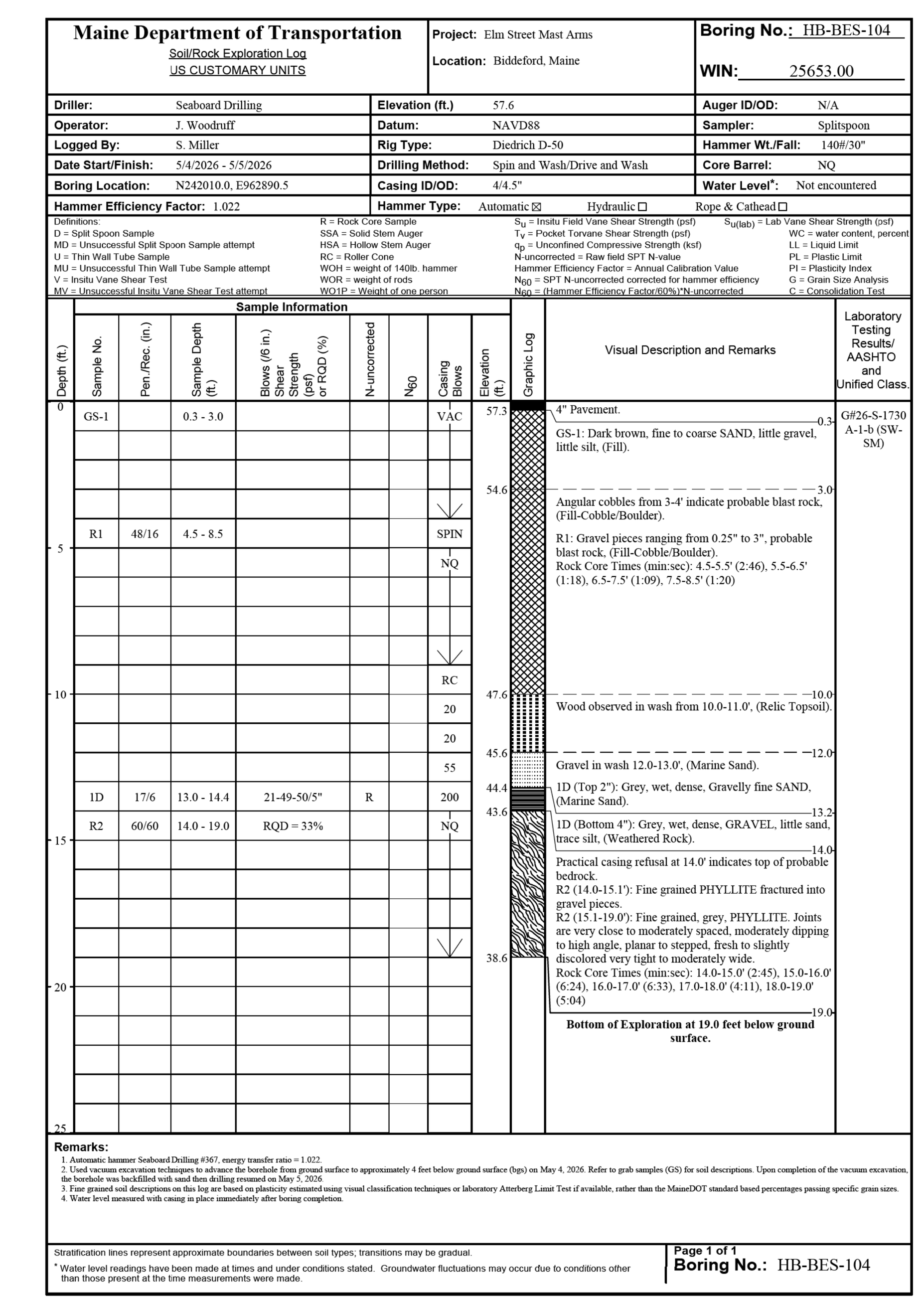
Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR = weight of rods; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)
						VAC	58.0
						HSA	
1D	15/9	5.0 - 6.3	4-22-50/3"	R			
2D	2/2	7.0 - 7.2	50/2"	R			
3D	3/1	9.0 - 9.3	50/3"	R			48.3
4D	2/2	10.0 - 10.2	50/2"	R		NQ	47.3
R1	60/60	11.5 - 16.5	RQD = 47%				41.8

Visual Description and Remarks:
- 4" Pavement. (0.3)
- Brown, moist, fine to coarse SAND, with angular cobbles (probable blast rock) and brick debris, (Fill).
- Increase in resistance during auger advancement indicates probable cobbles and/or boulders from 4 to 5'. Brown, moist, very dense, GRAVEL, some sand, little silt, (Fill). — G#26-S-1729 A-1-a (GM)
- Grey, dry, very dense, fine to coarse SAND, some gravel, trace silt, (Fill).
- Grey, wet, very dense, GRAVEL, some sand, trace silt, (Fill). (10.0)
- Grey, wet, very dense, GRAVEL, trace sand, trace silt, (Weathered Rock). (11.0)
- Increase in resistance during roller cone advancement indicates probable bedrock at 11.0'. R1: Very hard, slightly weathered, fine grained, grey, PHYLLITE. Joints are close to moderately spaced, low angle to moderately dipping, planar to stepped, discolored, very tight to open. Rock Core Times (min:sec): 11.5-12.5' (5:19), 12.5-13.5' (5:35), 13.5-14.5' (5:55), 14.4-15.5' (4:57), 15.5-16.5' (6:39). — q_p = 719 ksf (16.5)
- **Bottom of Exploration at 16.5 feet below ground surface.**

Remarks:
1. Automatic hammer Seaboard Drilling #367, energy transfer ratio = 1.022.
2. Used vacuum excavation techniques to advance the borehole from ground surface to approximately 4 feet below ground surface (bgs) on May 4, 2026. Upon completion of the vacuum excavation, the borehole was resumed using augers.
3. Fine grained soil descriptions on this log are based on plasticity estimated using visual classification techniques or laboratory Atterberg Limit Test if available, rather than the MaineDOT standard based percentages passing specific grain sizes.
4. Blow counts and density determination were likely influenced by the presence of oversize material.
5. Water level measured with augers in place immediately after boring completion.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.
Page 1 of 1 — Boring No.: HB-BES-103



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

Project: Elm Street Mast Arms | Location: Biddeford, Maine | Boring No.: HB-BES-104 | WIN: 25653.00

Driller: Seaboard Drilling | Elevation (ft.): 57.6 | Auger ID/OD: N/A
Operator: J. Woodruff | Datum: NAVD88 | Sampler: Splitspoon
Logged By: S. Miller | Rig Type: Diedrich D-50 | Hammer Wt./Fall: 140#/30"
Date Start/Finish: 5/4/2026 - 5/5/2026 | Drilling Method: Spin and Wash/Drive and Wash | Core Barrel: NQ
Boring Location: N242010.0, E962890.5 | Casing ID/OD: 4/4.5" | Water Level*: Not encountered
Hammer Efficiency Factor: 1.022 | Hammer Type: Automatic ☒ Hydraulic ☐ Rope & Cathead ☐

Definitions: D = Split Spoon Sample; MD = Unsuccessful Split Spoon Sample attempt; U = Thin Wall Tube Sample; MU = Unsuccessful Thin Wall Tube Sample attempt; V = Insitu Vane Shear Test; MV = Unsuccessful Insitu Vane Shear Test attempt; R = Rock Core Sample; SSA = Solid Stem Auger; HSA = Hollow Stem Auger; RC = Roller Cone; WOH = weight of 140lb. hammer; WOR = weight of rods; WO1P = Weight of one person; S_u = Insitu Field Vane Shear Strength (psf); T_v = Pocket Torvane Shear Strength (psf); q_p = Unconfined Compressive Strength (ksf); N-uncorrected = Raw field SPT N-value; Hammer Efficiency Factor = Annual Calibration Value; N_{60} = SPT N-uncorrected corrected for hammer efficiency; N_{60} = (Hammer Efficiency Factor/60%)*N-uncorrected; $S_{u(lab)}$ = Lab Vane Shear Strength (psf); WC = water content, percent; LL = Liquid Limit; PL = Plastic Limit; PI = Plasticity Index; G = Grain Size Analysis; C = Consolidation Test

Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (/6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)
GS-1		0.3 - 3.0				VAC	57.3
							54.6
R1	48/16	4.5 - 8.5				SPIN	
						NQ	
						RC	
						20	47.6
						20	
						55	45.6
1D	17/6	13.0 - 14.4	21-49-50/5"	R		200	44.4
R2	60/60	14.0 - 19.0	RQD = 33%			NQ	43.6
							38.6

Visual Description and Remarks:
- 4" Pavement. (0.3)
- GS-1: Dark brown, fine to coarse SAND, little gravel, little silt, (Fill). — G#26-S-1730 A-1-b (SW-SM) (3.0)
- Angular cobbles from 3-4' indicate probable blast rock, (Fill-Cobble/Boulder).
- R1: Gravel pieces ranging from 0.25" to 3", probable blast rock, (Fill-Cobble/Boulder). Rock Core Times (min:sec): 4.5-5.5' (2:46), 5.5-6.5' (1:18), 6.5-7.5' (1:09), 7.5-8.5' (1:20) (10.0)
- Wood observed in wash from 10.0-11.0', (Relic Topsoil). (12.0)
- Gravel in wash 12.0-13.0', (Marine Sand).
- 1D (Top 2"): Grey, wet, dense, Gravelly fine SAND, (Marine Sand). (13.2)
- 1D (Bottom 4"): Grey, wet, dense, GRAVEL, little sand, trace silt, (Weathered Rock). (14.0)
- Practical casing refusal at 14.0' indicates top of probable bedrock. R2 (14.0-15.1'): Fine grained PHYLLITE fractured into gravel pieces. R2 (15.1-19.0'): Fine grained, grey, PHYLLITE. Joints are very close to moderately spaced, moderately dipping to high angle, planar to stepped, fresh to slightly discolored very tight to moderately wide. Rock Core Times (min:sec): 14.0-15.0' (2:45), 15.0-16.0' (6:24), 16.0-17.0' (6:33), 17.0-18.0' (4:11), 18.0-19.0' (5:04) (19.0)
- **Bottom of Exploration at 19.0 feet below ground surface.**

Remarks:
1. Automatic hammer Seaboard Drilling #367, energy transfer ratio = 1.022.
2. Used vacuum excavation techniques to advance the borehole from ground surface to approximately 4 feet below ground surface (bgs) on May 4, 2026. Refer to grab samples (GS) for soil descriptions. Upon completion of the vacuum excavation, the borehole was backfilled with sand then drilling resumed on May 5, 2026.
3. Fine grained soil descriptions on this log are based on plasticity estimated using visual classification techniques or laboratory Atterberg Limit Test if available, rather than the MaineDOT standard based percentages passing specific grain sizes.
4. Water level measured with casing in place immediately after boring completion.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
* Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.
Page 1 of 1 — Boring No.: HB-BES-104

TYLin Mast Arm #	Location	Drilled Shaft Dimensions				Reinforcing Steel			Spiral Bar Spacing		
		X_{ob}	X_{rs}	L_{ob}	L_{rs}	R1	R2	S1	D1 (in)	D2 (in)	D3 (in)
		Diameter Overburden (feet)	Diameter Rock Socket (feet)	Length Overburden (feet)	Length Rock Socket (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	0 to 3 ft	3 ft to 2L/3 ft	2L/3 ft to tip
1	Route 1 NB/Elm Street at Upper Falls Road	3.0	N/A	15.0	N/A	12	#9	#5	4	4	12
2	Upper Falls Road at Route 1/Elm Street	3.0	2.5	Less than 13	2.0	12	#9	#5	4	4	12
4	Route 1 SB & Diamond Street at Upper Falls Road	3.0	N/A	15.0	N/A	12	#9	#5	4	4	12

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
2565300
WIN 25653.00

STATE OF MAINE — Andrew R. Blaisdell — 10957 — LICENSED PROFESSIONAL ENGINEER

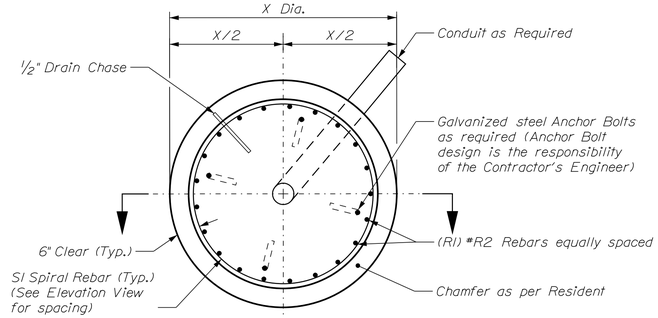
SIGNATURE
10957
P.E. NUMBER
8/28/2026
DATE

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

BIDDEFORD
ELM STREET

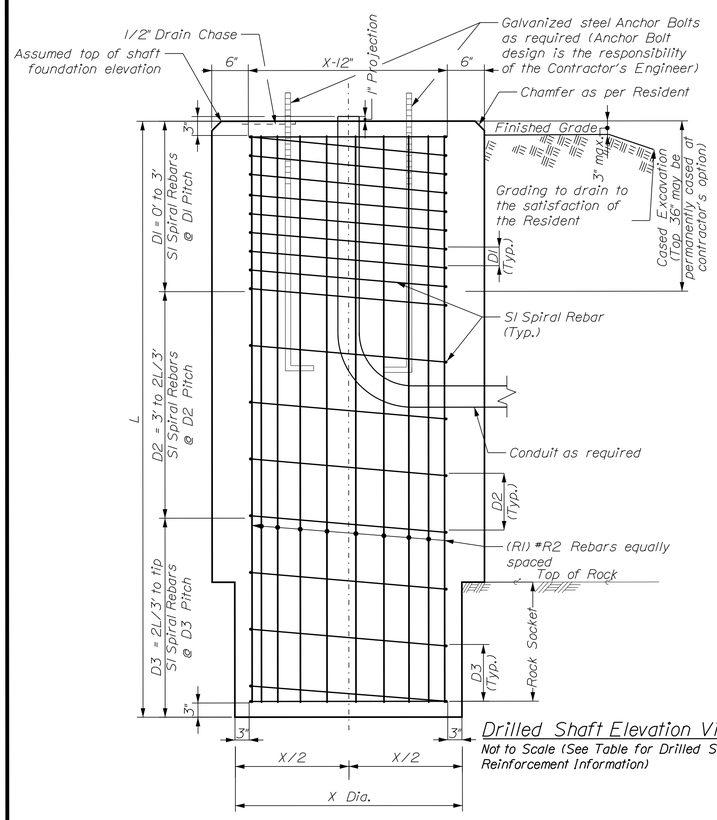
ELM/UPPER FALLS/DIAMOND FOUNDATION DESIGN PLAN

PREPARED BY: GZA



Drilled Shaft Plan View

Not to Scale (See Table for Drilled Shaft & Reinforcement Information)

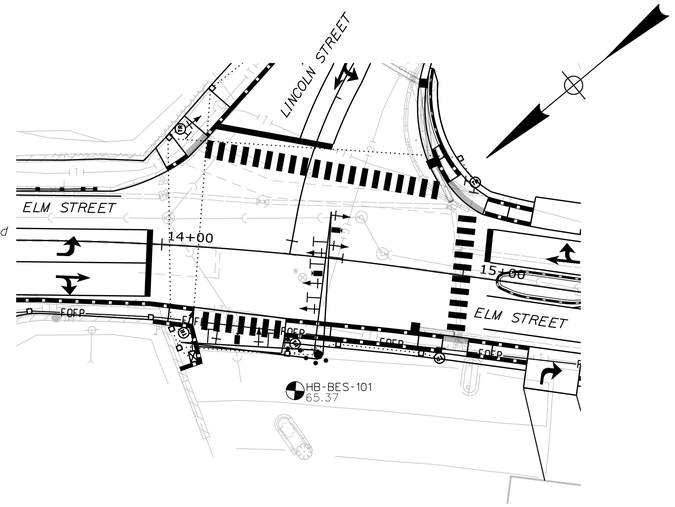


Drilled Shaft Elevation View

Not to Scale (See Table for Drilled Shaft & Reinforcement Information)

MAST ARM FOUNDATION

LINCOLN / ELM STREET



PLAN

25 0 25 50

Scale of Feet

BORING LOCATION PLAN LEGEND

HB-BES-101 — Approximate location and designation of 100-Series cased wash borings by GZA

NOTES:

1. All reinforcing steel is to be grade 60 and conform to MaineDOT Standard Specification requirements along with any project specific Supplementals or Special Provisions.

2. All rebar shall have 6" cover unless otherwise noted.

3. Should there be a discrepancy between these Details and actual observed field conditions report it to the Resident immediately.

4. Do not proceed with dependent work until any such discrepancy is resolved to the satisfaction of the Resident.

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

6. Foundation sizes are designed based on estimated loading conditions and are subject to change based on the design of the above-ground components and the actual loading conditions at the top of each foundation submitted by the Contractor in accordance with Standard Specification Section 62d.034. Any increase in foundation size based on the submitted loading conditions shall be paid for at the unit price bid by the Contractor. Any reduction in foundation size shall be to the benefit of the Department at the unit price bid by the Contractor.

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

Project: Elm Street Mast Arms
Location: Biddeford, Maine
Boring No.: HB-BES-101
WIN: 28114.00

Driller:	Seaboard Drilling	Elevation (ft.)	65.4
Operator:	J. Woodruff	Datum:	NAVD88
Logged By:	S. Miller	Rig Type:	Diedrich D-50
Date Start/Finish:	5/4/2026 - 5/4/2026	Drilling Method:	HSA
Boring Location:	N241701.8, E962529.5	Casing ID/OD:	N/A
Hammer Efficiency Factor:	1.022	Hammer Type:	Automatic ☒ Hydraulic ☐ Rope & Cathead ☐
Auger ID/OD:	2.25/4.25"		
Sampler:	Split/spoon		
Hammer Wt./Fall:	140#/30"		
Core Barrel:	NQ		
Water Level*:	9.4'		

Abbreviations:
D = Split Spoon Sample
MD = Unsuccessful Split Sooon Sample attempt
U = Thin Wall Tube Sample
MU = Unsuccessful Thin Wall Tube Sample attempt
V = Insitu Vane Shear Test
MV = Unsuccessful Insitu Vane Shear Test attempt
R = Rock Core Sample
SSA = Solid Stem Auger
HSA = Hollow Stem Auger
RC = Roller Cone
BPR = Blows per 0.5ft; 140lb. Hammer
WOR = weight of rods
WOH = Weight of 2nd person
q_u = Insitu Field Vane Shear Strength (psf)
T_v = Pocket Torvane Shear Strength (psf)
q_p = Unconfined Compressive Strength (ksf)
N-uncorrected = Raw field SPT N value
N_{60} = SPT N-uncorrected corrected for hammer efficiency
N_{60} = SPT N-uncorrected corrected for hammer efficiency and overburden pressure
Insitu = Insitu Field Vane Shear Strength (psf)
WC = water content, percent
LL = Liquid Limit
PL = Plastic Limit
PI = Plasticity Index
G = Grain Size Analysis
C = Consolidation Test

Sample Information

Depth (ft.)	Sample No.	Pen./Rec. (in.)	Sample Depth (ft.)	Blows (6 in.) Shear Strength (psf) or RQD (%)	N-uncorrected	N_{60}	Casing Blows	Elevation (ft.)
0							VAC	65
5	1D	24/12	5.0 - 7.0	3-2-1-2	3	5	HSA	60.0
	2D	24/18	7.0 - 9.0	8-6-5-7	11	19		58.0
10	3D	24/13	10.0 - 12.0	14-22-20-21	42	72		55.2
15	4D	16/16	15.0 - 16.3	15-44-50/4"	R			
	R1	60/60	16.5 - 21.5	RQD = 55%			NQ	49.1
25								43.9

Visual Description and Remarks / Laboratory Testing Results AASHTO and Unified Class.

0.3 — 4" Pavement

Brown, moist, fine to coarse SAND, some gravel, trace silt, (Fill).

1D (Top 5"): Brown, moist, loose, fine to coarse SAND, some gravel, trace silt, (Fill). — GR26-S-1720 A-1-b (SP-SM)

3.4 — 1D (Bottom 7"): Dark brown, loose, fine to medium SAND, some silt, trace gravel, with organics, (Relic Topsoil).

2D (Top 5"): Brown, moist, medium dense, fine to coarse SAND, trace gravel, (Relic Topsoil). — WC= 10.8 GR26-S-1721 A-2-4(0) (SM); ORG = 18.4 GR26-S-1722 A-4(0) (ML)

7.5 — 2D (Bottom 13"): Grey, moist, medium dense, SILT, some sand, trace gravel, (Alluvium).

3D (Top 2"): Organic fibers. — ORG = 8.6 WC = 48.1 GR26-S-1723 A-1-b (GM)

10.2 — 3D (Bottom 11"): Grey, wet, very dense, Sandy GRAVEL, some silt, (Marine Sand).

Grey, wet, very dense, Gravelly fine to coarse SAND, little silt, (Marine Sand). — GR26-S-1724 A-1-a (SP-SM)

Fractured rock in spoon tip. — q_p = 457 ksf.

14.3 — R1: Very hard, fresh, fine grained, grey, PHYLLITE. Joints are close to moderately spaced, low angle to moderately dipping, planar to stepped, smooth, fresh, tight to open.
Rock Core Times (min:sec): 16.5-17.5 (1:27); 17.5-18.5 (13:28); 18.5-19.5 (4:52); 19.5-20.5 (4:56); 20.5-21.5 (5:09)

21.5 — **Bottom of Exploration at 21.5 feet below ground surface.**

Remarks:
1. Automatic hammer Seaboard Drilling #167; energy transfer ratio = 1.022.
2. Groundwater observations in open boreholes to advance the borehole from ground surface to approximately 5 feet below ground surface (bgs) on May 4, 2026. Upon completion of the vacuum excavation, the borehole was backfilled with sand then drilling resumed on May 4, 2026.
3. Test ground well downgrades on this log are based on photo-by-remained-using visual classification techniques or laboratory Atterberg Limit Test if available, rather than the MaineDOT mandated percentages passing specific grain sizes.
4. Water level measured with respect to place immediately after boring completion.

Stratification lines represent approximate boundaries between soil types; transitions may be gradual.
*Water level readings have been made at times and under conditions stated. Groundwater fluctuations may occur due to conditions other than those present at the time measurements were made.

Page 1 of 1
Boring No.: HB-BES-101

TYLin Mast Arm #	Location	Drilled Shaft Dimensions				Reinforcing Steel			Spiral Bar Spacing		
		X_{ob}	X_{rs}	L_{ob}	L_{rs}	R1	R2	S1	D1 (in)	D2 (in)	D3 (in)
		Diameter Overburden (feet)	Diameter Rock Socket (feet)	Length Overburden (feet)	Length Rock Socket (feet)	Longitudinal Rebars Quantity	Longitudinal Rebars Size	Spiral Rebars Size	0 to 3 ft	3 ft to 2L/3 ft	2L/3 ft to tip
3	Route 1 SB & NB and Lincoln Street at Lincoln Street	3.0	N/A	15.0	N/A	12	#9	#5	4	4	12

PREPARED BY: GZA

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

STATE OF MAINE — Andrew R Blaisdell — 10957 — LICENSED PROFESSIONAL ENGINEER

SIGNATURE	
10957	
P.E. NUMBER	
8/28/2026	
DATE	

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

BIDDEFORD
ELM STREET

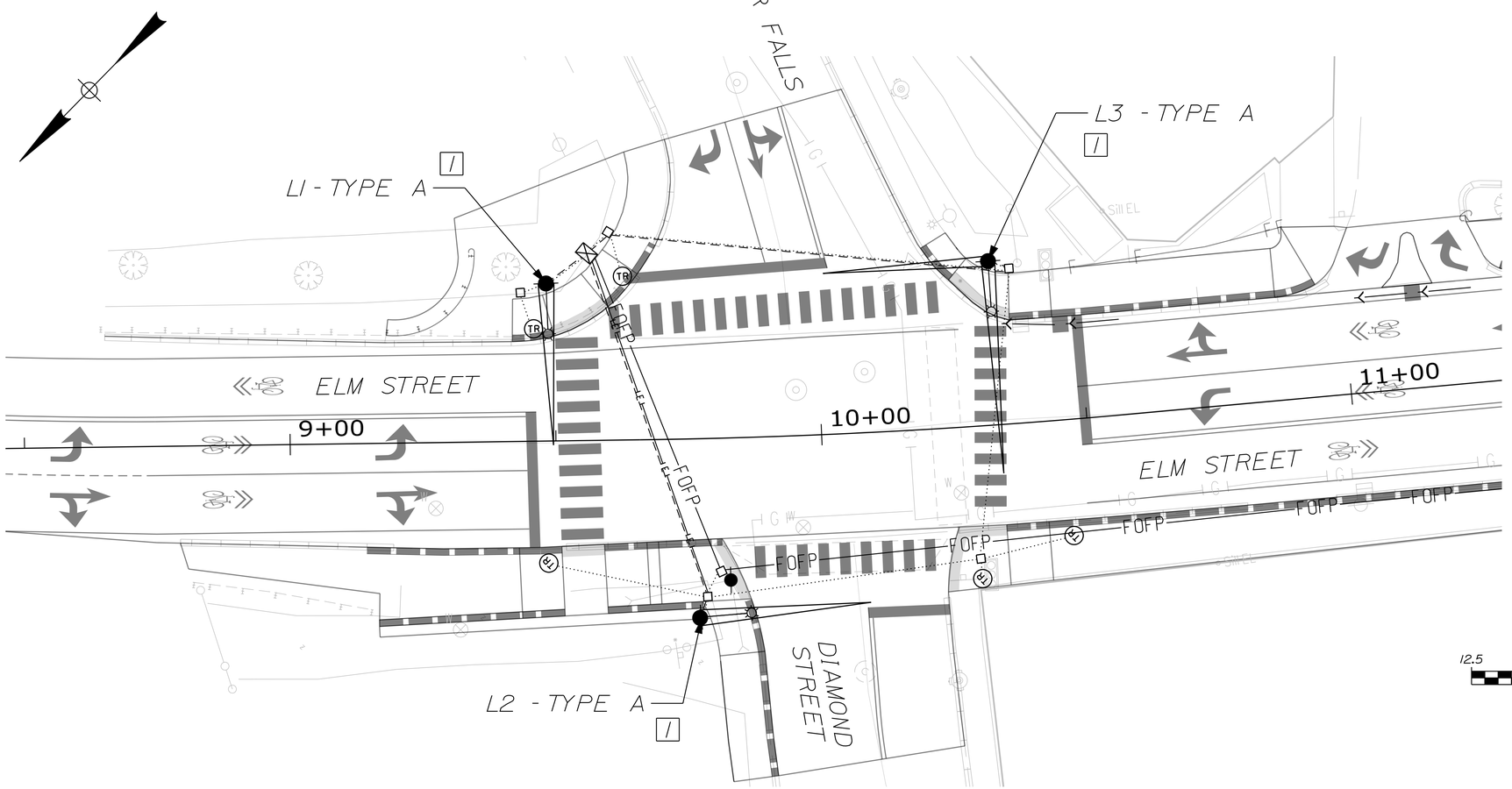
ELM / LINCOLN
FOUNDATION DESIGN PLAN

SHEET NUMBER
25
OF 71

Date:8/28/26
Username:
Division: HIGHWAY
Filename: ...\MSTA\xxx_geotech_02.dgn

KEY NOTES

1. POWER FEED FROM TRAFFIC PROVIDED CONTROLLER FOR LIGHTING AND SIGNAL POWER TO POLE MOUNTED LUMINAIRES.



PLAN

12.5 0 12.5 25

Scale of Feet

STATISTICS							
Calculation Summary							
Label	CalcType	Units	Tag	Avg	Max	Min	Avg/Min
1 - CROSSWALK - ELM ST @ UPPER FALLS RD	Illuminance	Fc	A	2.77	4.0	1.5	1.85

NOTES

1. STATISTICS LISTED ARE FOR CONFLICT ANALYSIS AREAS SHOWN ON THE PHOTOMETRIC GRID ON THE LIGHTING PLANS. SUBSTITUTION OF FIXTURES OTHER THAN THOSE LISTED IN THE LIGHTING FIXTURE SCHEDULE MUST PRODUCE ILLUMINATION LEVELS AND DISTRIBUTIONS RESULTING IN COMPARABLE STATISTICS FOR THOSE ANALYSIS AREAS.
2. FOR ELECTRIC SERVICE SEE SIGNAL PLANS.
3. PROVIDE SPARE 2" SCHEDULE 80 PVC CONDUIT UNDER ROADWAYS. RUN PARALLEL WITH POWER AND LIGHTING CONDUIT. PROVIDE PULL STRINGS ON ALL SPARE CONDUITS.

LUMINAIRE NUMBER	STATION. OFFSET	LUMINAIRE HEIGHT	POLE TYPE*	ARM LENGTH
L1	9 + 53.04, 32.13' LT.	25'	METAL SIGNAL	8.0
L2	9 + 76.60, 33.60' RT.	25'	METAL SIGNAL	8.0
L3	10 + 33.51, 30.86' LT.	25'	METAL SIGNAL	8.0

* METAL SIGNAL POLES ARE INSTALLED AS PART OF THE TRAFFIC SIGNAL SYSTEM. SEE TRAFFIC SIGNAL SHEETS FOR ADDITIONAL INFORMATION.

LIST OF MAJOR ITEMS
(@ELM/UPPER FALLS/DIAMOND STREET)

HIGHWAY LIGHTING 634.160	
DESCRIPTION	QUANTITY
LED COBRAHEAD LUMINAIRE, 15,000 LUMEN, 3000K, TYPE II (OR APPROVED EQUAL)	3
WIRING AND CONDUIT FOR LIGHTING SYSTEM (INCLUDED IN SYSTEM) #8 COPPER CONDUCTORS	LS (550')
WIRING AND CONDUIT FOR LIGHTING SYSTEM (INCLUDED IN SYSTEM) #10 COPPER CONDUCTORS	LS (125')
WIRING AND CONDUIT FOR LIGHTING SYSTEM (INCLUDED IN SYSTEM) 2" SCHEDULE 80 PVC *	LS (350')
CONNECTIONS TO EXISTING UTILITY/SIGNAL SYSTEM (AS REQUIRED)	LS
MISCELLANEOUS HARDWARE, MOUNTING ACCESSORIES, AND INSTALLATION	LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

* QUANTITY INCLUDES SPARE, CAPPED CONDUIT UNDER ROADWAY.

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

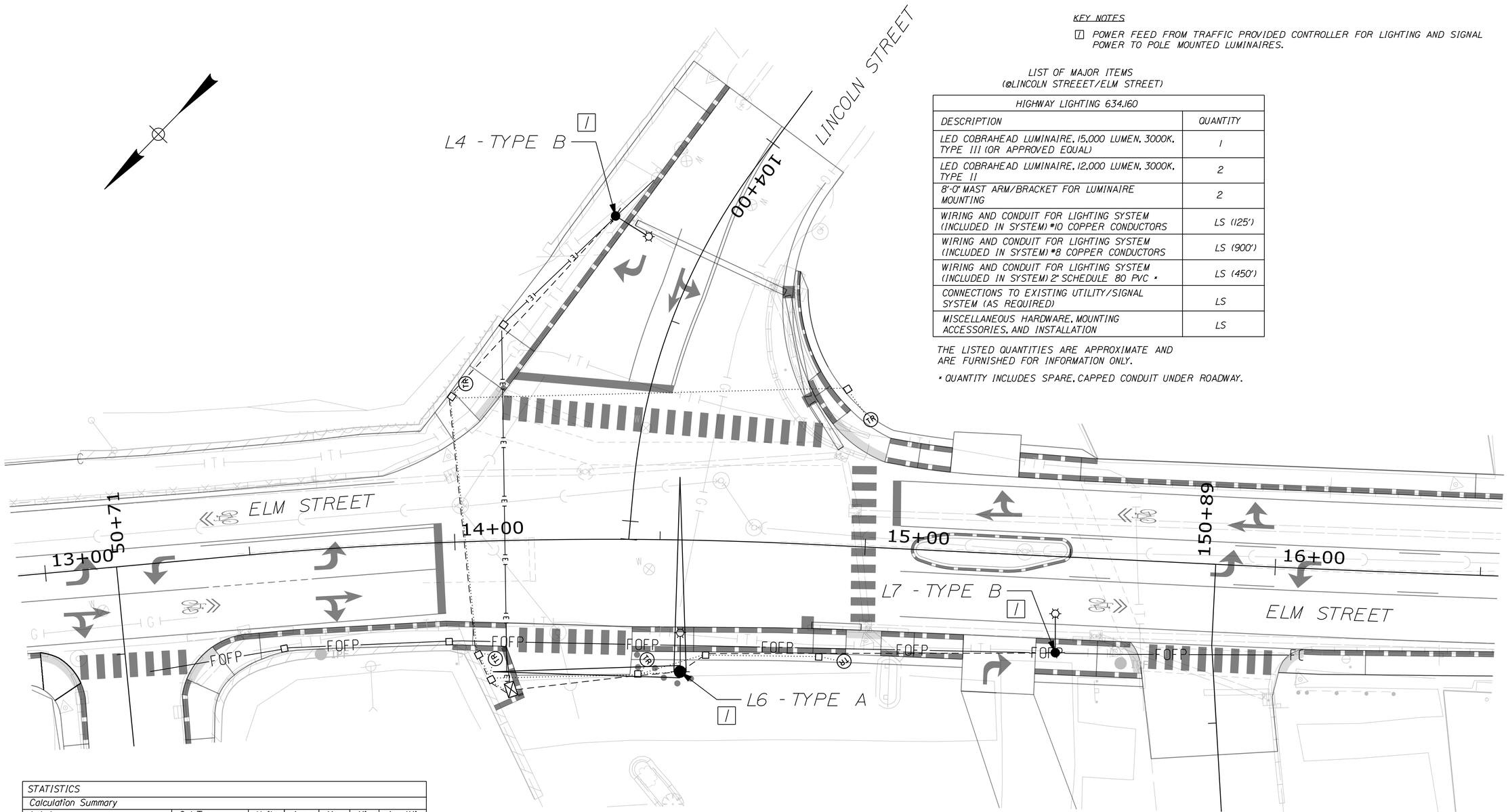
LIGHTING PLANS

SHEET NUMBER

26

OF 71

Filename: ...\MSTA\xxx_Lighting_01.dgn Division: HIGHWAY Username: Date:9/25/2026



PLAN

12.5 0 12.5 25

Scale of Feet

KEY NOTES

1. POWER FEED FROM TRAFFIC PROVIDED CONTROLLER FOR LIGHTING AND SIGNAL POWER TO POLE MOUNTED LUMINAIRES.

LIST OF MAJOR ITEMS
(@LINCOLN STREEET/ELM STREET)

HIGHWAY LIGHTING 634.160	
DESCRIPTION	QUANTITY
LED COBRAHEAD LUMINAIRE, 15,000 LUMEN, 3000K, TYPE III (OR APPROVED EQUAL)	1
LED COBRAHEAD LUMINAIRE, 12,000 LUMEN, 3000K, TYPE II	2
8'-0" MAST ARM/BRACKET FOR LUMINAIRE MOUNTING	2
WIRING AND CONDUIT FOR LIGHTING SYSTEM (INCLUDED IN SYSTEM) #10 COPPER CONDUCTORS	LS (125')
WIRING AND CONDUIT FOR LIGHTING SYSTEM (INCLUDED IN SYSTEM) #8 COPPER CONDUCTORS	LS (900')
WIRING AND CONDUIT FOR LIGHTING SYSTEM (INCLUDED IN SYSTEM) 2" SCHEDULE 80 PVC *	LS (450')
CONNECTIONS TO EXISTING UTILITY/SIGNAL SYSTEM (AS REQUIRED)	LS
MISCELLANEOUS HARDWARE, MOUNTING ACCESSORIES, AND INSTALLATION	LS

THE LISTED QUANTITIES ARE APPROXIMATE AND ARE FURNISHED FOR INFORMATION ONLY.

* QUANTITY INCLUDES SPARE, CAPPED CONDUIT UNDER ROADWAY.

STATISTICS						
Calculation Summary						
Label	CalcType	Units	Avg	Max	Min	Avg/Min
2 - CROSSWALK - ELM ST @ LINCOLN ST - SOUTH/WEST	Illuminance	Fc	1.56	2.6	0.6	2.60
3 - CROSSWALK - ELM ST @ LINCOLN ST - NORTH	Illuminance	Fc	1.95	2.5	1.2	1.63

LUMINAIRE NUMBER	STATION. OFFSET	LUMINAIRE HEIGHT	POLE TYPE*	ARM LENGTH
L4	104 + 33.32, 22.84' RT.	25'	EXIST. WOOD UTILITY	8.0
L6	14 + 46.27, 29.37' RT.	25'	METAL SIGNAL	8.0
L7	15 + 47.52, 23.45' RT.	25'	EXIST. WOOD UTILITY	8.0

* METAL SIGNAL POLES ARE INSTALLED AS PART OF THE TRAFFIC SIGNAL SYSTEM. SEE TRAFFIC SIGNAL SHEETS FOR ADDITIONAL INFORMATION.

NOTES:

1. STATISTICS LISTED ARE FOR CONFLICT ANALYSIS AREAS SHOWN ON THE PHOTOMETRIC GRID ON THE LIGHTING PLANS. SUBSTITUTION OF FIXTURES OTHER THAN THOSE LISTED IN THE LIGHTING FIXTURE SCHEDULE MUST PRODUCE ILLUMINATION LEVELS AND DISTRIBUTIONS RESULTING IN COMPARABLE STATISTICS FOR THOSE ANALYSIS AREAS.
2. FOR ELECTRIC SERVICE SEE SIGNAL PLANS.
3. PROVIDE SPARE 2" SCHEDULE 80 PVC CONDUIT UNDER ROADWAYS. RUN PARALLEL WITH POWER AND LIGHTING CONDUIT. PROVIDE PULL STRINGS ON ALL SPARE CONDUITS.

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

LIGHTING PLANS

SHEET NUMBER

27

OF 71

Filename: ...\MSTA\xxx_Lighting_02.dgn Division: HIGHWAY Username: Date:9/25/2026

ELECTRICAL SPECIFICATIONS

GENERAL

1. SCOPE OF WORK 13*32 INSTALL HIGHWAY LIGHTING AND RELATED WORK AS SHOWN OR NOTED IN THESE PLANS AND SPECIAL PROVISIONS. INSTALL NEW 240V POWER SERVICE (LOCATED INSIDE TRAFFIC SIGNAL CONTROLLER CABINET. ALL EQUIPMENT SHALL BE DEAD FRONT), PHOTO CELL (TO CONTROL ALL THE LIGHTS) AND SERVICE DISCONNECT ENCLOSURE FOR NEW LIGHTING. FURNISH AND INSTALL #8 AWG AERIAL WIRING WITH BUILT-IN MESSENGER CABLE, FOUNDATIONS (WHERE APPLICABLE), LUMINAIRES, AND RELATED HARDWARE.

2. ALL EXISTING HIGHWAY LIGHTING SHALL REMAIN ACTIVE UNTIL THE NEW LIGHTING INSTALLATIONS ARE APPROVED BY MAINEDOT TO BE ACTIVATED.

3. ANY EXISTING LUMINAIRES NOTED FOR REMOVAL SHALL BE CAREFULLY REMOVED AND DELIVERED TO A LOCATION DESIGNATED BY THE MUNICIPALITY. DISPOSAL SHALL BE INCIDENTAL IF NOT REQUIRED BY THE MUNICIPALITY.

4. ALL MATERIALS AND WORKMANSHIP SHALL CONFORM TO THE CURRENT EDITIONS OF MAINE DEPARTMENT OF TRANSPORTATION (MAINEDOT) STANDARD SPECIFICATIONS AND STANDARD DETAILS, NATIONAL ELECTRICAL CODE (N.E.C.), AND POWER COMPANY REQUIREMENTS.

5. PRIOR TO THE START OF CONSTRUCTION, THE CONTRACTOR SHALL CONTACT DIG SAFE TO LOCATE ALL EXISTING UNDERGROUND UTILITIES WITHIN THE WORK AREA AND TAKE ALL NECESSARY PRECAUTIONS FOR PROTECTION OF THESE UTILITIES. ANY DAMAGE TO UNDERGROUND UTILITIES SHALL BE REPAIRED TO THE SATISFACTION OF THE UTILITY OWNER, WITH NO COST TO THE DEPARTMENT.

6. THE CONTRACTOR SHALL FIELD VERIFY FINAL POLE LOCATIONS TO AVOID SUB-SURFACE UTILITIES, NATURAL AND BUILT SITE FEATURES, SUCH AS, BUT NOT LIMITED TO, SIDEWALKS, DRAINAGE STRUCTURES, GUARD RAILS, AND SUCH FEATURES THAT WOULD INTERFERE WITH THE INSTALLATION OF PROPER POLE FOUNDATIONS. THE CONTRACTOR SHALL VISIT THE SITE PRIOR TO BIDDING TO ENSURE THAT THEY ARE FULLY AWARE OF THE SITE CONDITIONS WHICH MAY AFFECT THEIR MEANS AND METHODS OF CONSTRUCTION.

7. CONTRACTOR SHALL COORDINATE INSTALLATION OF NEW LUMINAIRES AND WIRING ON POLES WITH MAINEDOT, MUNICIPALITY, AND LOCAL UTILITY.

8. CONTRACTOR WILL COORDINATE THIS WORK WITH ALL OTHER CONTRACTORS WORKING ON THIS PROJECT.

9. BASELINE STATIONS AND OFFSETS SHOWN ARE APPROXIMATE AND SHALL BE FIELD VERIFIED AND ADJUSTED AS REQUIRED, SUBJECT TO APPROVAL.

ELECTRICAL

1. NEW LIGHTING CIRCUITS SHALL BE PHOTOCELL CONTROLLED FROM THE TRAFFIC SIGNAL CONTROL CABINET.

2. NEW LIGHTING CIRCUIT VOLTAGE SHALL BE 240 VOLTS.

3. THE CONTRACTOR SHALL COORDINATE WITH CENTRAL MAINE POWER COMPANY AND MAINEDOT FOR ELECTRICAL SERVICE REQUIREMENTS AND LOCATIONS.

4. ALL SECONDARY WIRING FROM BRANCH CIRCUITS TO POLES SHALL BE NO. 8 STRANDED COPPER XHHW-2. FINAL WIRE SIZING SHALL BE BASED ON ACTUAL LOADS.

5. NO UNDERGROUND SPLICES WILL BE PERMITTED.

6. NEW POWER SERVICE CONDUIT BETWEEN POWER SOURCE AND METER SHALL BE RIGID METAL CONDUIT.

7. ALL EXPOSED RIGID CONDUIT FITTINGS AND HARDWARE SHALL BE GALVANIZED.

LUMINAIRES

1. LIGHTING FIXTURES SHALL BE IES FULL CUTOFF LED FIXTURES WITH 3000K COLOR TEMPERATURE. LED MODULES SHALL BE IP65 OR BETTER RATED. DISTRIBUTION TYPE SHALL BE AS SPECIFIED ON THE PLANS.

2. ALL FIXTURES SHALL BE GASKETED AND PROVIDED WITH SURGE PROTECTION AND A DOUBLE FUSE KIT.

3. LIGHTING LAYOUT FOR LUMINAIRES WAS BASED ON THE FOLLOWING: •COOPER LIGHTING SOLUTIONS STREETWORK BABAF-ARCH-S-PA2-90 13*32 FOUR (4) LUMINAIRES ON NEW SIGNAL POLES •COOPER LIGHTING SOLUTIONS STREETWORK BABAF-ARCH-S-PA2-90 13*32 THREE (3) LUMINAIRES ON EXISTING UTILITY POLES

4. THE SPECIFIED LUMINAIRE SERVES AS THE BASIS OF DESIGN. ANY SUBSTITUTIONS SHALL MEET THE REQUIREMENTS OF THE SPECIFICATIONS

5. AND BE SUBMITTED FOR APPROVAL AND BE SUPPORTED BY LM-79, LM-80, AND TM-21 REPORTS. PHOTOMETRIC CALCULATIONS MUST BE INCLUDED TO SUPPORT ANY SUBSTITUTION AND MEET AASHTO RECOMMENDATIONS.

6. LIGHTING FIXTURES SHALL ATTACH TO POLES USING APPROVED MOUNTING ARMS OR BRACKETS CONSISTENT WITH POLE TYPE.

CONSTRUCTION

1. TIGHTENING OF ANCHOR BOLT NUTS SHALL BE IN ACCORDANCE WITH MAINEDOT SPECIFICATIONS AND FHWA GUIDELINES.

2. ALL LUMINAIRES SHALL BE BONDED TO THE GROUNDING CONDUCTOR.

3. FOUNDATIONS FOR LIGHT STANDARDS SHALL INCLUDE A GROUND ROD BONDED TO THE GROUNDING CONDUCTOR.

4. PAYMENT UNDER ITEM 634.160 (HIGHWAY LIGHTING) SHALL INCLUDE ALL MATERIALS, LABOR, AND EQUIPMENT REQUIRED FOR A COMPLETE SYSTEM.

5. UPON COMPLETION, THE CONTRACTOR SHALL PROVIDE TWO (2) SETS OF AS-BUILT PLANS TO MAINEDOT.

NOTES

1. COORDINATE ALL LUMINAIRE SPECIFICATIONS WITH OWNER PRIOR TO ORDERING. IE: FINISH COLOR, COLOR TEMPERATURE OF LIGHT.

2. THE SPECIFIED LUMINAIRE SERVES AS THE BASIS OF DESIGN. ANY SUBSTITUTIONS SHALL MEET THE REQUIREMENTS OF THE SPECIFICATIONS AND BE SUBMITTED FOR APPROVAL.

3. ALL LIGHTING WORK TO MEET STREET LIGHTING STANDARDS INCLUDED IN THE CONTRACT MANUAL.

4. REFER TO MAINEDOT STANDARD DETAIL 643(03) FOR LUMINAIRE MOUNTING DETAIL ON SIGNAL POLE. ALSO REFER TO TRAFFIC PLANS.

CONTROLLER LIGHTING LOADS

MAIN CIRCUIT BREAKER: PER TRAFFIC — PROJECT NAME: ELM ST UPGRADES
MAIN BUS: TBD — FED FROM: UTILITY
VOLTAGE: 120/240v-1P-3W — LOCATION: SE. CORNER ELM ST. & UPPER FALLS RD

DESCRIPTION	PHASE WATTAGE ØA	PHASE WATTAGE ØB	BREAKER POLE	BREAKER AMP	CKT	BUS	CKT	BREAKER AMP	BREAKER POLE	PHASE WATTAGE ØA	PHASE WATTAGE ØB	DESCRIPTION
NEW LIGHTING	176		2	20	1		2			0		
		176	2	-	3		4				0	
					5		6					
					7		8					
			-	-	9		10					
					11		12					
					13		14					
					15		16					
					17		18					
					19		20					
	176	176								0	0	

PANEL PHASE TOTALS	ØA	ØB	CALCULATED LOAD VALUES	
	176	176	TOTAL CONNECTED kw	0.35kw
			TOTAL CONNECTED A	2A

CONTROLLER LIGHTING LOADS

MAIN CIRCUIT BREAKER: PER TRAFFIC — PROJECT NAME: ELM ST UPGRADES
MAIN BUS: TBD — FED FROM: UTILITY
VOLTAGE: 120/240v-1P-3W — LOCATION: N.W. CORNER ELM ST. & LINCOLN ST.

DESCRIPTION	PHASE WATTAGE ØA	PHASE WATTAGE ØB	BREAKER POLE	BREAKER AMP	CKT	BUS	CKT	BREAKER AMP	BREAKER POLE	PHASE WATTAGE ØA	PHASE WATTAGE ØB	DESCRIPTION
NEW LIGHTING	132		2	20	1		2			0		
		132	2	-	3		4				0	
					5		6					
					7		8					
			-	-	9		10					
					11		12					
					13		14					
					15		16					
					17		18					
					19		20					
	132	132								0	0	

PANEL PHASE TOTALS	ØA	ØB	CALCULATED LOAD VALUES	
	132	132	TOTAL CONNECTED kw	0.26kw
			TOTAL CONNECTED A	1A

GENERAL POWER/DATA NOTES:

1. ALL MATERIALS SHALL BE U.L. LISTED WHEN SUCH LISTINGS EXIST. ALL WORK AND MATERIALS SHALL CONFORM TO ALL APPLICABLE BUILDING CODES, REGULATIONS AND LAWS IN FORCE AS WELL AS THE ELECTRICAL SPECIFICATIONS.

2. CONTRACTOR SHALL INSTALL NEW ELECTRICAL DEVICES, ALONG WITH ANY SPECIAL INSTALLATION ATTRIBUTES, IN LOCATIONS SHOWN ON PLAN.

3. CONTRACTOR SHALL SURVEY SPACE TO ENSURE THAT ALL DEVICE LOCATIONS ARE ACCESSIBLE.

4. ALL CIRCUIT NUMBERS ARE FOR REFERENCE ONLY.

5. LOADS SHOWN ARE FOR INCLUSION IN TRAFFIC CONTROLLER CIRCUITING FOR LIGHTING ONLY.

LUMINAIRE SCHEDULE

SYMBOL	LABEL	QUANTITY	MANUFACTURER	CATALOG NUMBER	DESCRIPTION	NUMBER LAMPS	FILE NAME	LUMENS PER LAMP	LIGHT LOSS FACTOR	WATTAGE
	A	6	COOPER LIGHTING	BABAF-ARCH-S-PA2-130-730-U-T3-AP-10MSP-PR7	ROADWAY LIGHTING, COBRA HEAD. LED, 15,000LM, 3K, MVOLT TYPE III. ARM MOUNT, 8' MAST ARM	1	ARCH-S-PA2-130-730-U-T3_II692 lumens.ies	14,764	0.85	133
	B	2	COOPER LIGHTING	BABAF-ARCH-S-PA2-90-730-U-T2R-AP-10MSP-PR7	ROADWAY LIGHTING. COBRA HEAD. LED, 12,000LM, 3K, MVOLT TYPE II. ARM MOUNT, POLE MOUNTED, 8' MAST ARM.	1	ARCH-S-PA2-90-730-U-T2R_II733 lumens.ies	11,733	0.85	93

LIGHTING ABBREVIATION LIST

A	AMPERE	NEC	NATIONAL ELECTRICAL CODE
AFF	ABOVE FINISHED FLOOR	NIC	NOT IN CONTRACT
AWG	AMERICAN WIRE GAUGE	NL	NIGHT LIGHT
C	CONDUIT	N	NEUTRAL
CB	CIRCUIT BREAKER	NF	NONFUSED
CKT	CIRCUIT	OS	OCCUPANCY SENSOR
CP	COMPUTER PANEL	PB	PULLBOX
DW	DISHWASHER	Ø	PHASE
E	EXISTING	PH	PHASE
EC	ELECTRICAL CONTRACTOR	P	POLE
EM	EMERGENCY	TV	OUTLET TV
EQUIP	EQUIPMENT	SW	SWITCH
ELEC	ELECTRIC	SWBD	SWITCHBOARD
EMT	ELECTRIC METALLIC TUBING	UG	UNDERGROUND
ETR	EXISTING TO REMAIN	V	VOLT
FA	FIRE ALARM	VA	VOLT-AMPERE
FACP	FIRE ALARM CONTROL PANEL	W	WATT
FAA	FIRE ALARM ANNUNCIATOR	WP	WEATHERPROOF
FLA	FULL LOAD AMPERES	WM	WIREMOLD
GEN	GENERATOR		
GFI	GROUND FAULT CIRCUIT INTERRUPTER		
GND	GROUND		
HP	HORSEPOWER		
HZ	HERTZ		
JB	JUNCTION BOX		
KV	KILOVOLT		
KVA	KILOVOLT-AMPERE		
KW	KILOWATT		
K	KILO (THOUSAND)		
LED	LIGHT-EMITTING DIODE		
LTG	LIGHTING		
LV	LOW VOLTAGE		
MFR	MANUFACTURER		

ELECTRICAL LEGEND

	PRECAST JUNCTION BOX PER MAINEDOT SECTION 626
	SIGNAL POLE, LUMINAIRE AND FOUNDATION (WHERE APPLICABLE)
	CONTROLLER CABINET AND SERVICE
PB	PULLBOX PER MAINEDOT SECTION 626 (DETAIL 626(06))
	EXISTING UNDERGROUND ELECTRIC FEED
	PROPOSED UNDERGROUND WIRING FOR LIGHTING
+ 1.0	LIGHT LEVEL FOOTCANDLES (FC)
	ELECTRICAL KEYNOTE
	REVISION CALLOUT
L1	LUMINAIRE TYPE CALLOUT

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

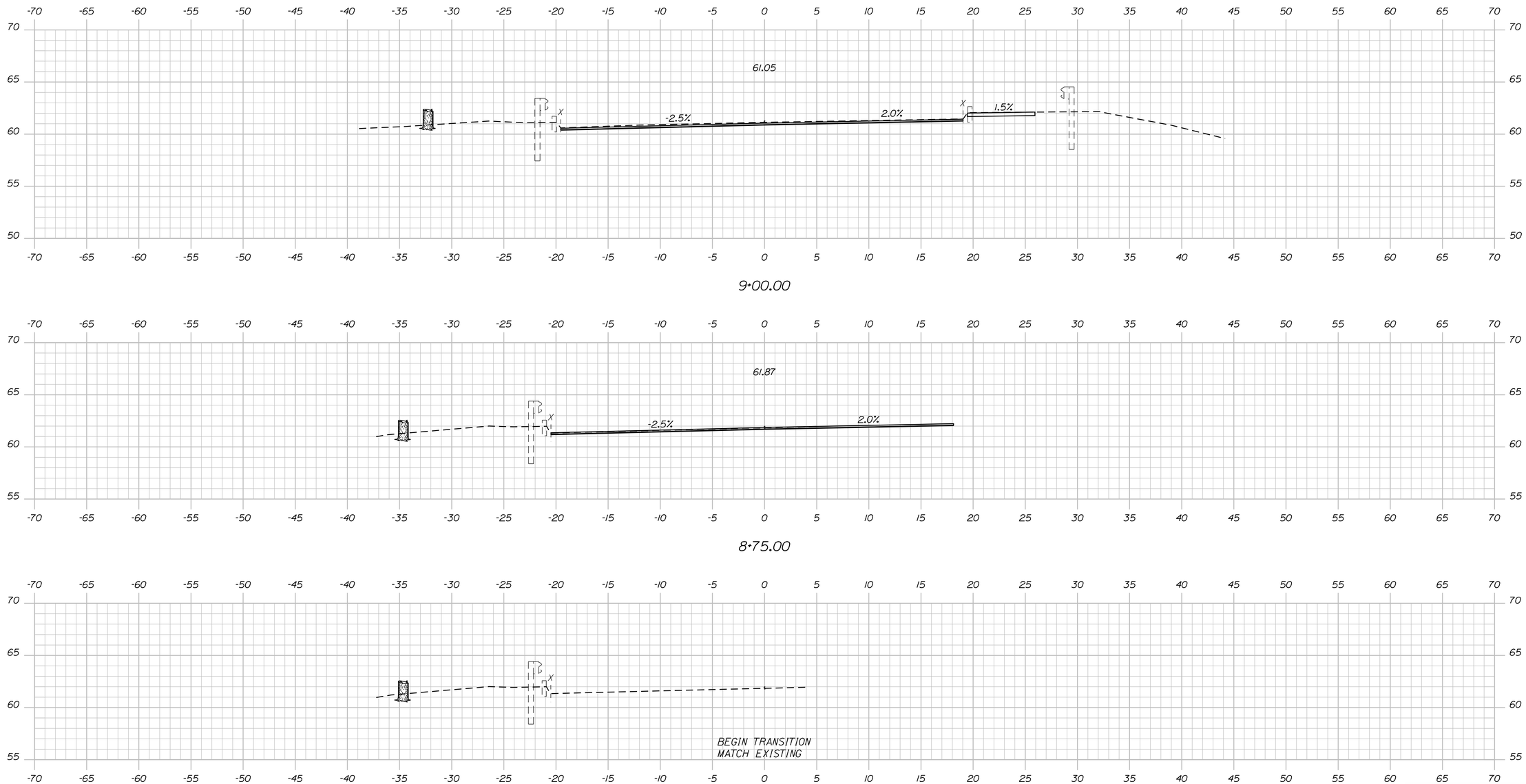
DATE

BIDDEFORD
ELM STREET

LIGHTING PLANS

SHEET NUMBER
28
OF 71

Date:9/25/2026 Username: Division: HIGHWAY Filename: ...\MSTA\xxx_Lighting_04.dgn



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE

P.E. NUMBER

DATE

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

BIDDEFORD
ELM STREET

CROSS SECTIONS

SHEET NUMBER

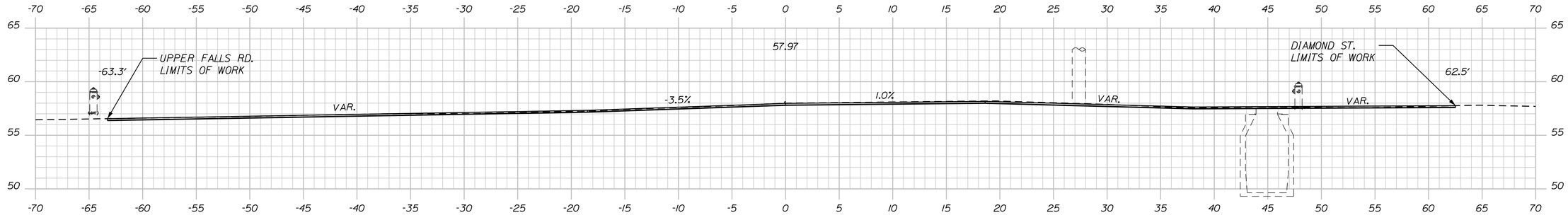
29

OF 71

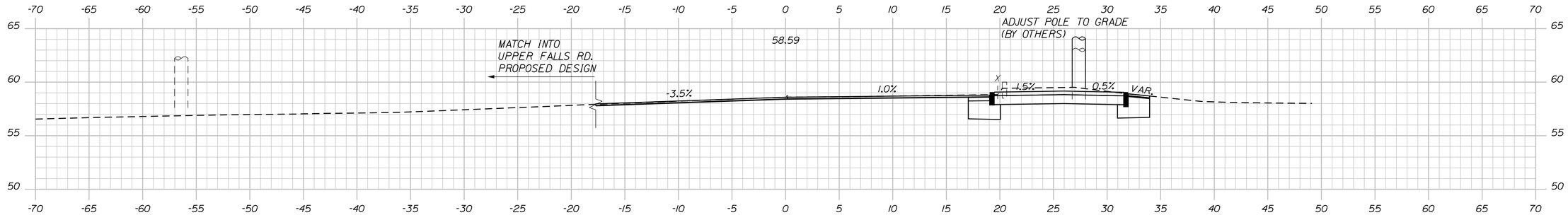
TYLin

Sta. 8+74.64 to Sta. 9+00.00

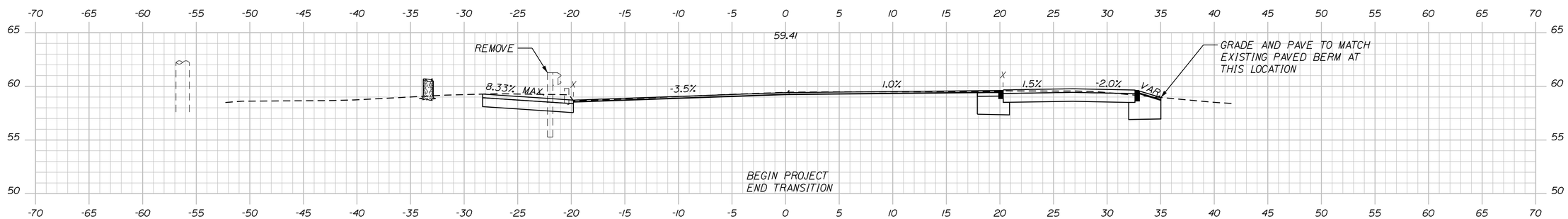
Date:9/25/2026 Username: Division: HIGHWAY Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn



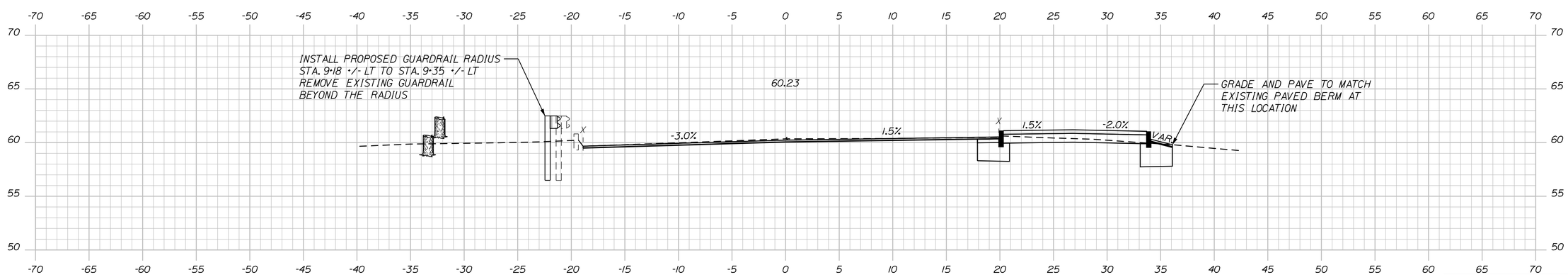
10+00.00



9+75.00



9+50.00



9+25.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

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

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DATE

BIDDEFORD
ELM STREET

CROSS SECTIONS

SHEET NUMBER

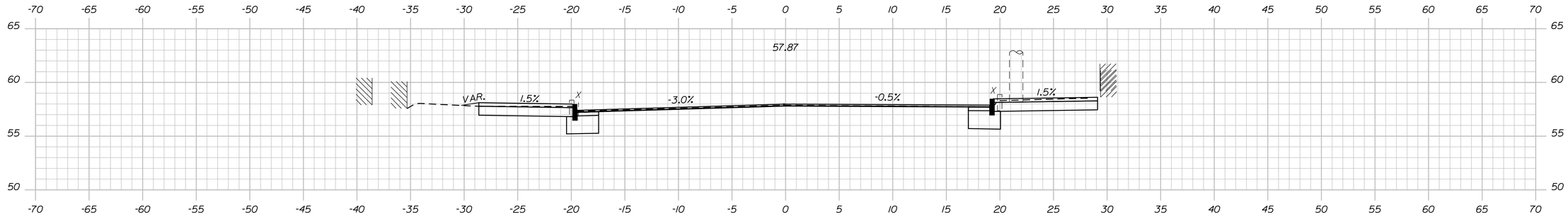
30

OF 71

Sta. 9+25.00 to Sta. 10+00.00

Date:9/25/2026

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username:



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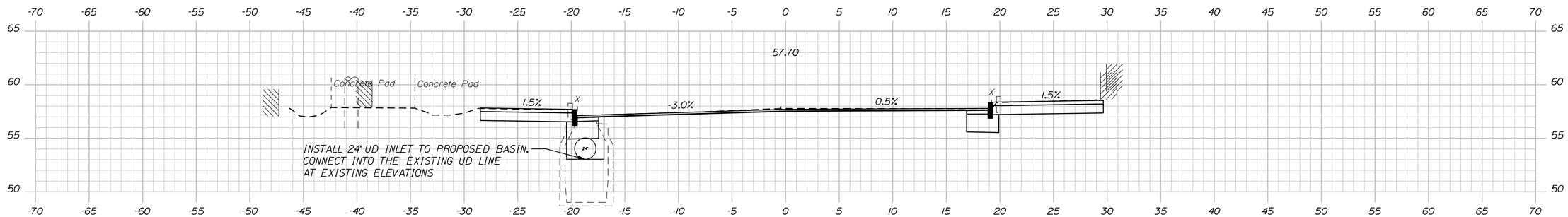

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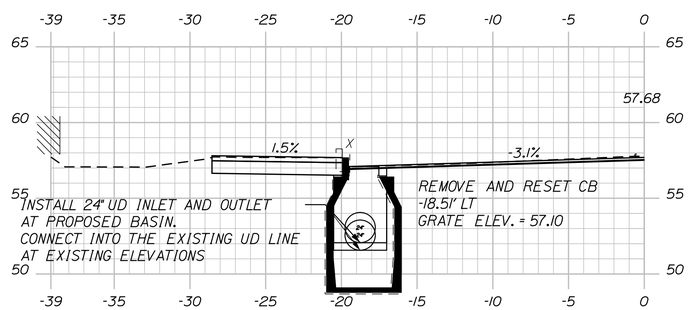

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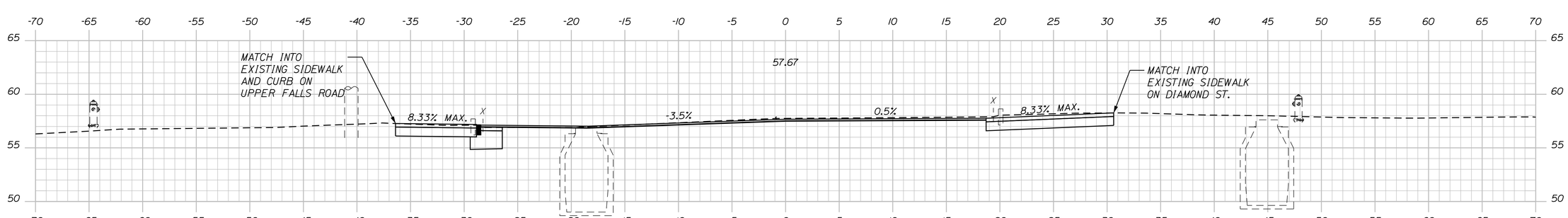

10+25.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

BIDDEFORD
ELM STREET

CROSS SECTIONS

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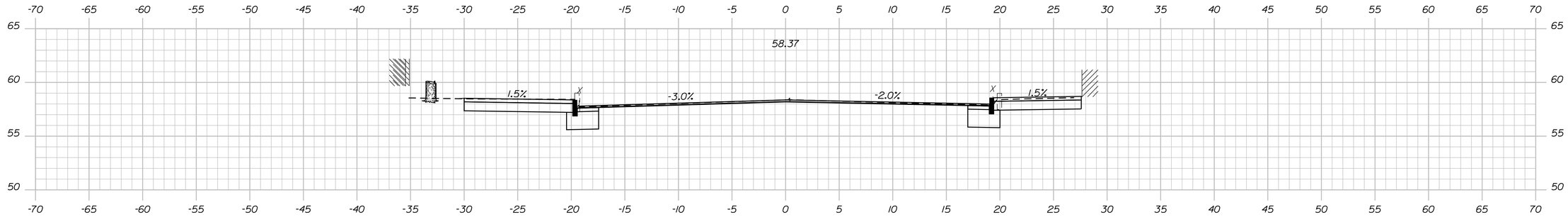
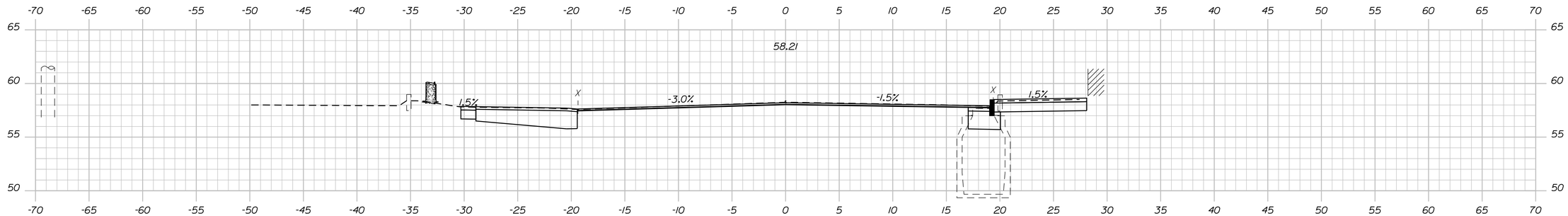
31
OF 71

Sta. 10+25.00 to Sta. 10+75.00

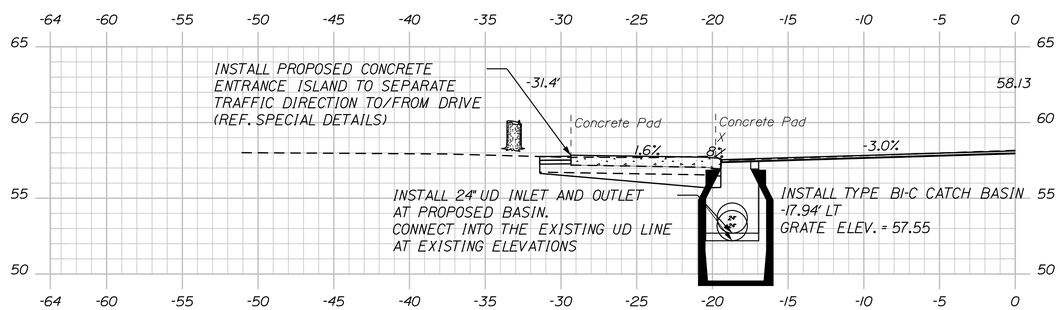
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



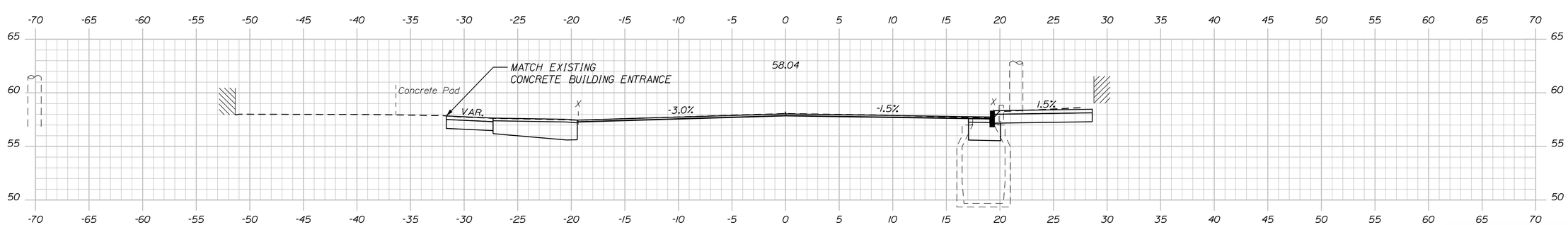
11+50.00



11+25.00



11+13.12



11+00.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

SIGNATURE
P.E. NUMBER
DATE

	BY	DATE
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DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

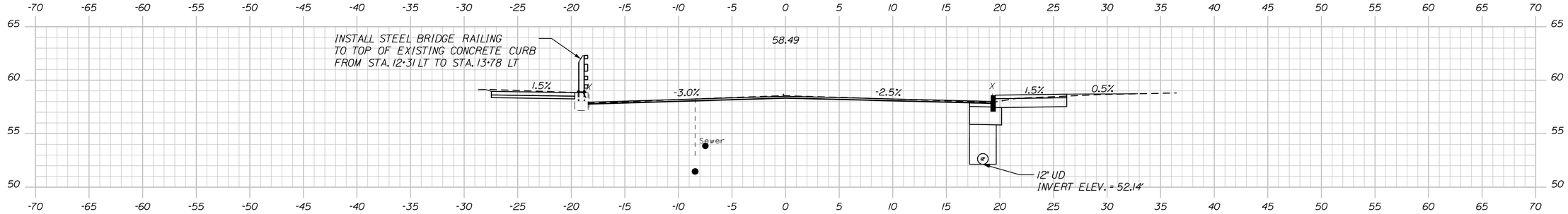
BIDDEFORD
ELM STREET

CROSS SECTIONS

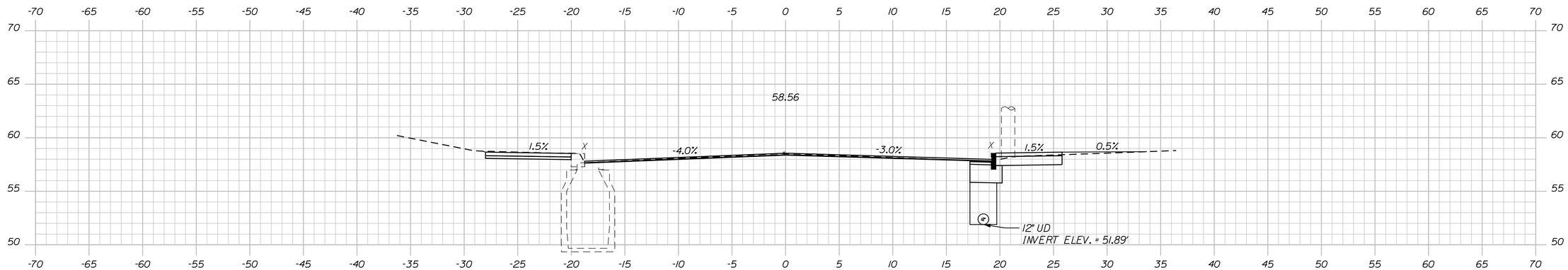
SHEET NUMBER
32
OF 71

Sta. 11+00.00 to Sta. 11+50.00

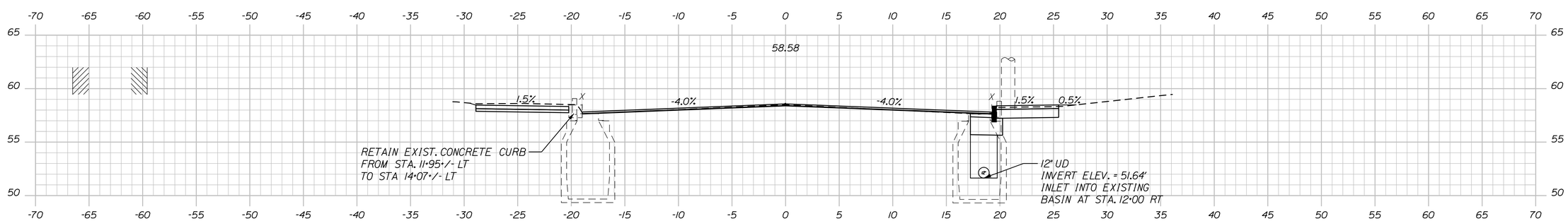
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



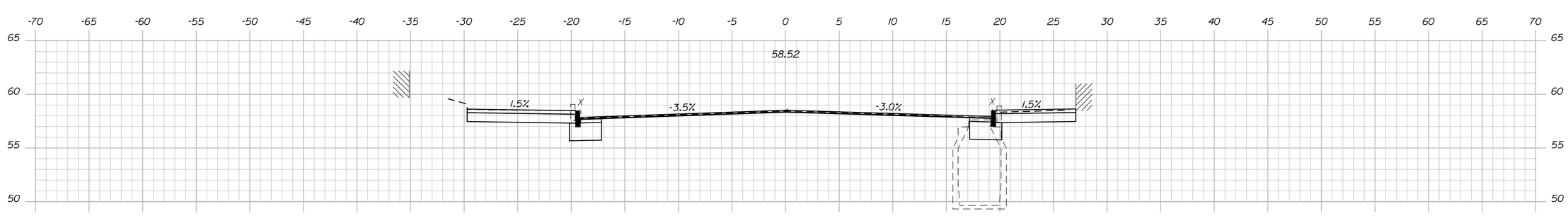
12+50.00



12+25.00



12+00.00



11+75.00

Date:9/25/2026 Username: Division: HIGHWAY Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

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25653.00

SIGNATURE
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DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
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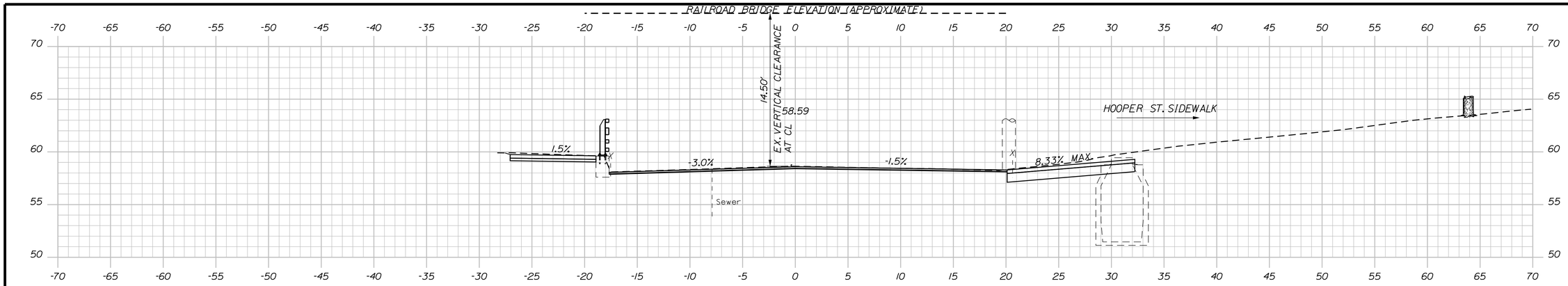
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BIDDEFORD
ELM STREET

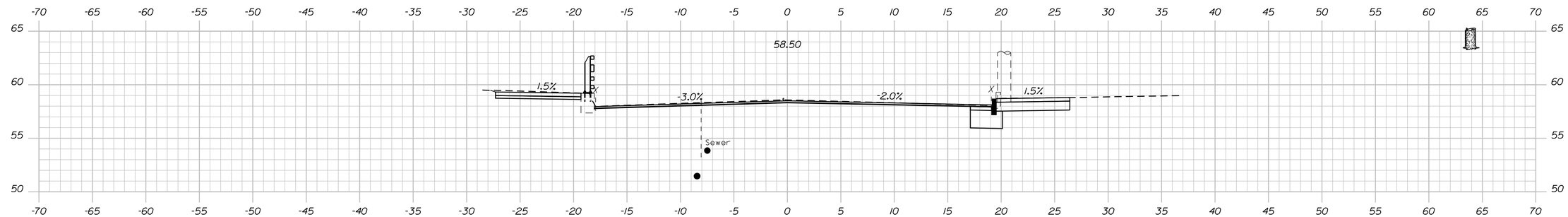
CROSS SECTIONS

SHEET NUMBER
33
OF 71

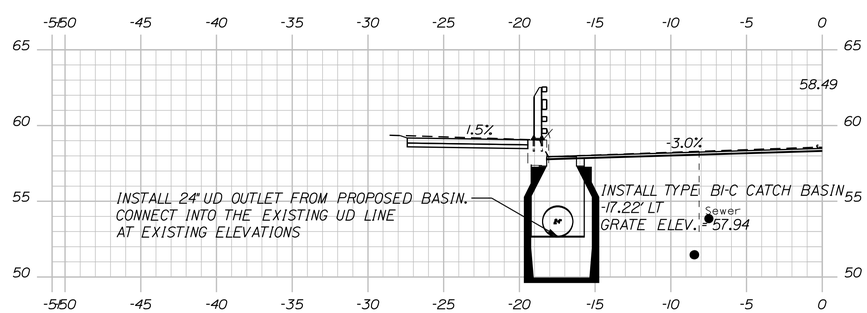
Sta. 11+75.00 to Sta. 12+50.00



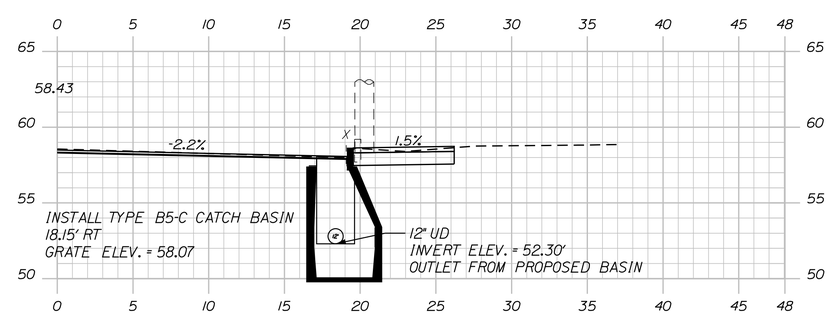
13+00.00



12+75.00



12+65.99



12+65.96

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

CROSS SECTIONS

SHEET NUMBER

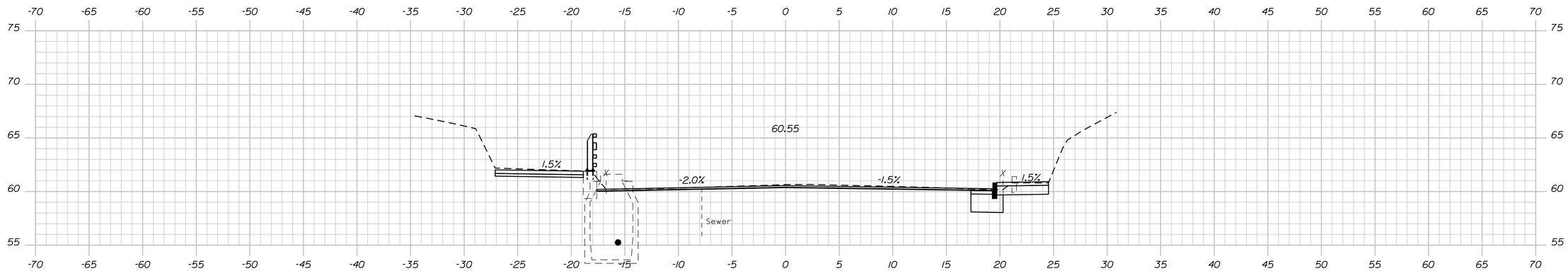
34

OF 71

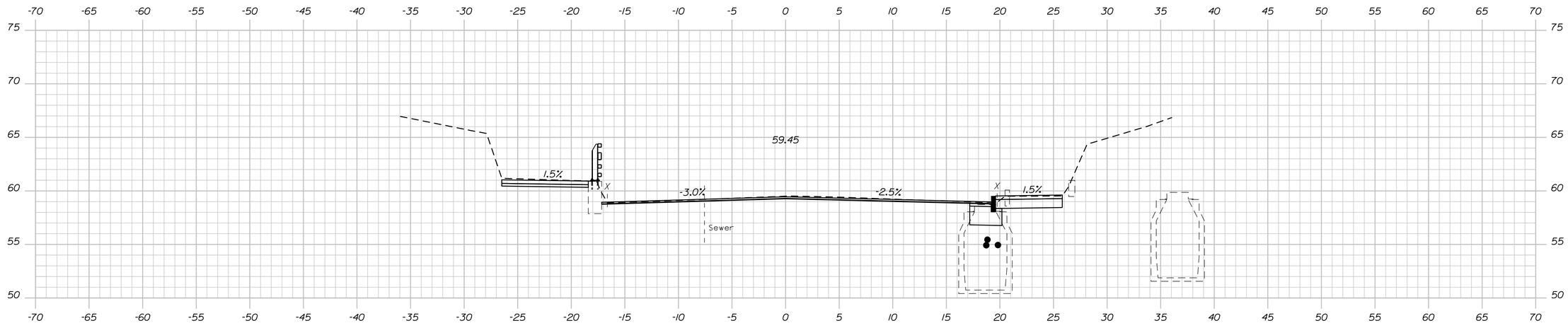
TYLin

Sta. 12+65.96 to Sta. 13+00.00

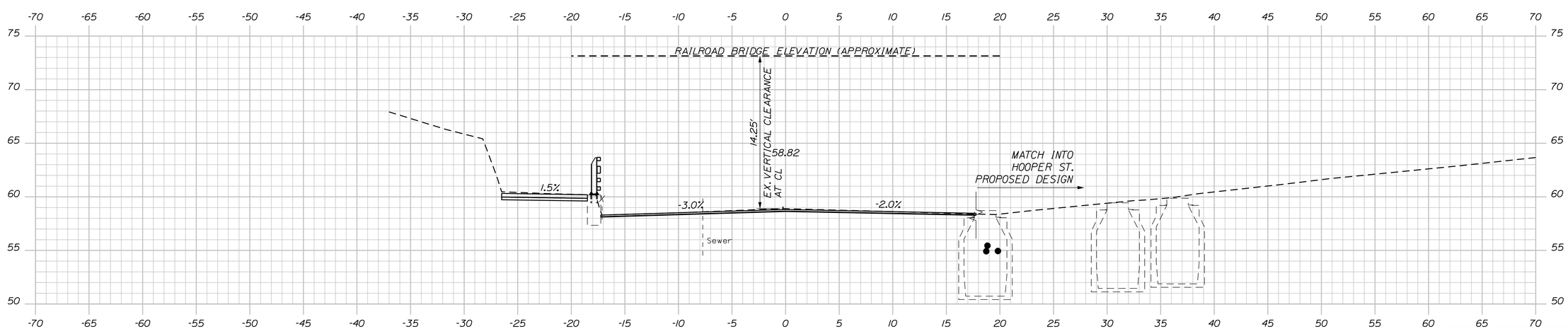
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



13+75.00



13+50.00



13+25.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN 25653.00

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

SIGNATURE

P.E. NUMBER

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BIDDEFORD
ELM STREET

CROSS SECTIONS

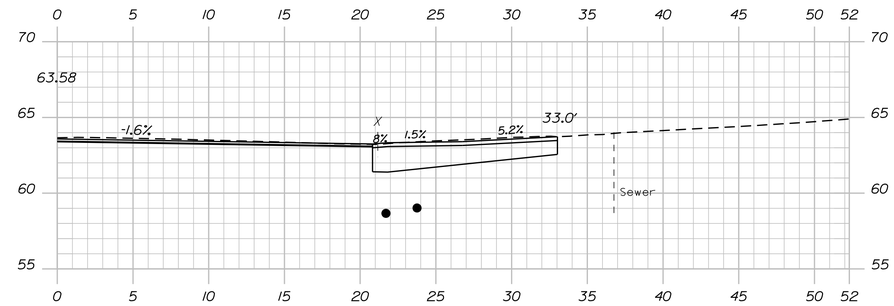
SHEET NUMBER

35

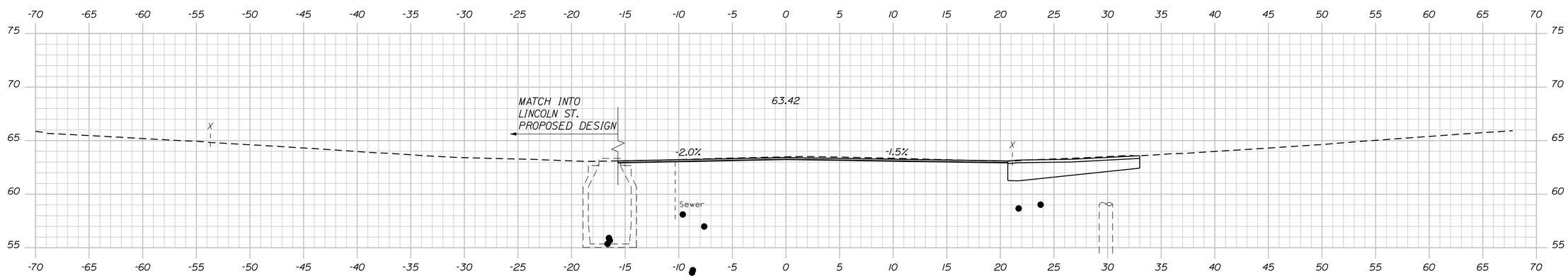
OF 71

Sta. 13+25.00 to Sta. 13+75.00

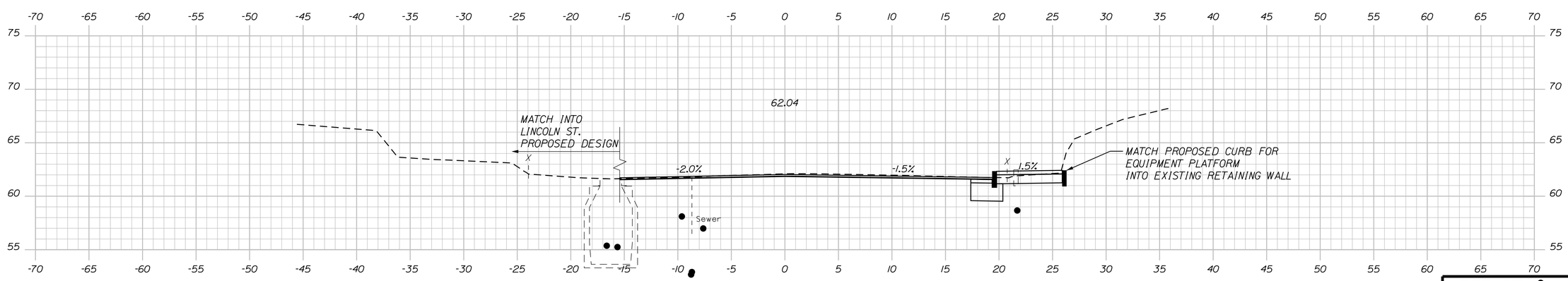
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



14+28.20



14+25.00



14+00.00

Sta. 14+00.00 to Sta. 14+28.20

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

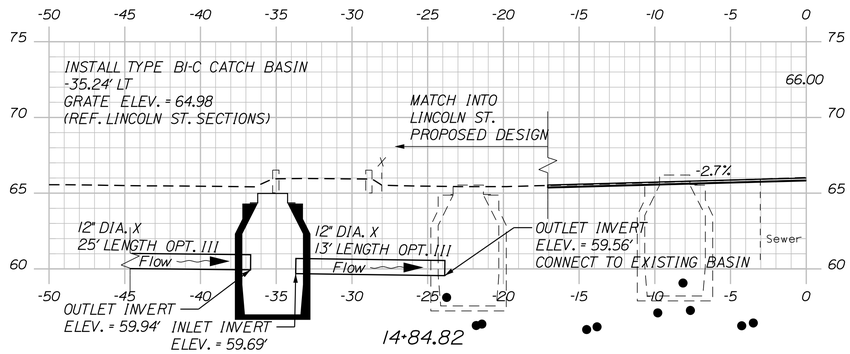
BIDDEFORD
ELM STREET

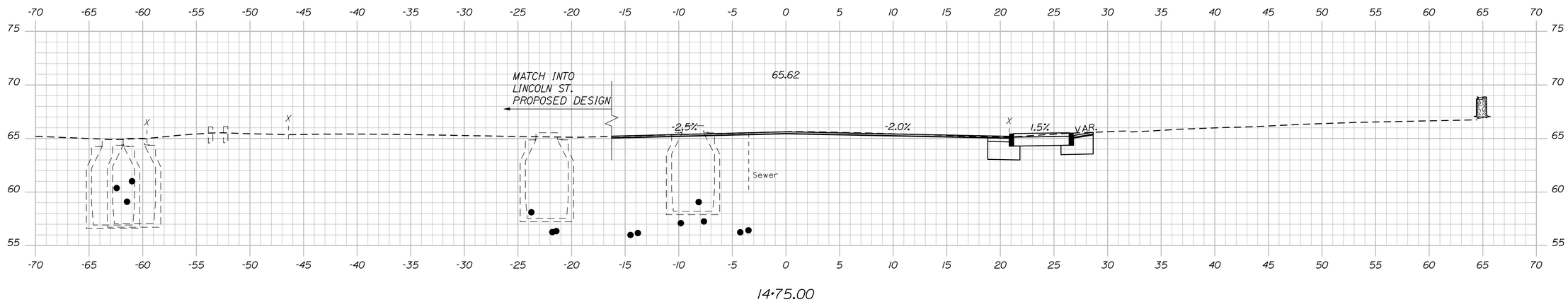
CROSS SECTIONS

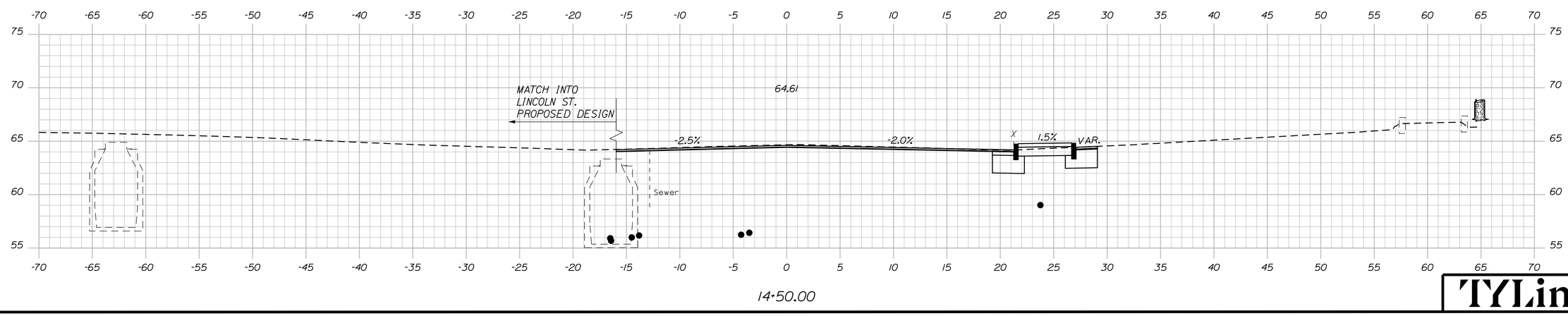
TYLin

SHEET NUMBER
36
OF 71

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026







Date:9/25/2026 Username: Division: HIGHWAY Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BIDDEFORD
ELM STREET

CROSS SECTIONS

TYLin

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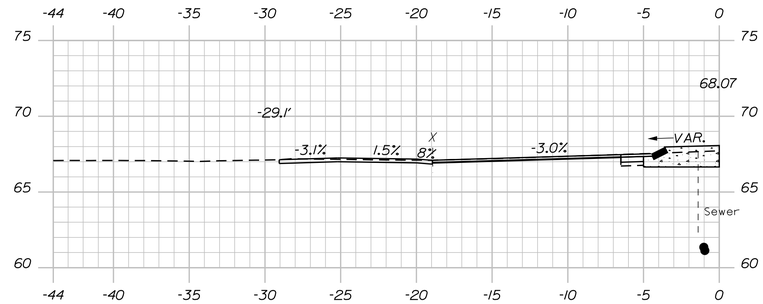
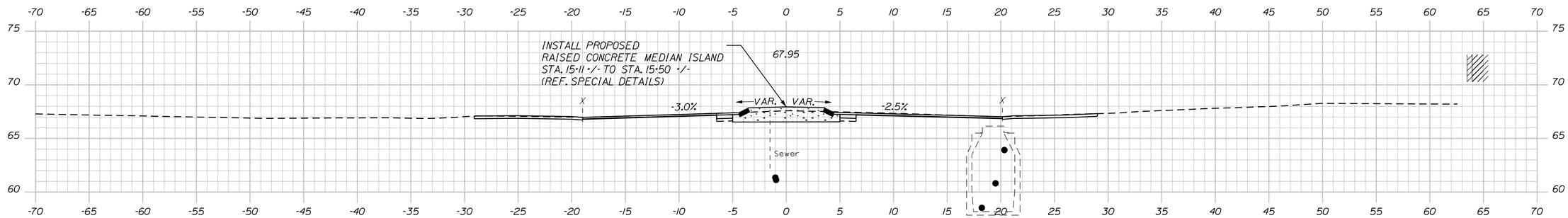
37
OF 71

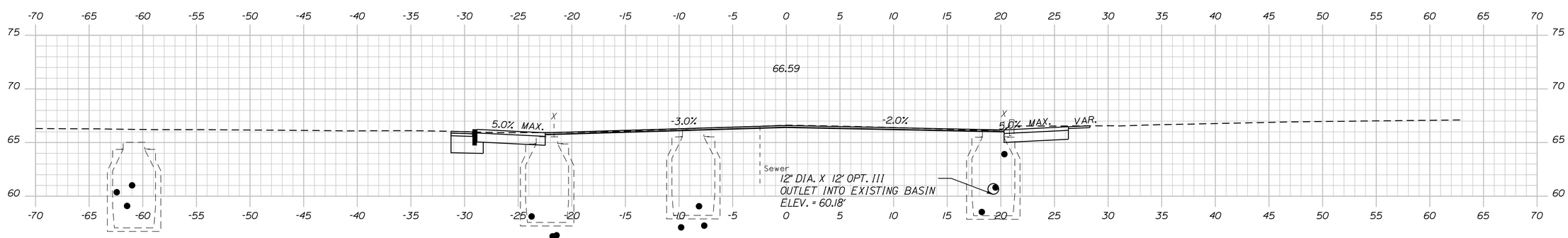
Sta. 14+50.00 to Sta. 14+84.82



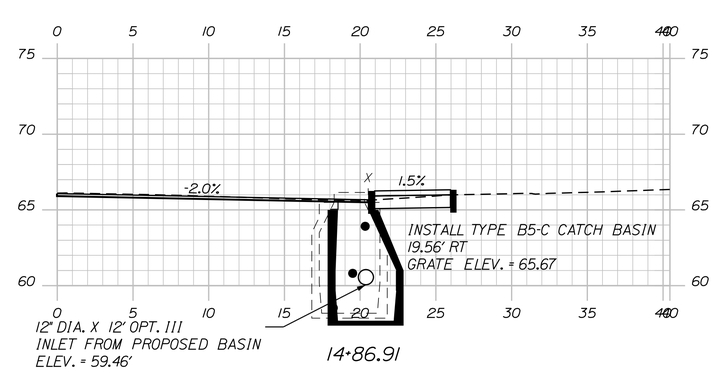
15+28.29



15+25.00



15+00.00



14+86.91

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
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PROJ. MANAGER	BY	DATE
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REVISIONS 1		
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REVISIONS 3		
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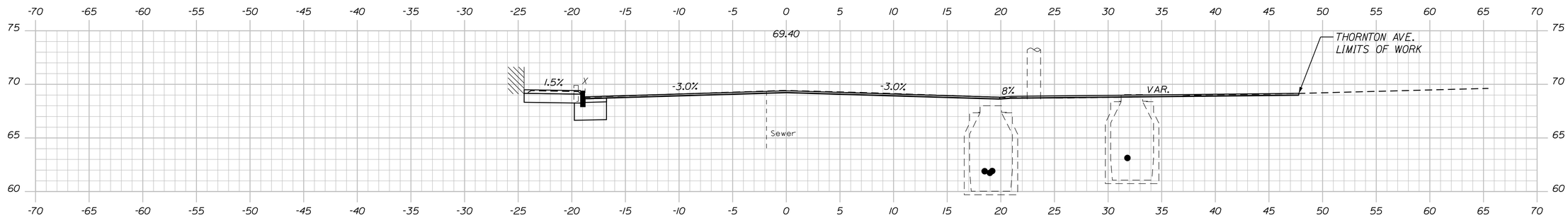
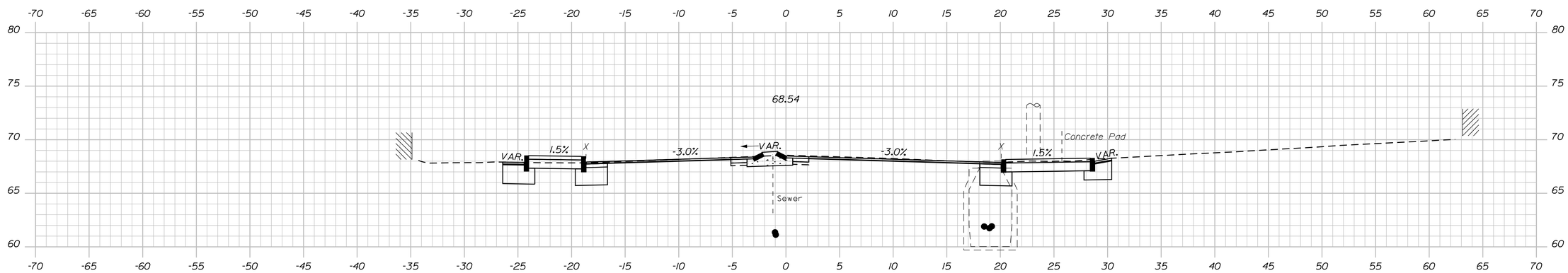
Sta. 14+86.91 to Sta. 15+28.29

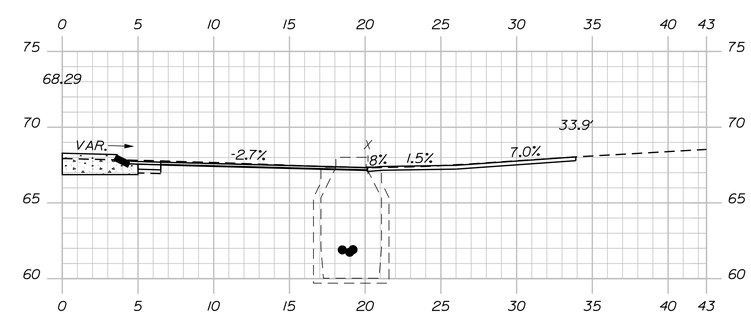
Date:9/25/2026
Username:
Division: HIGHWAY
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn



15+75.00



15+50.00



15+33.69

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

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25653.00

SIGNATURE

P.E. NUMBER

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PROJ. MANAGER	BY	DATE
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BIDDEFORD
ELM STREET

CROSS SECTIONS

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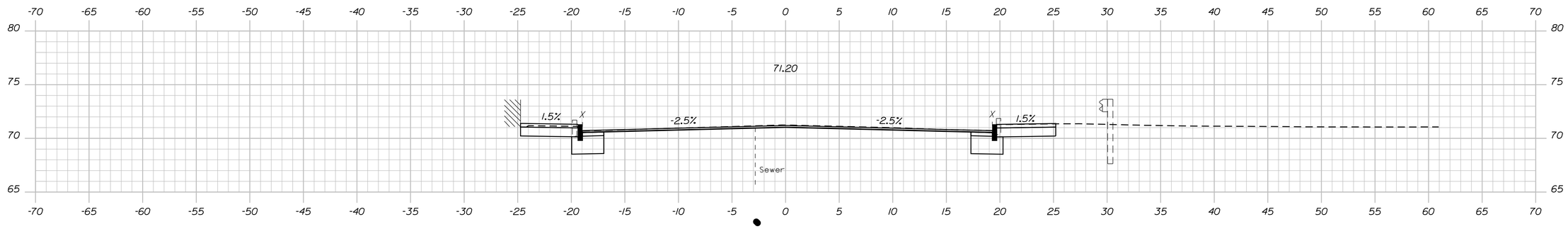
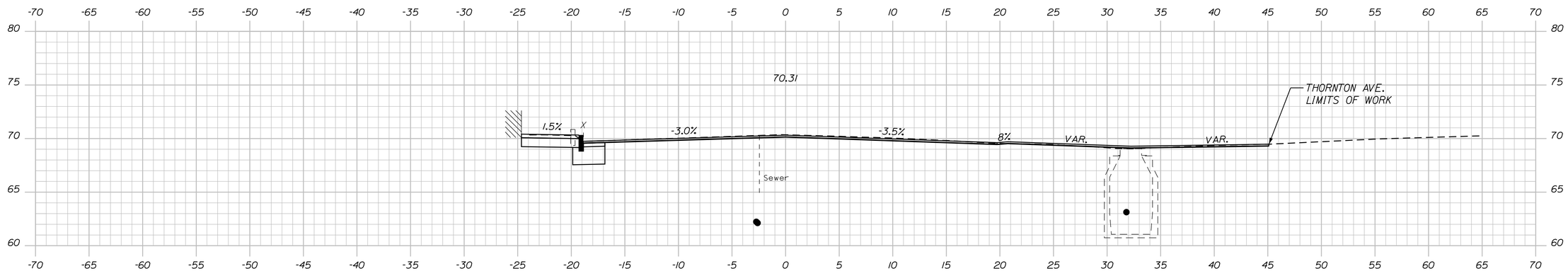
39
OF 71

Sta. 15+33.69 to Sta. 15+75.00

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



16+25.00



16+00.00

15+85.49

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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SIGNATURE
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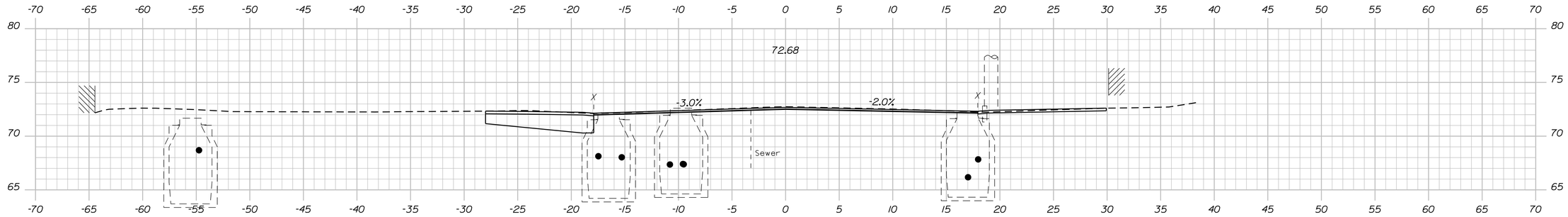
CROSS SECTIONS

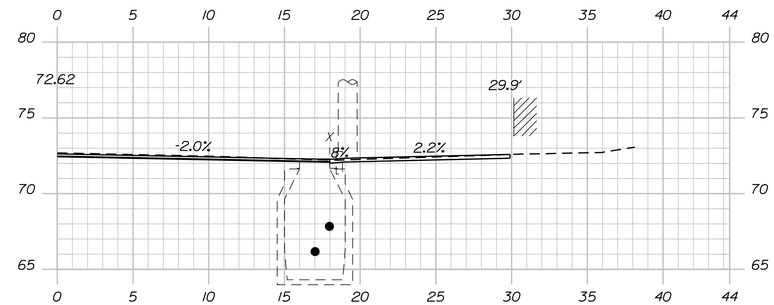
SHEET NUMBER
40
OF 71

Sta. 15+85.49 to Sta. 16+25.00

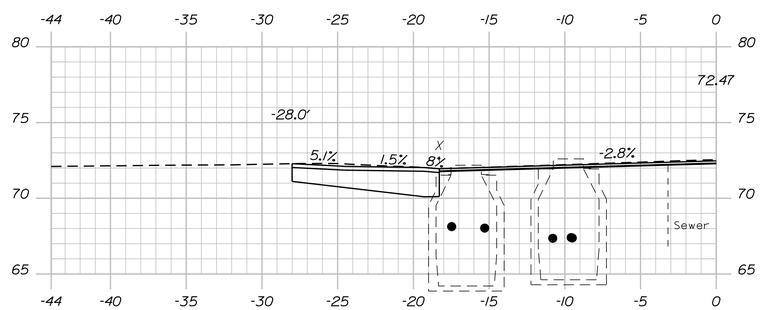
Date:9/25/2026
Username:
Division: HIGHWAY
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn



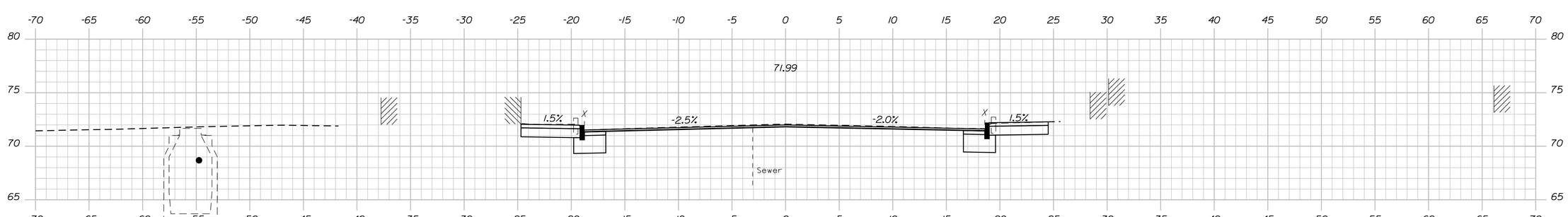
16+75.00



16+72.74



16+67.08



16+50.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

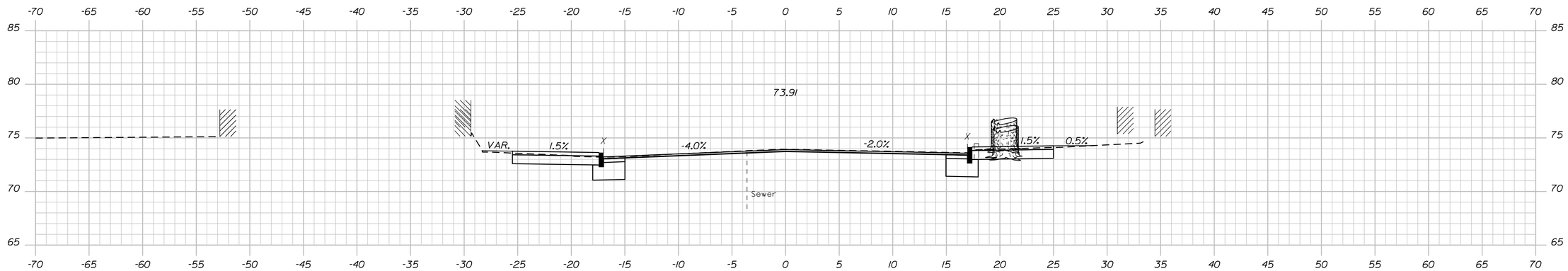
BIDDEFORD
ELM STREET

CROSS SECTIONS

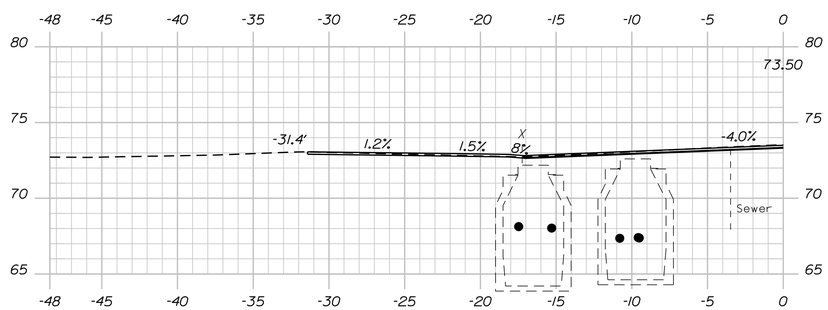
SHEET NUMBER
41
OF 71

Sta. 16+50.00 to Sta. 16+75.00

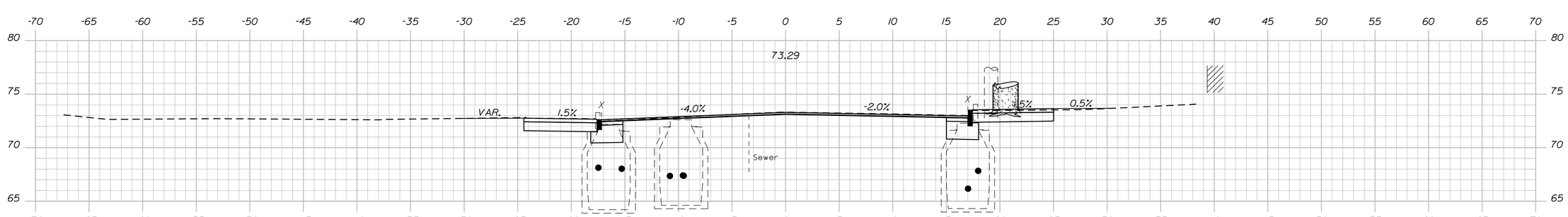
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



17+25.00



17+08.44



17+00.00

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

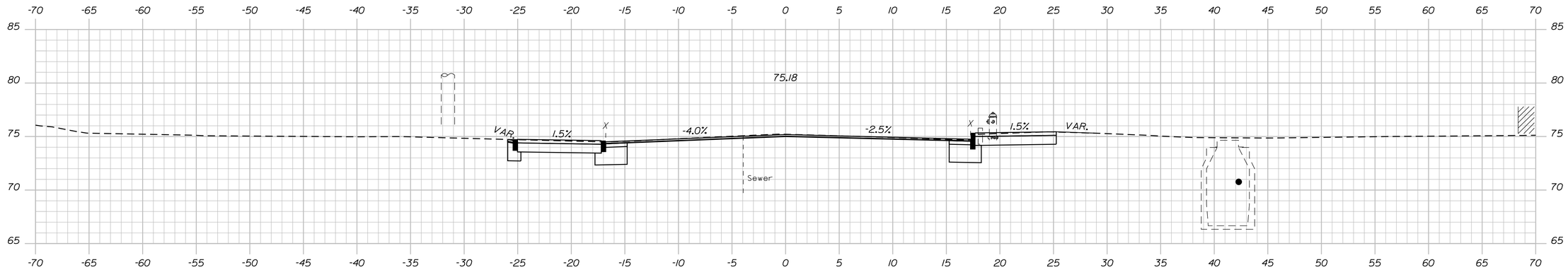
BIDDEFORD
ELM STREET

CROSS SECTIONS

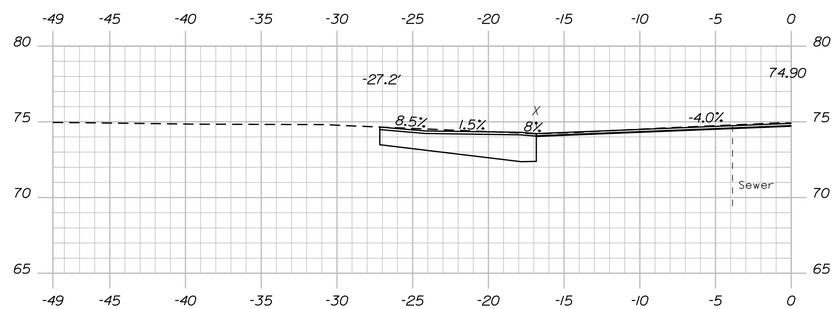
TYLin

SHEET NUMBER
42
OF 71

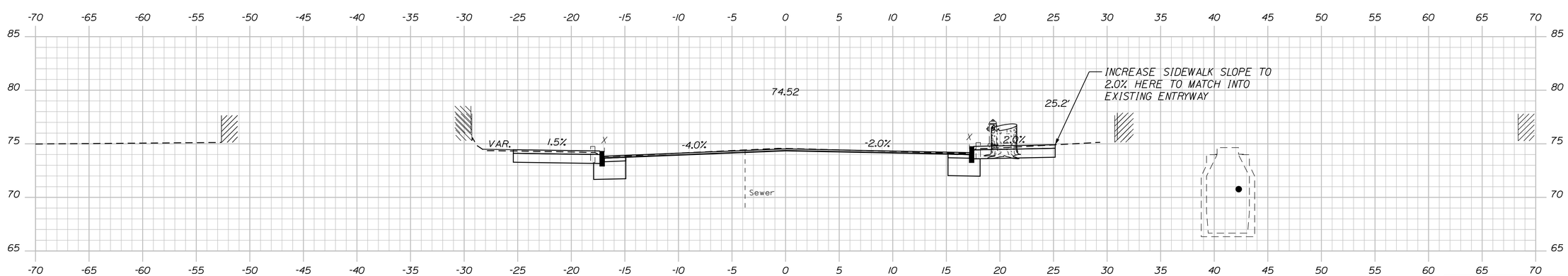
Sta. 17+00.00 to Sta. 17+25.00



17+75.00



17+64.42



17+50.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

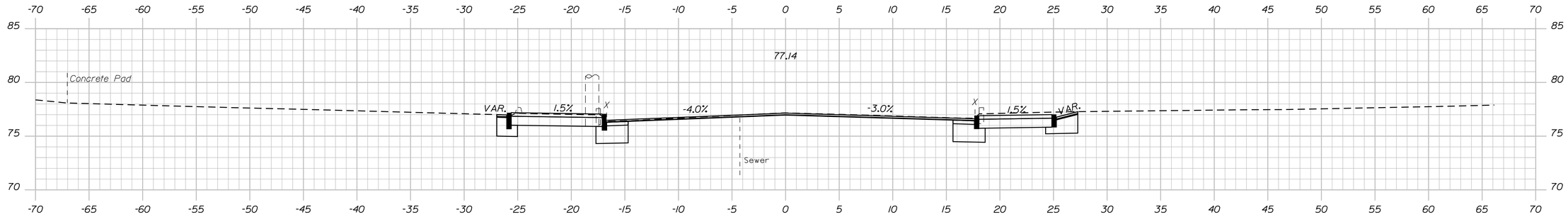
BIDDEFORD
ELM STREET

CROSS SECTIONS

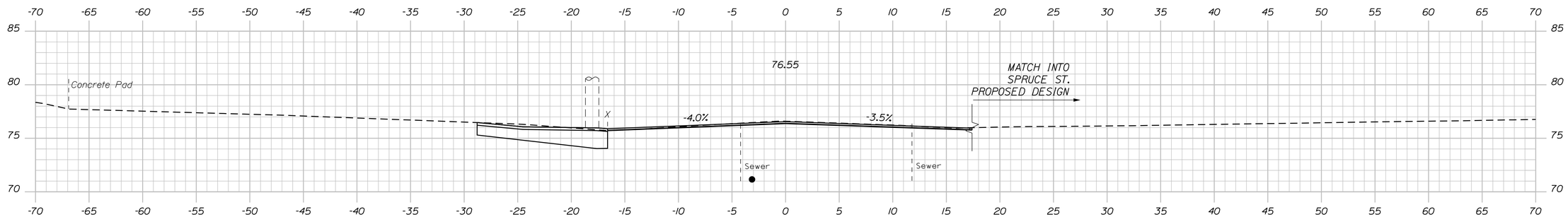
SHEET NUMBER
43
OF 71

Date:9/25/2026
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username:

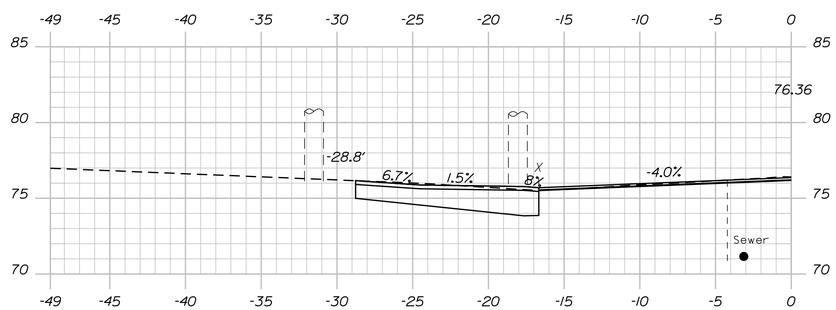
Sta. 17+50.00 to Sta. 17+75.00



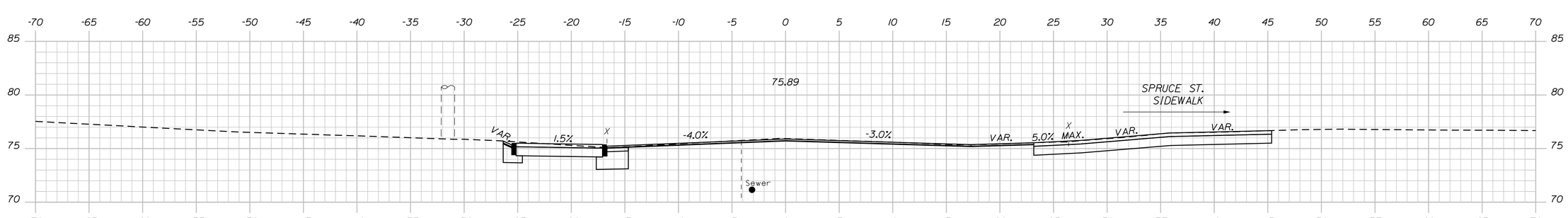
18+50.00



18+25.00



18+17.49



18+00.00

TYLin

Sta. 18+00.00 to Sta. 18+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

	SIGNATURE	
	P.E. NUMBER	
	DATE	

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

BIDDEFORD
ELM STREET

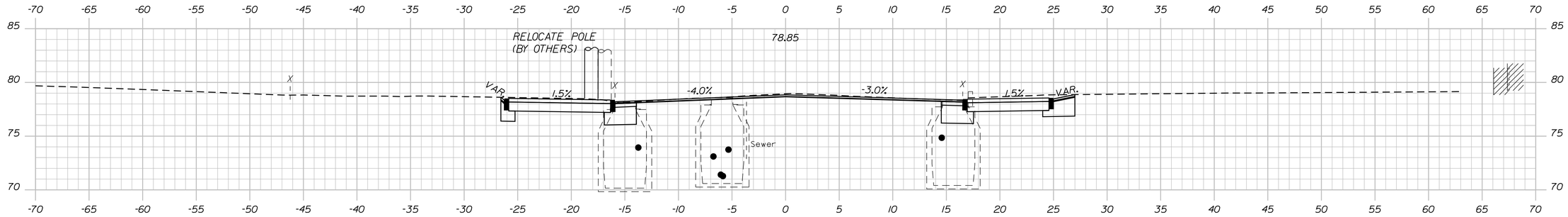
CROSS SECTIONS

SHEET NUMBER

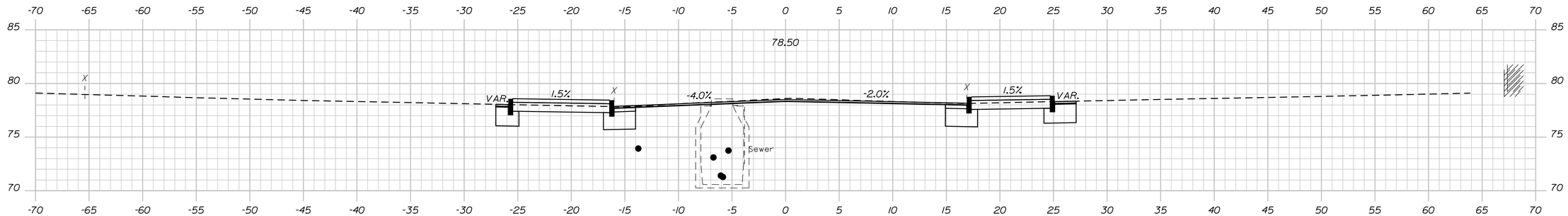
44

OF 71

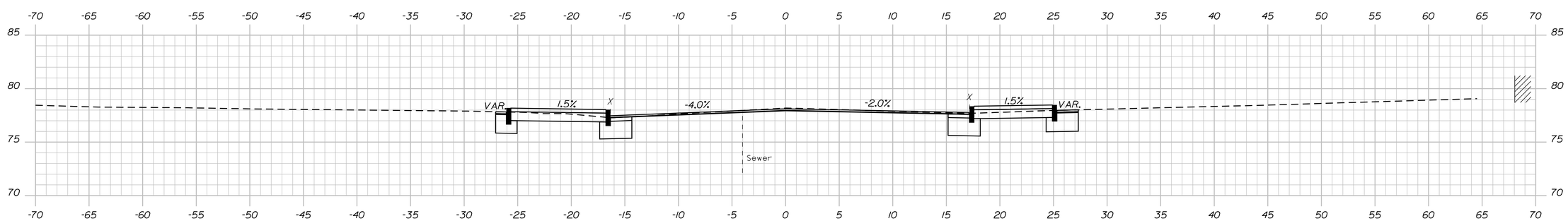
Date:9/25/2026 Username: Division: HIGHWAY Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn



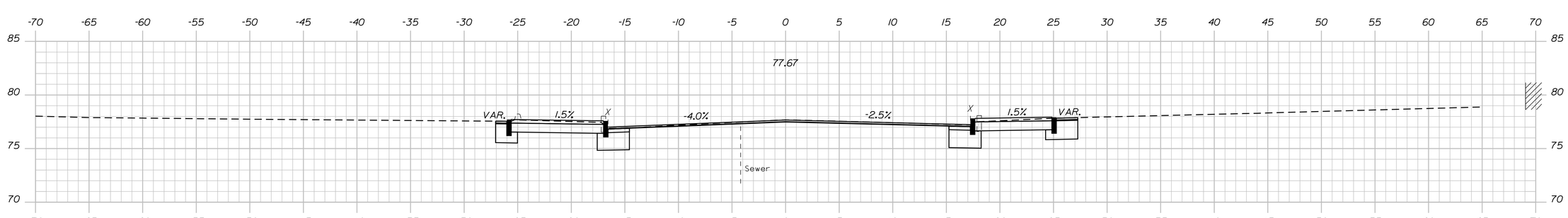
19+50.00



19+25.00



19+00.00



18+75.00

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

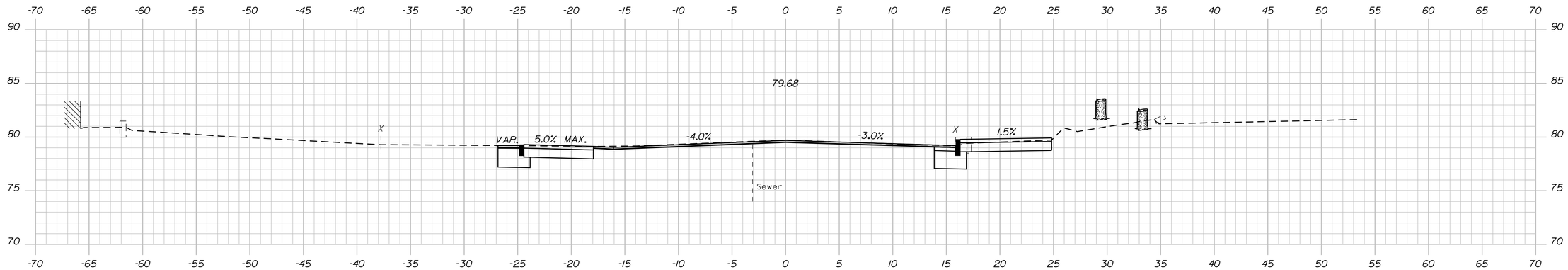
BIDDEFORD
ELM STREET

CROSS SECTIONS

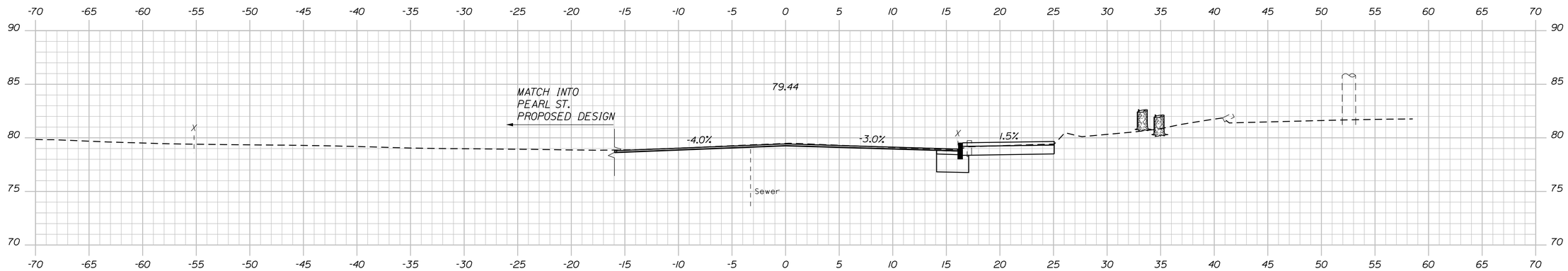
TYLin

SHEET NUMBER
45
OF 71

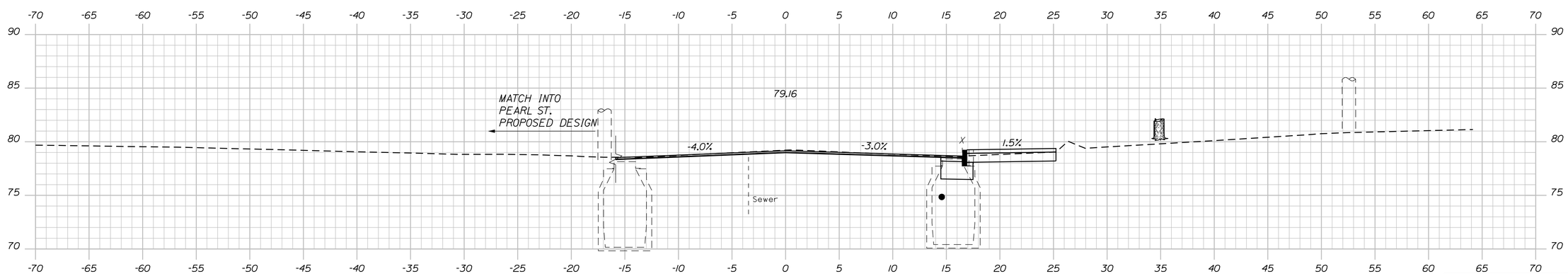
Sta. 18+75.00 to Sta. 19+50.00



20+25.00



20+00.00



19+75.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

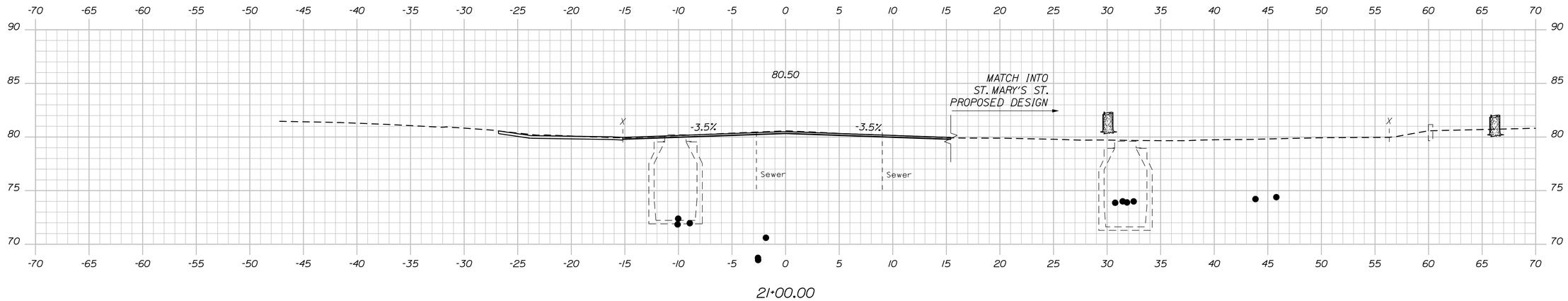
BIDDEFORD
ELM STREET

CROSS SECTIONS

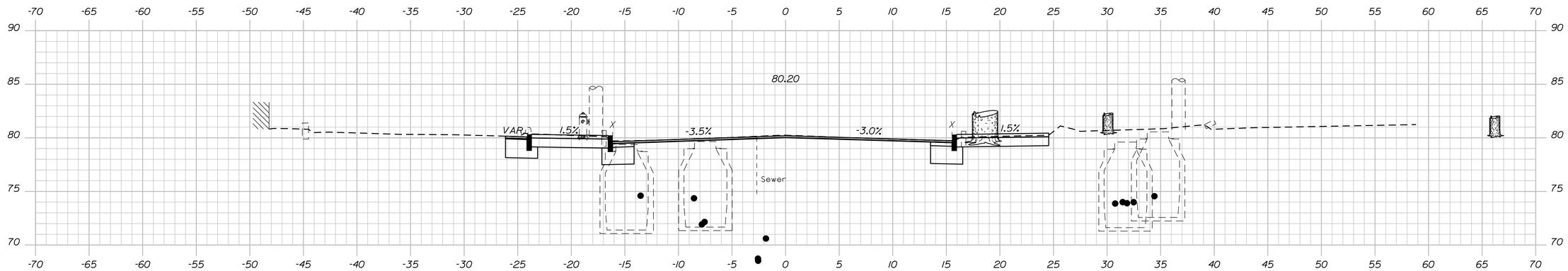
SHEET NUMBER
46
OF 71

Date:9/25/2026
Username:
Division: HIGHWAY
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn

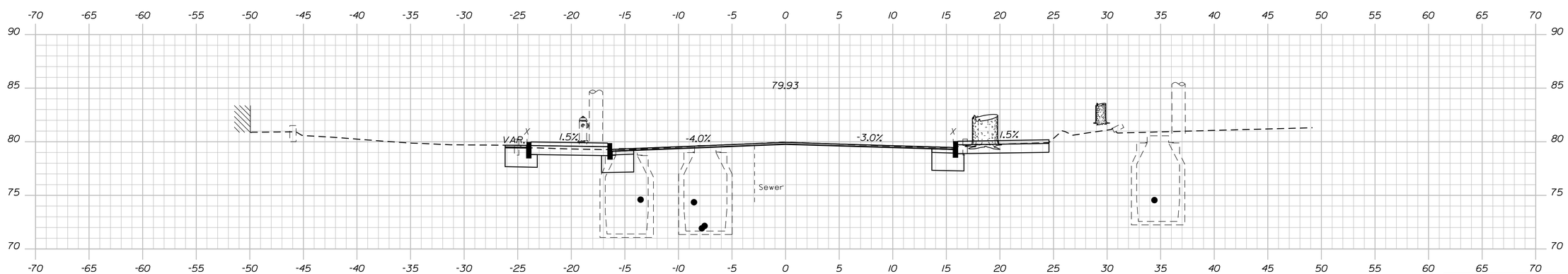
Sta. 19+75.00 to Sta. 20+25.00



21+00.00



20+75.00



20+50.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

	SIGNATURE	
	P.E. NUMBER	
	DATE	

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

BIDDEFORD
ELM STREET

CROSS SECTIONS

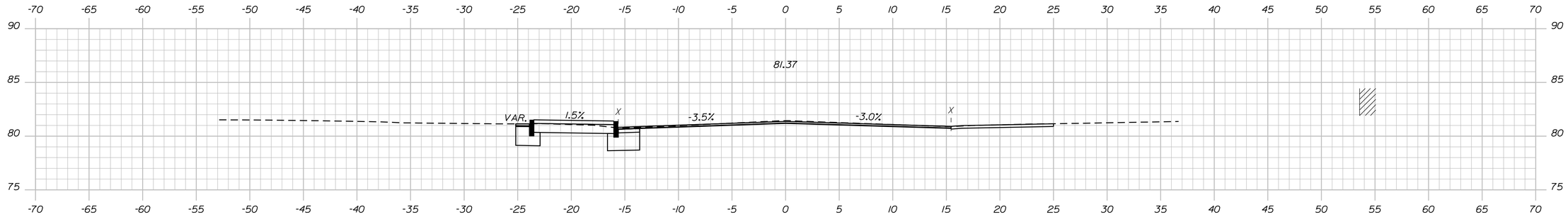
SHEET NUMBER

47

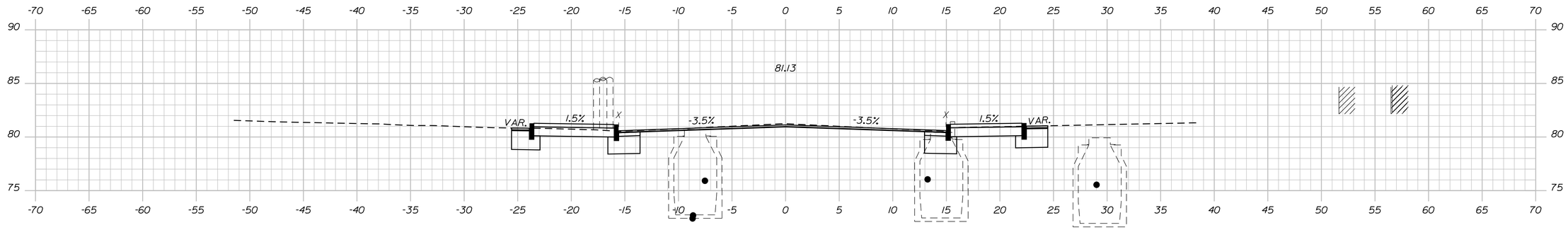
OF 71

Sta. 20+50.00 to Sta. 21+00.00

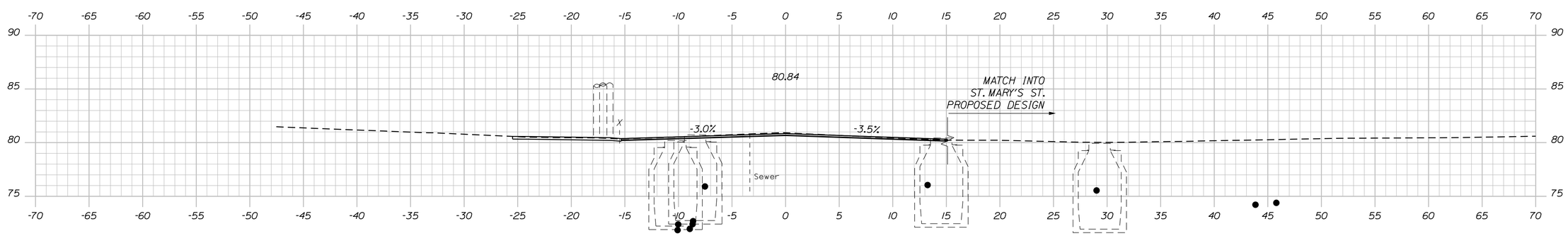
Date:9/25/2026 Username: Division: HIGHWAY Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn



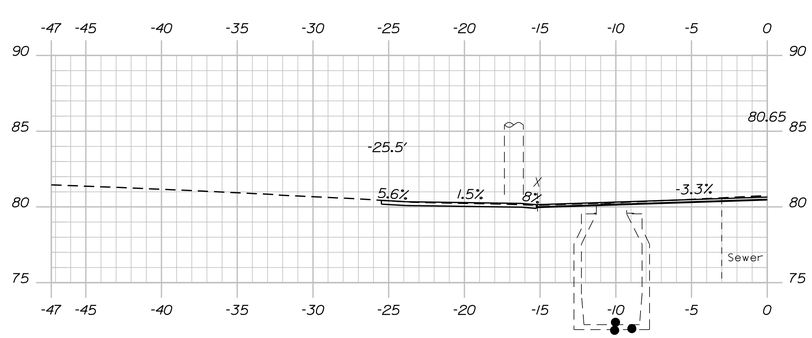
21+75.00



21+50.00



21+25.00



21+11.20

Date:9/25/2026

Username:

Division: HIGHWAY

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

	SIGNATURE	
	P.E. NUMBER	
	DATE	

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

BIDDEFORD
ELM STREET

CROSS SECTIONS

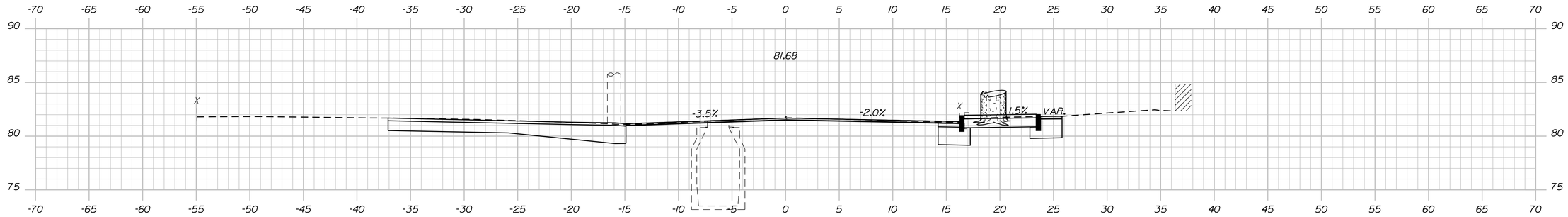
TYLin

SHEET NUMBER

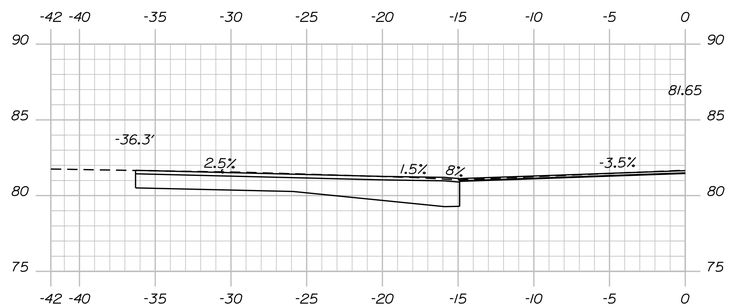
48

OF 71

Sta. 21+11.20 to Sta. 21+75.00



22+25.00



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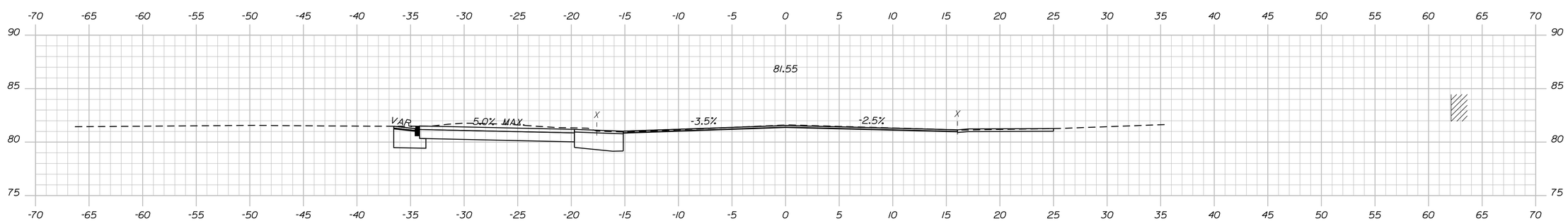

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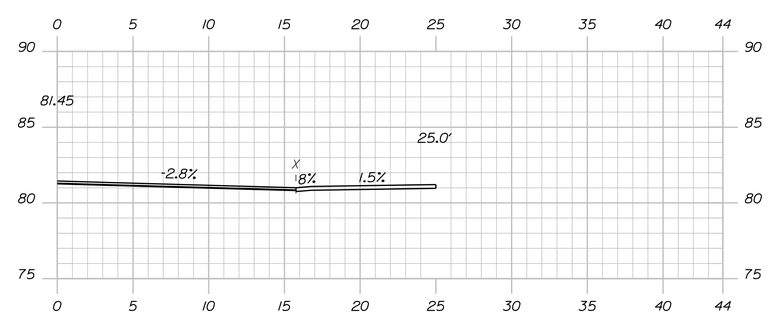


21+85.32

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

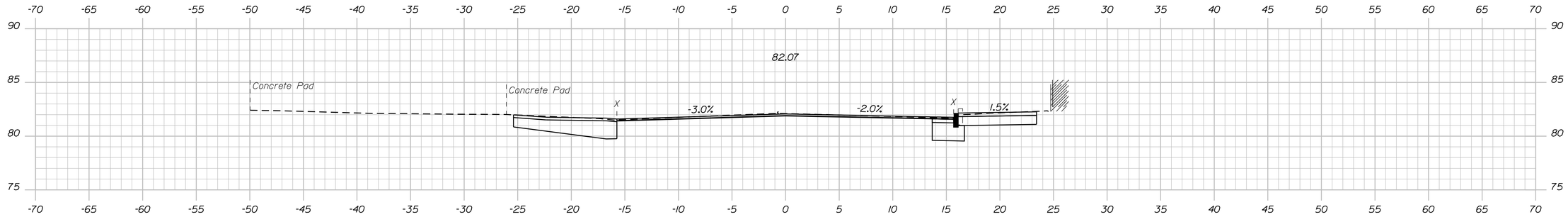
BIDDEFORD
ELM STREET

CROSS SECTIONS

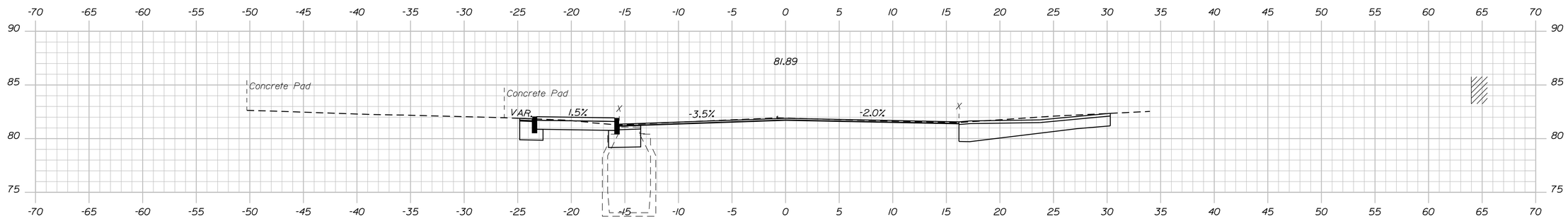
SHEET NUMBER
49
OF 71

Sta. 21+85.32 to Sta. 22+25.00

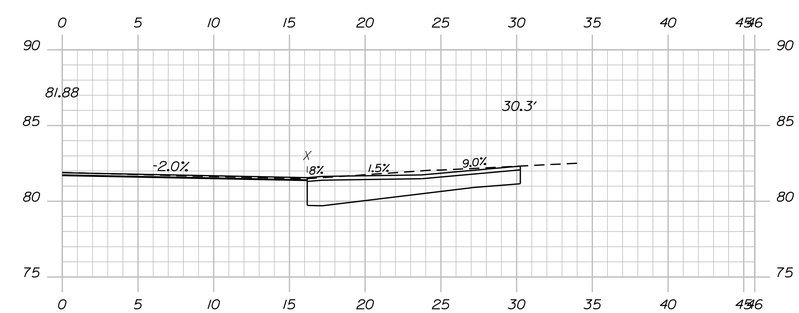
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



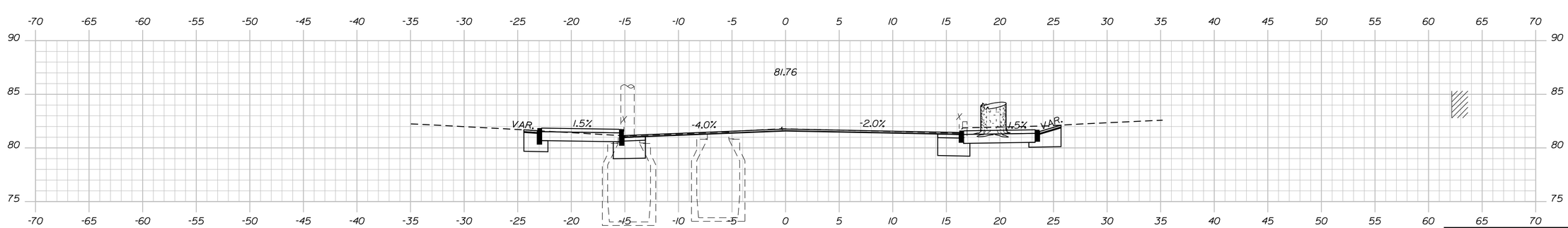
23+00.00



22+75.00



22+73.17



22+50.00

Date:9/25/2026

Username:

Division: HIGHWAY

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE

P.E. NUMBER

DATE

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

BIDDEFORD
ELM STREET

CROSS SECTIONS

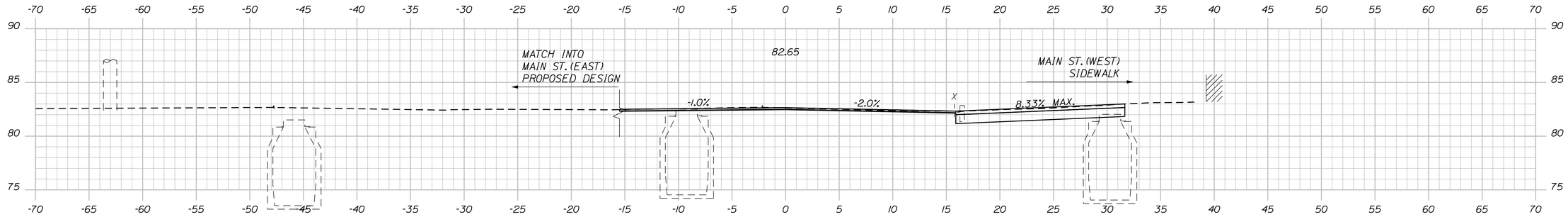
TYLin

SHEET NUMBER

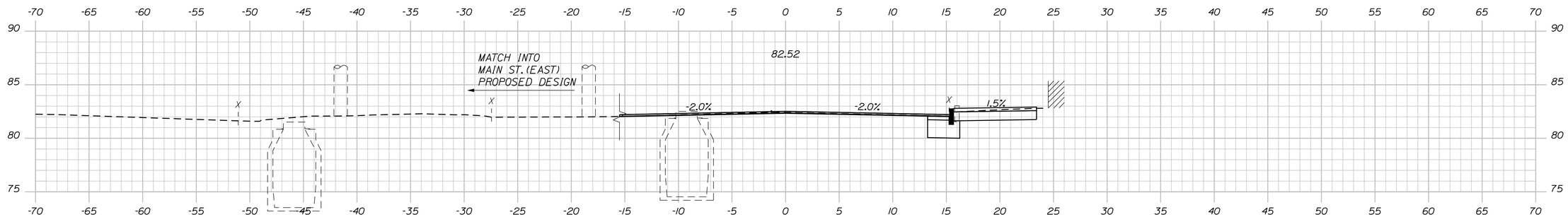
50

OF 71

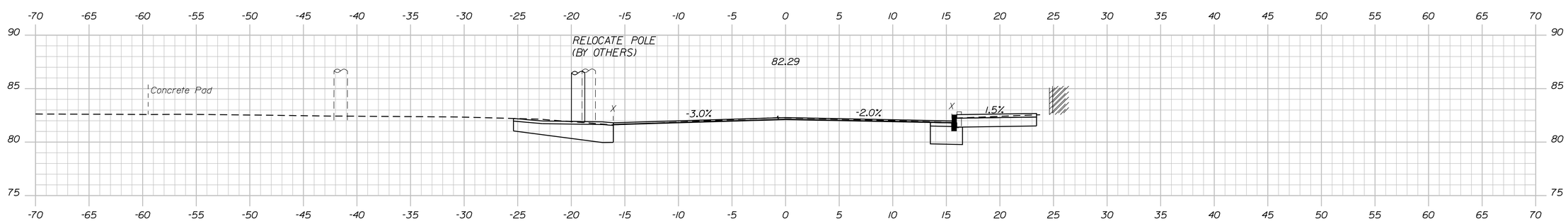
Sta. 22+50.00 to Sta. 23+00.00



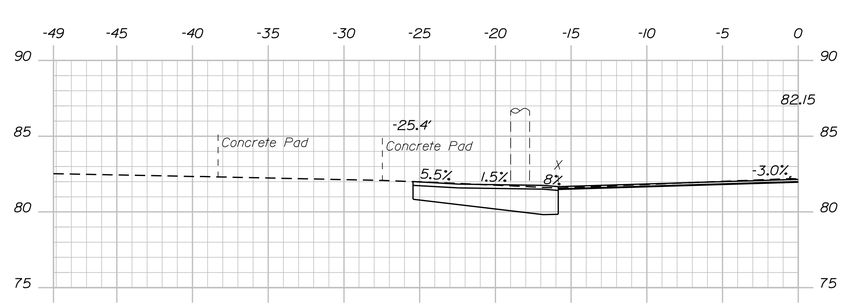
23+75.00



23+50.00



23+25.00



23+09.98

TYLin

Sta. 23+09.98 to Sta. 23+75.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

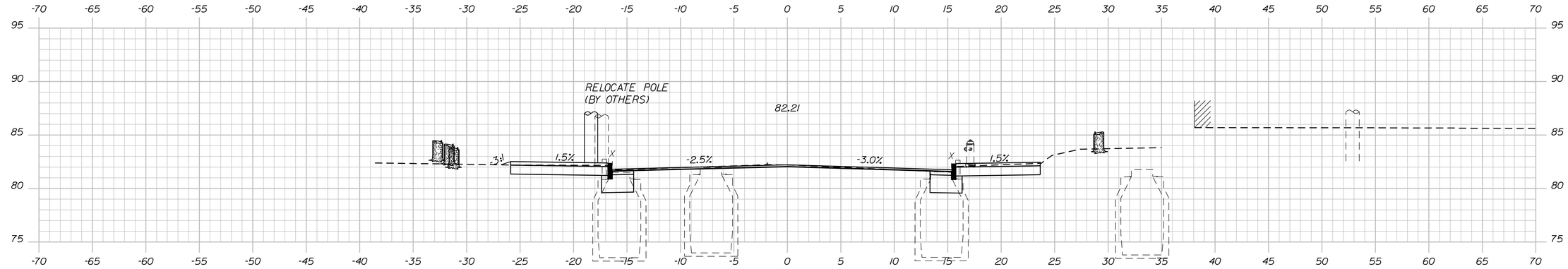
	BY	DATE
PROJ. MANAGER		
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
REVISIONS 2		
REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BIDDEFORD
ELM STREET

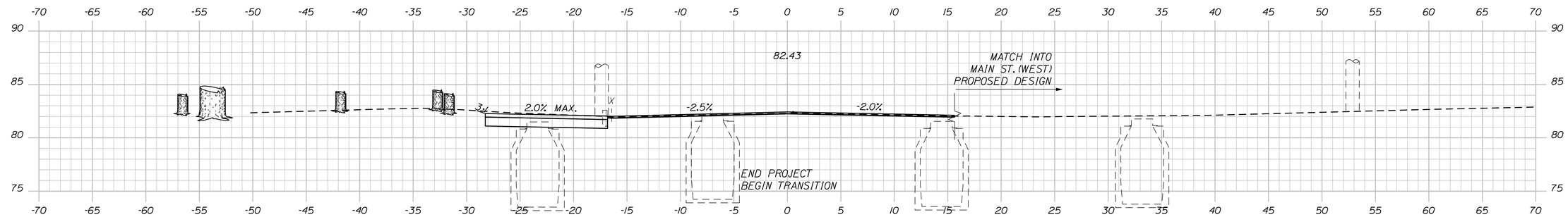
CROSS SECTIONS

SHEET NUMBER
51
OF 71

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



24+50.00



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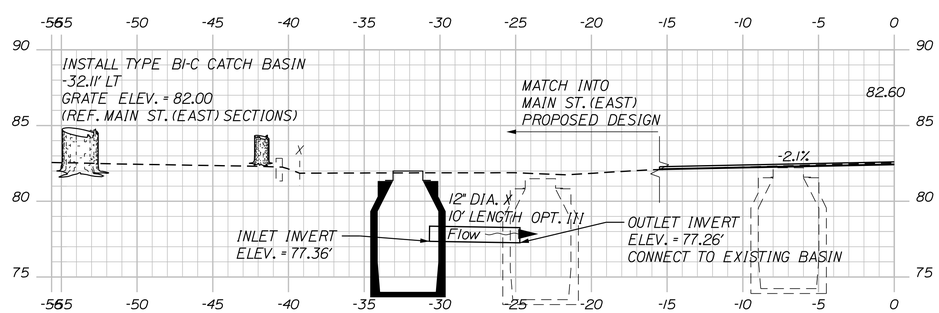

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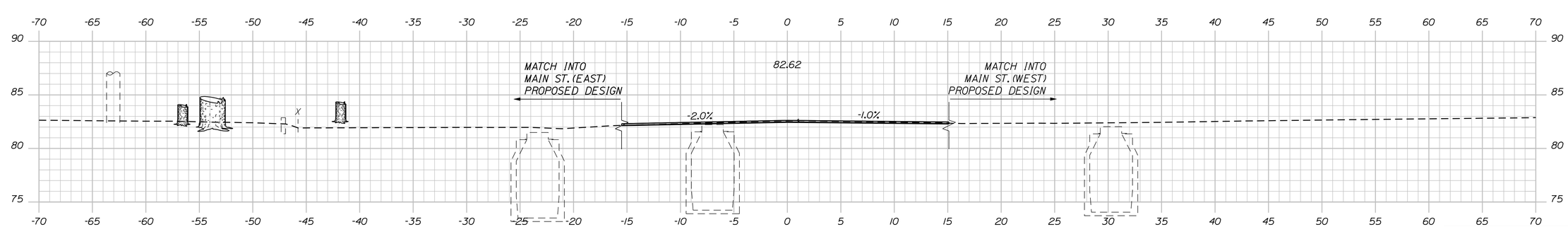


24+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

BIDDEFORD
ELM STREET

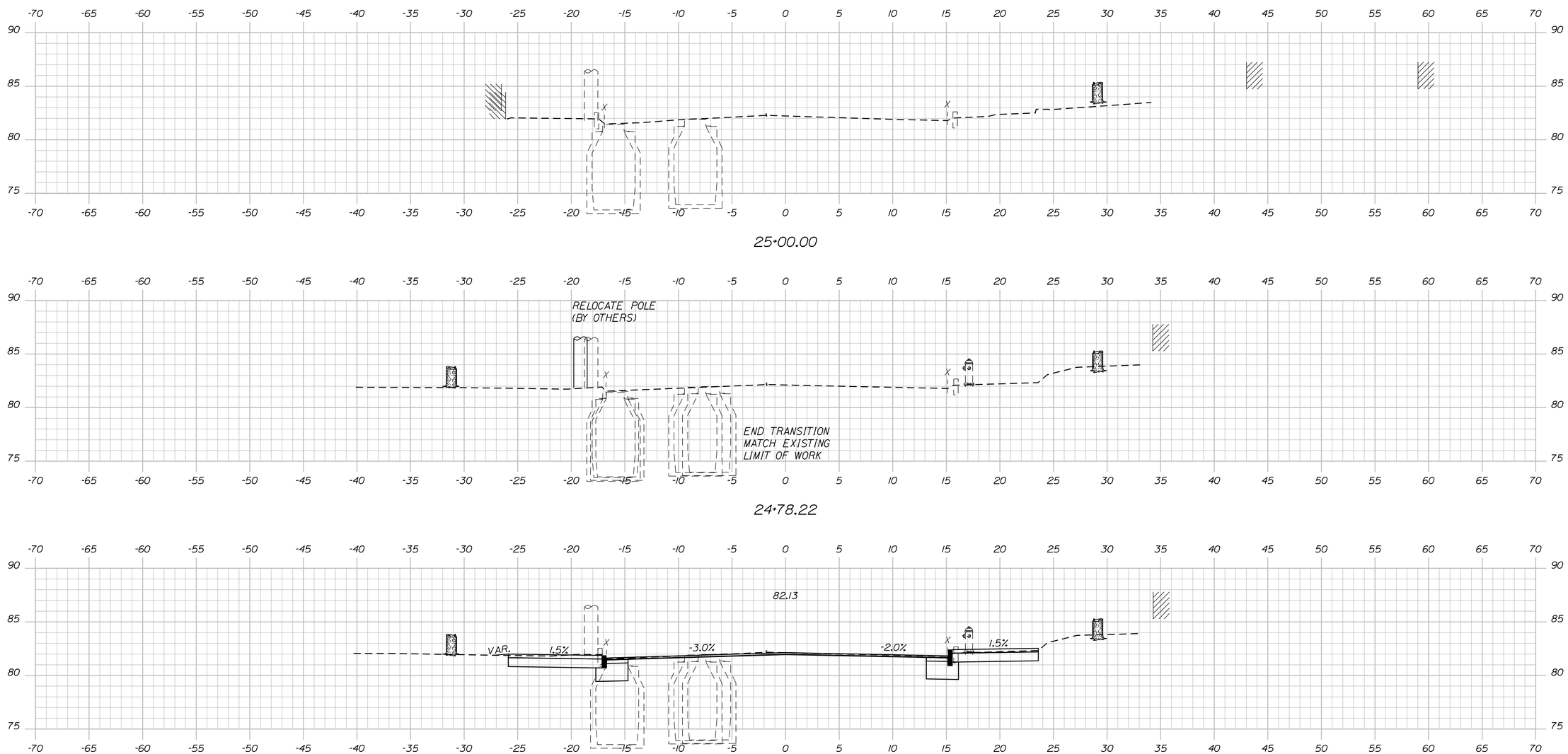
CROSS SECTIONS

SHEET NUMBER
52
OF 71

TYLin

Sta. 24+00.00 to Sta. 24+50.00

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
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SIGNATURE

P.E. NUMBER

DATE

	BY	DATE
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DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

BIDDEFORD
ELM STREET

CROSS SECTIONS

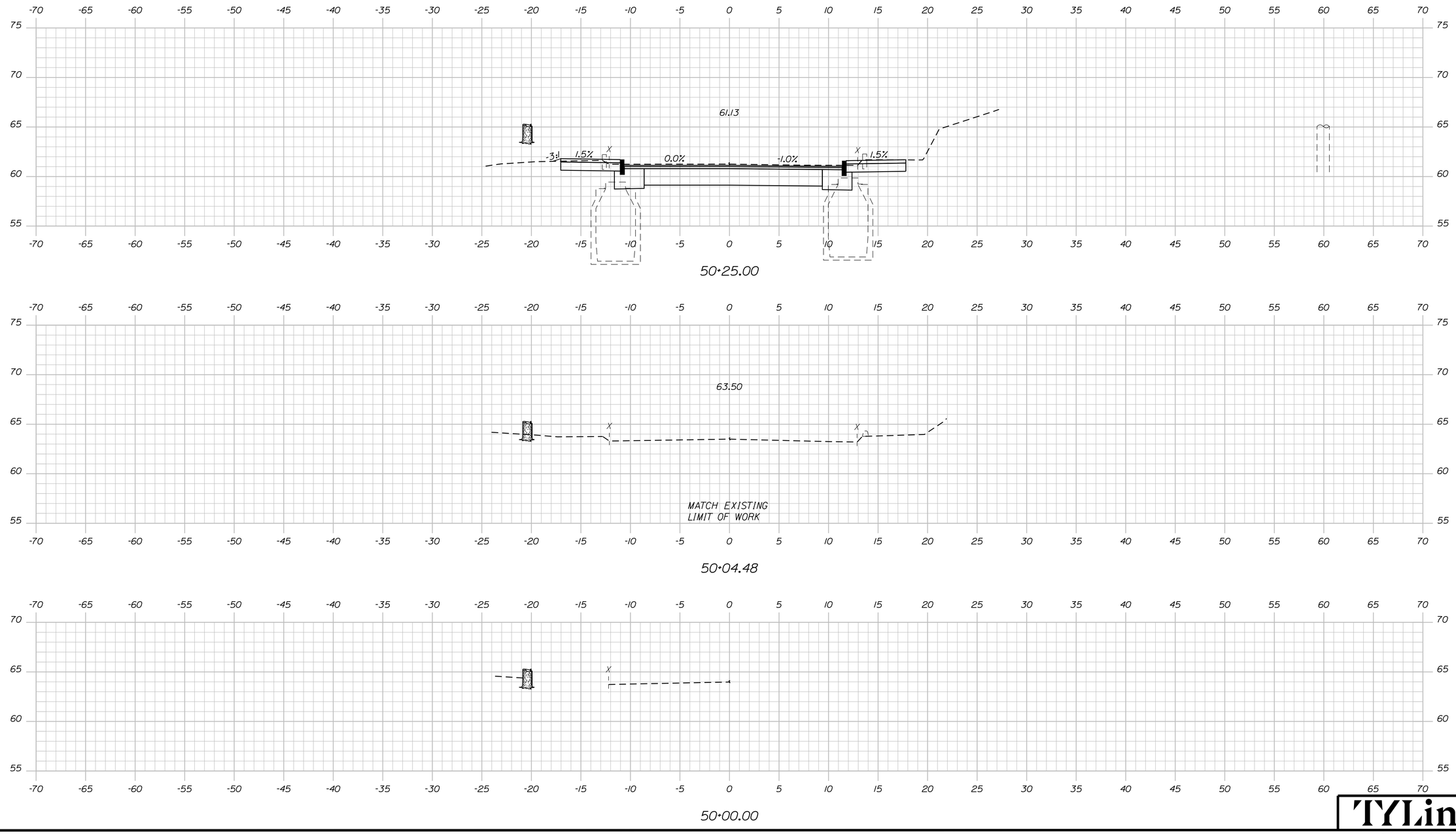
TYLin

SHEET NUMBER

53

OF 71

Sta. 24+75.00 to Sta. 25+00.00



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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25653.00

SIGNATURE

P.E. NUMBER

DATE

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DESIGN-DETAILED		
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REVISIONS 1		
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REVISIONS 4		
FIELD CHANGES		

BIDDEFORD
ELM STREET

CROSS SECTIONS

SHEET NUMBER

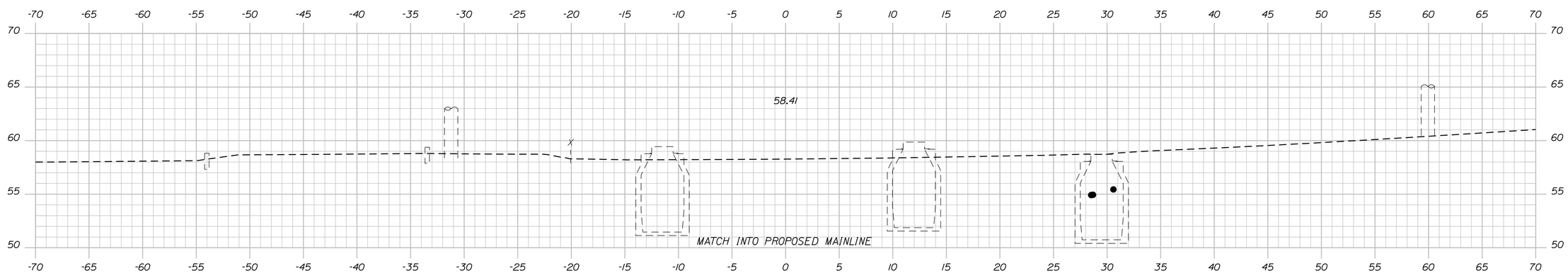
54

OF 71

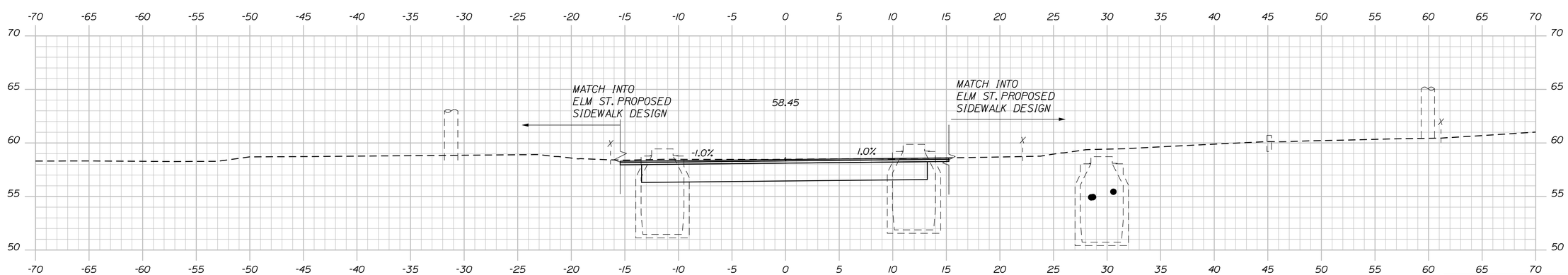
TYLin

Sta. 50+00.00 to Sta. 50+25.00

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



50+51.93



50+50.00

Sta. 50+50.00 to Sta. 50+51.93

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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DESIGN-DETAILED		
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REVISIONS 4		
FIELD CHANGES		

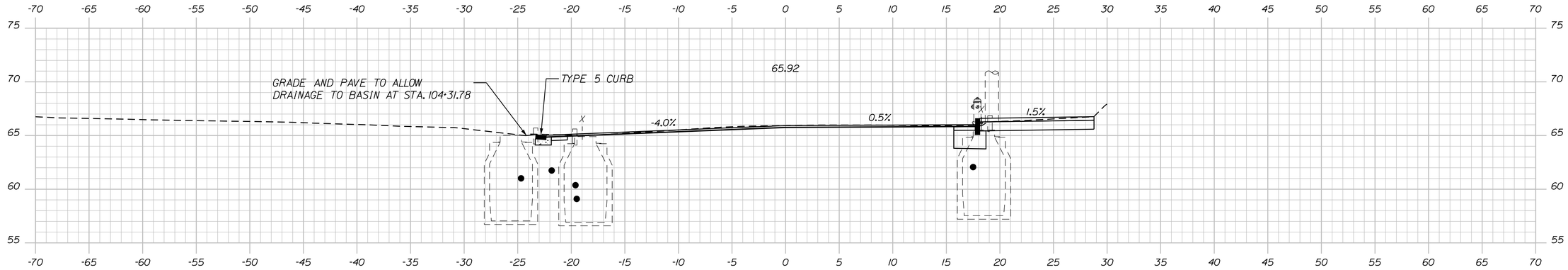
BIDDEFORD
ELM STREET

CROSS SECTIONS

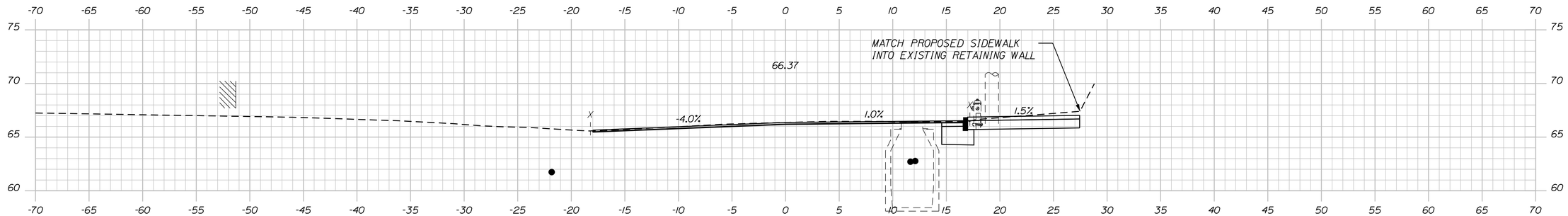
TYLin

SHEET NUMBER
55
OF 71

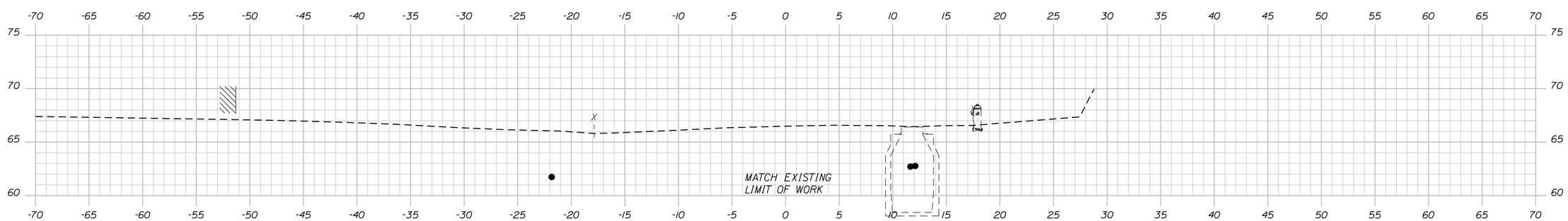
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



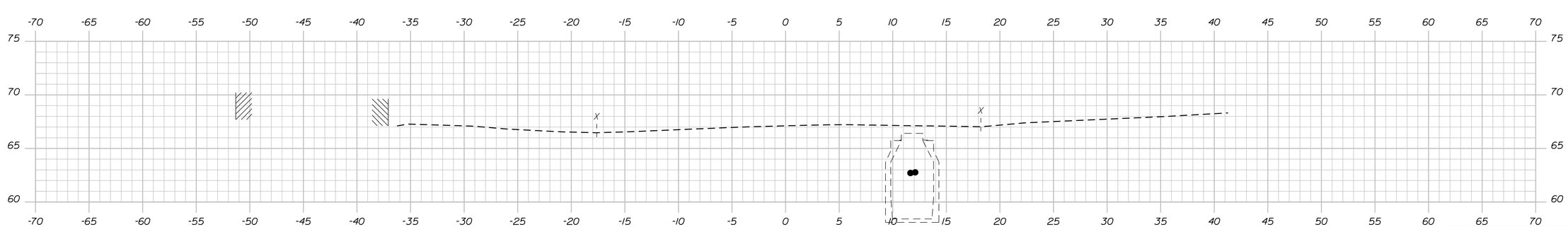
104+25.00



104+00.00



103+95.41



103+75.00

TYLin

Sta. 103+75.00 to Sta. 104+25.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

	BY	DATE
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DESIGN-DETAILED		
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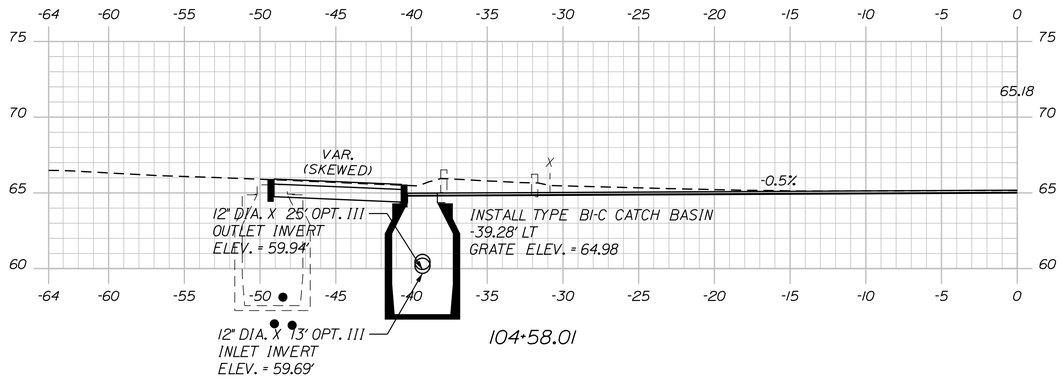
REVISIONS 4		
FIELD CHANGES		

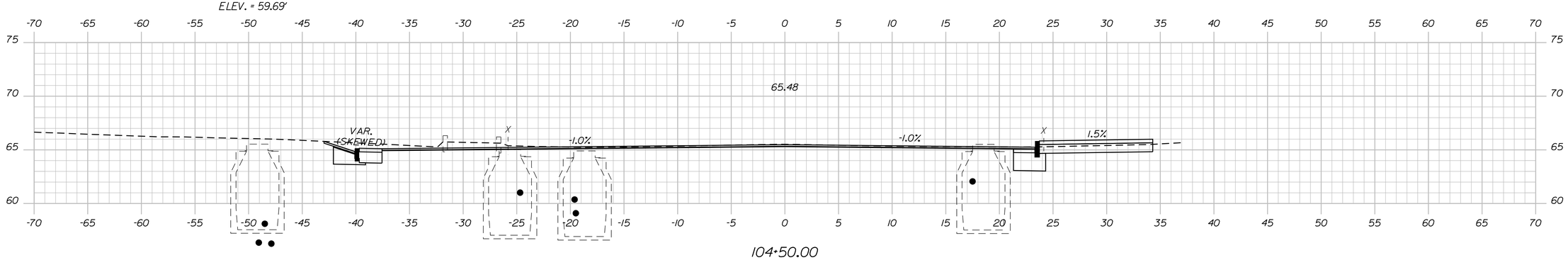
BIDDEFORD
ELM STREET

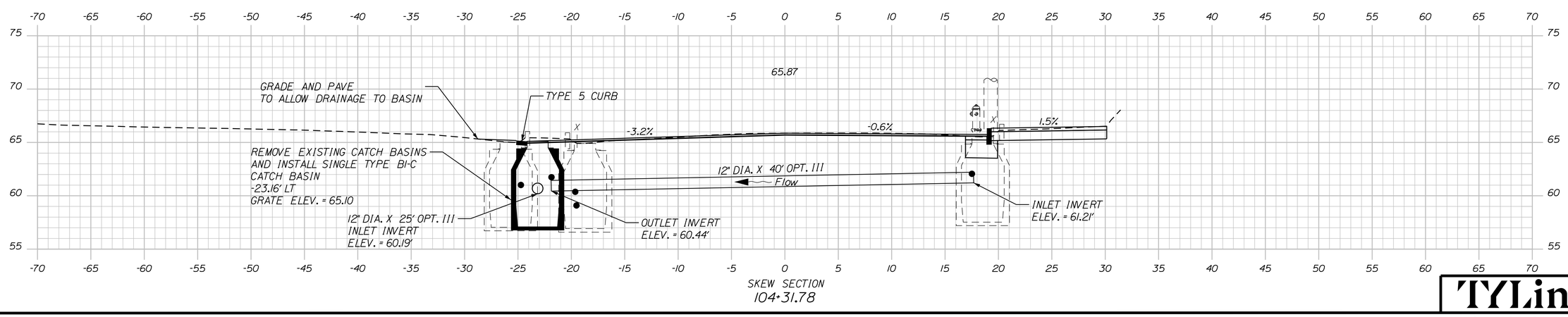
CROSS SECTIONS

SHEET NUMBER
56
OF 71

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026







Date:9/25/2026 Username: Division: HIGHWAY Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

	BY	DATE
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DESIGN-DETAILED		
CHECKED-REVIEWED		
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DESIGN3-DETAILED3		
REVISIONS 1		
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REVISIONS 3		
REVISIONS 4		
FIELD CHANGES		

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BIDDEFORD
ELM STREET

CROSS SECTIONS

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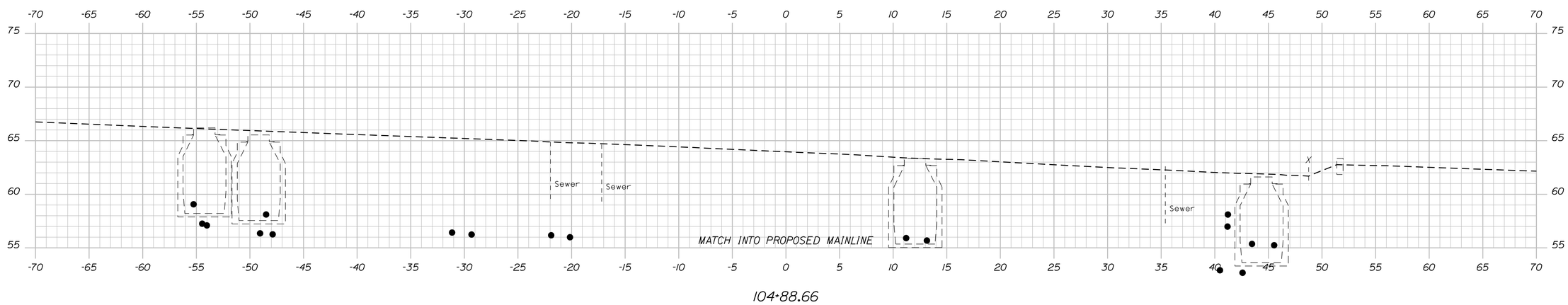
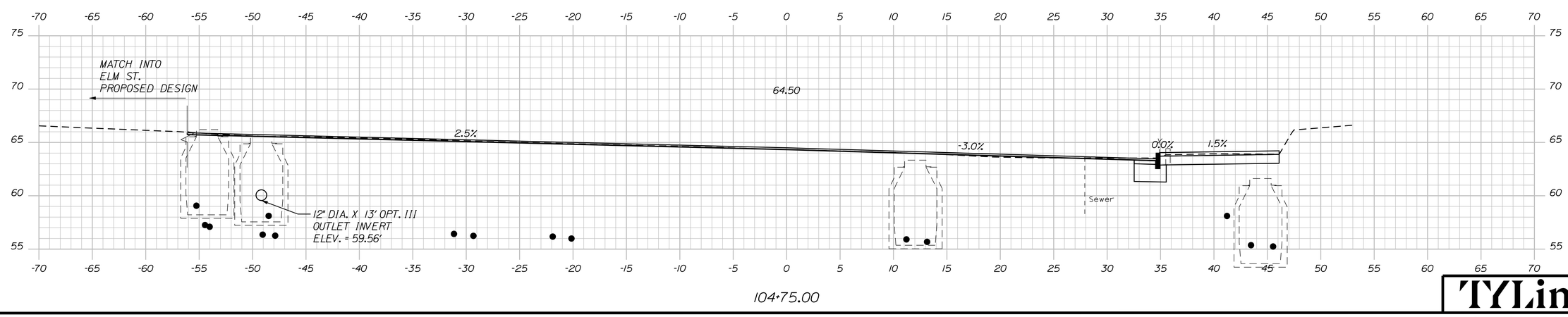
TYLin

Sta. 104+31.78 to Sta. 104+58.01





Sta. 104+75.00 to Sta. 104+88.66

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

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

SIGNATURE

P.E. NUMBER

DATE

BIDDEFORD
ELM STREET

CROSS SECTIONS

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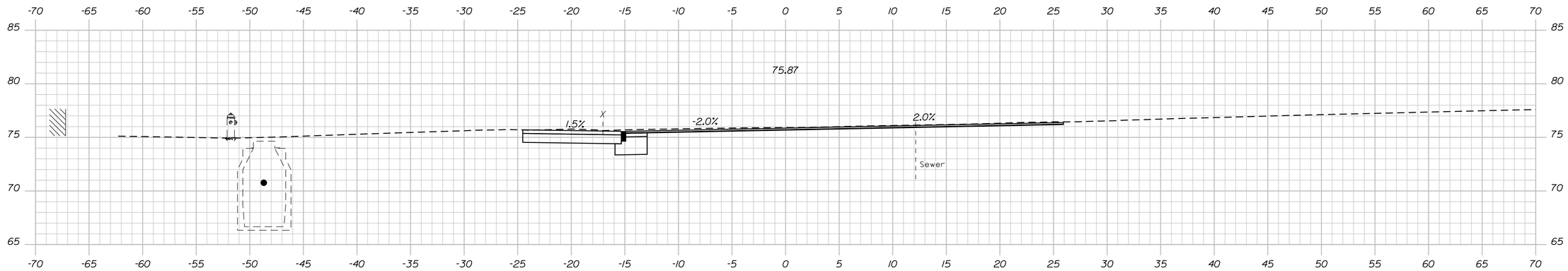
58

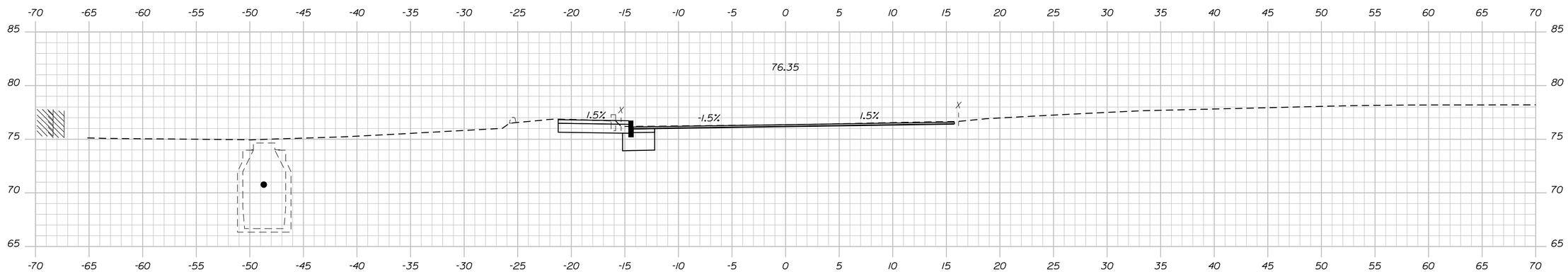
OF 71

TYLin

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



201+50.00



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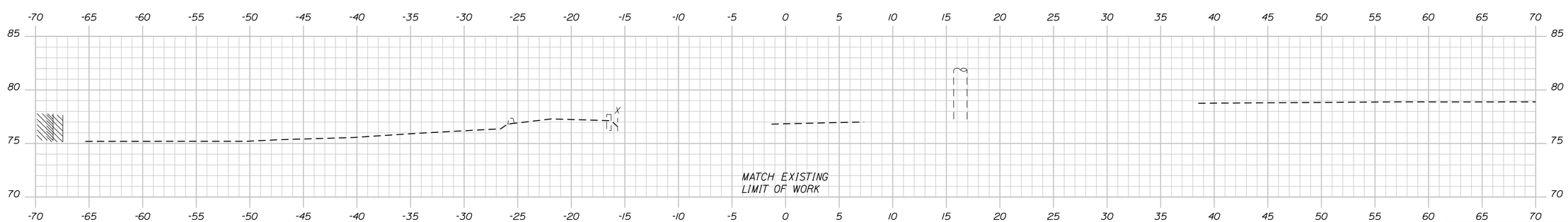

201+00.00

Sta. 201+00.00 to Sta. 201+50.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE

P.E. NUMBER

DATE

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

BIDDEFORD
ELM STREET

CROSS SECTIONS

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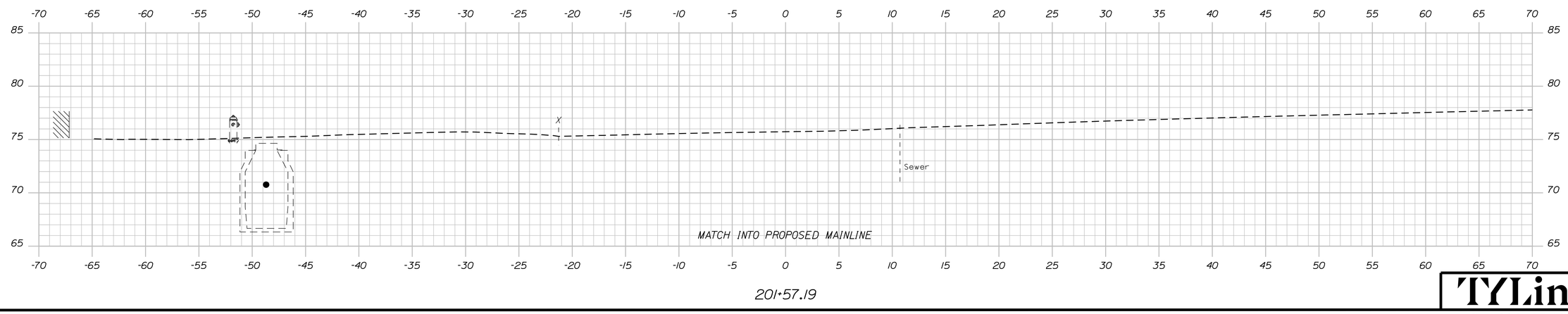
59

OF 71

TYLin

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



201+57.19

TYLin

PROJ. MANAGER	BY	DATE
DESIGN-DETAILED		
CHECKED-REVIEWED		
DESIGN2-DETAILED2		
DESIGN3-DETAILED3		
REVISIONS 1		
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FIELD CHANGES		

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25653.00

BIDDEFORD
ELM STREET

CROSS SECTIONS

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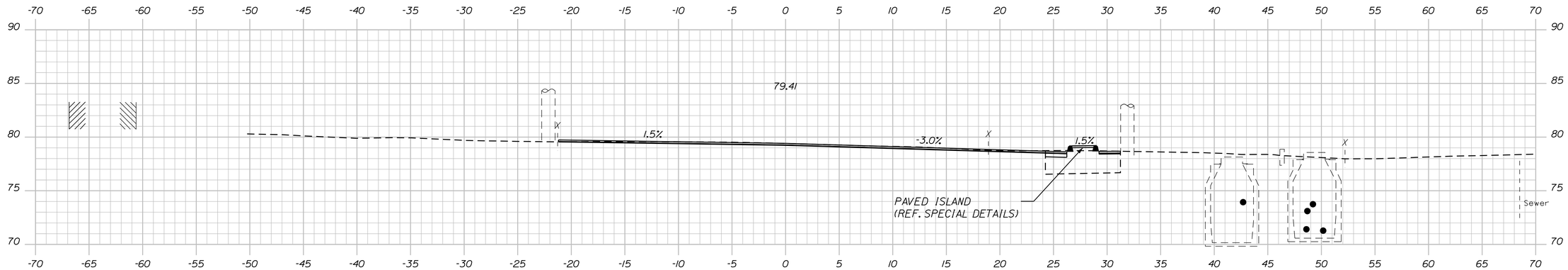
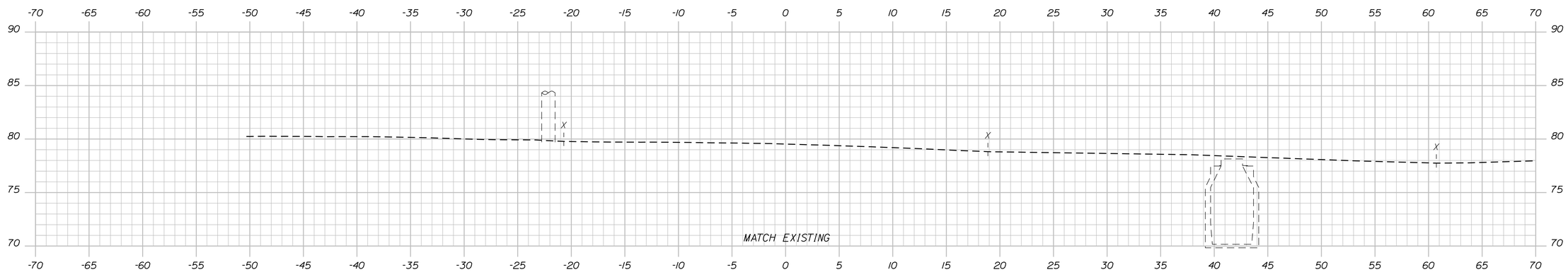
60

OF 71

Sta. 201+57.19 to Sta. 201+57.19



306+25.00



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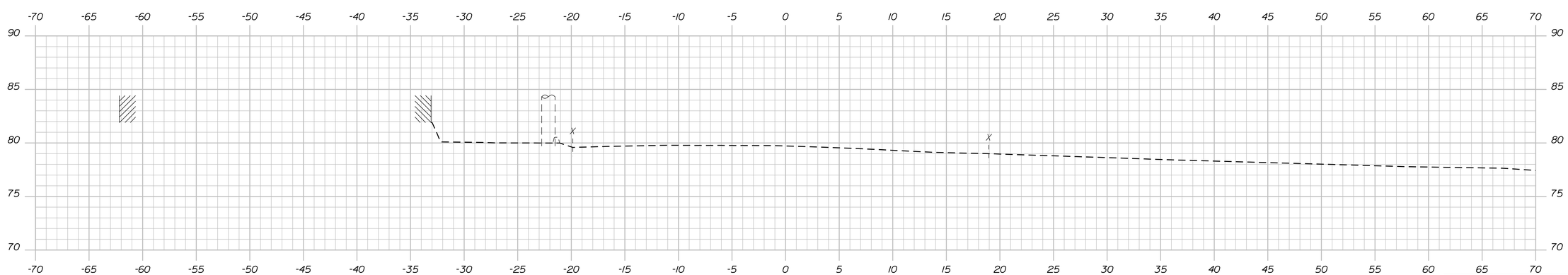

306+00.00

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2566300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

BY	DATE

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

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ELM STREET

CROSS SECTIONS

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61
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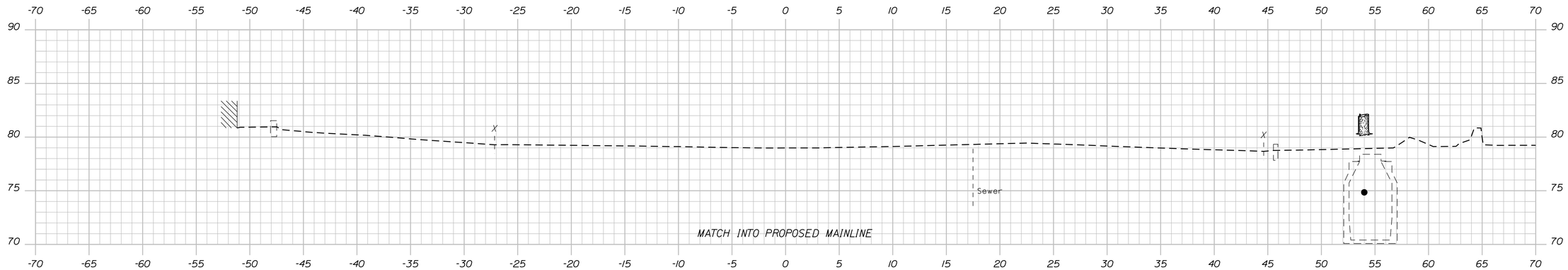
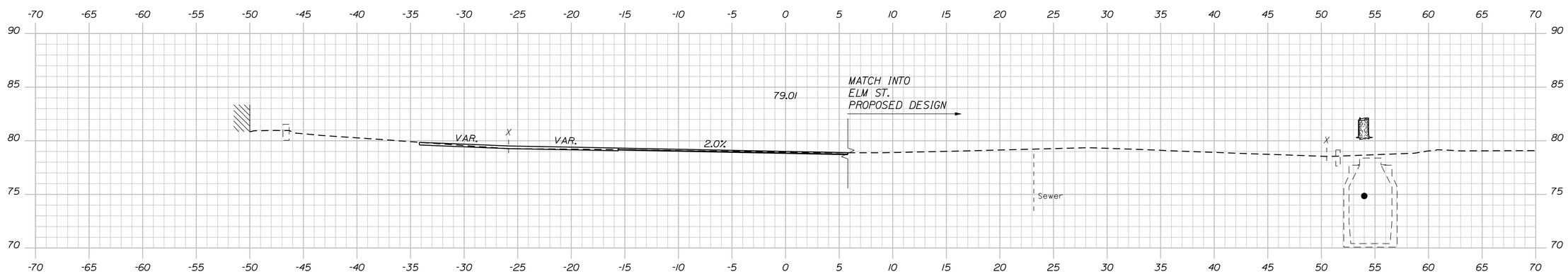
TYLin

Sta. 306+00.00 to Sta. 306+25.00

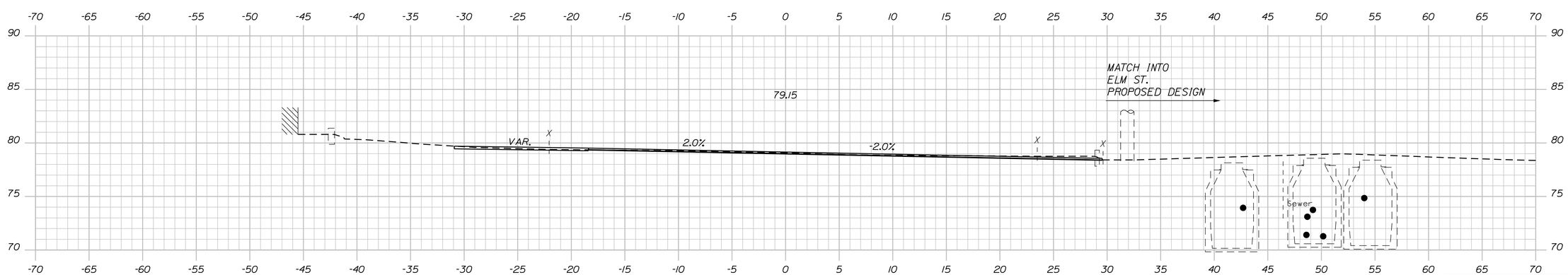
Date:9/25/2026
Username:
Division: HIGHWAY
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn



306+81.10



306+75.00



306+50.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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SIGNATURE
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REVISIONS 4		
FIELD CHANGES		

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CROSS SECTIONS

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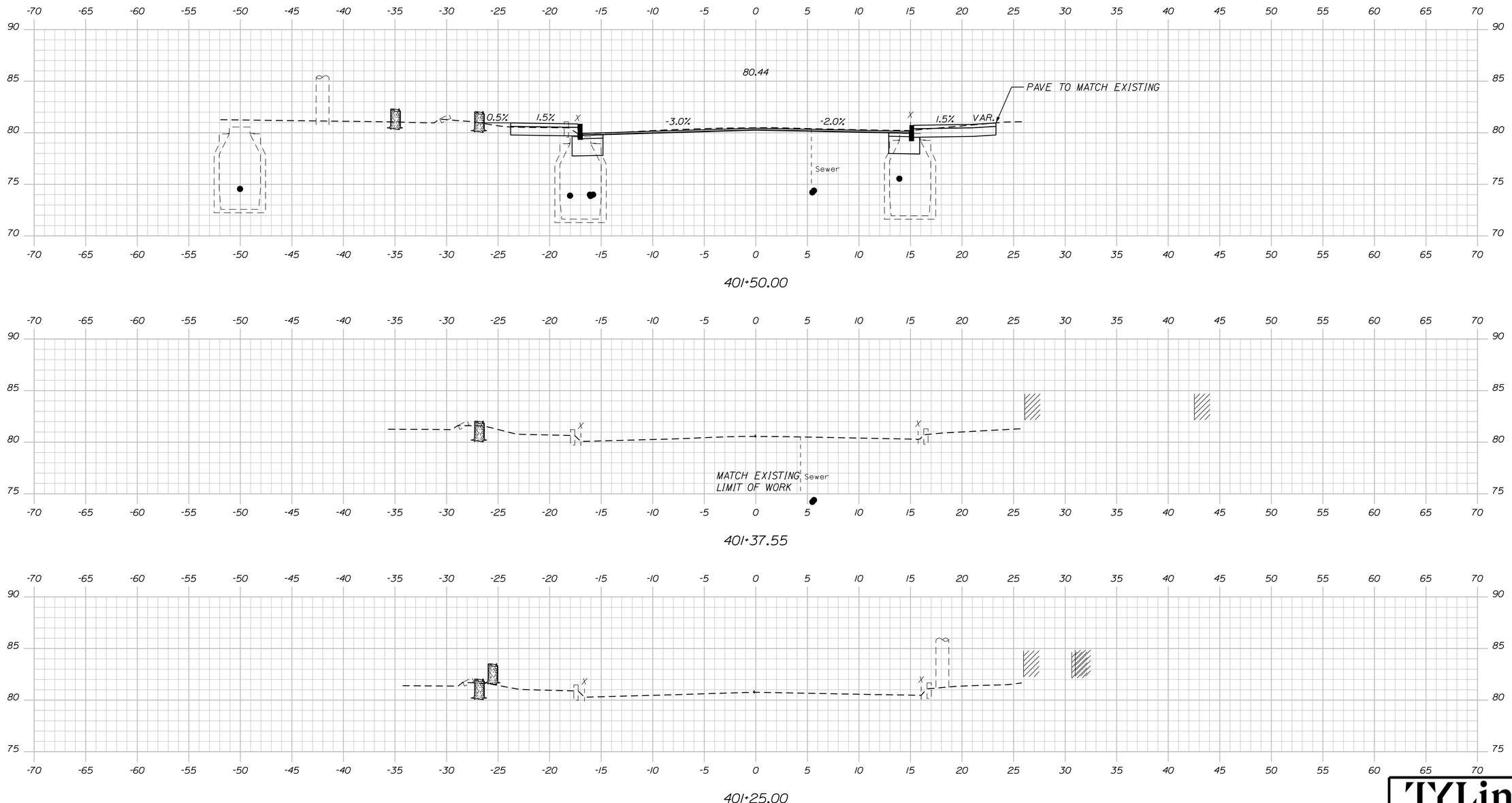
OF 71

Sta. 306+50.00 to Sta. 306+81.10

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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SIGNATURE
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FIELD CHANGES		

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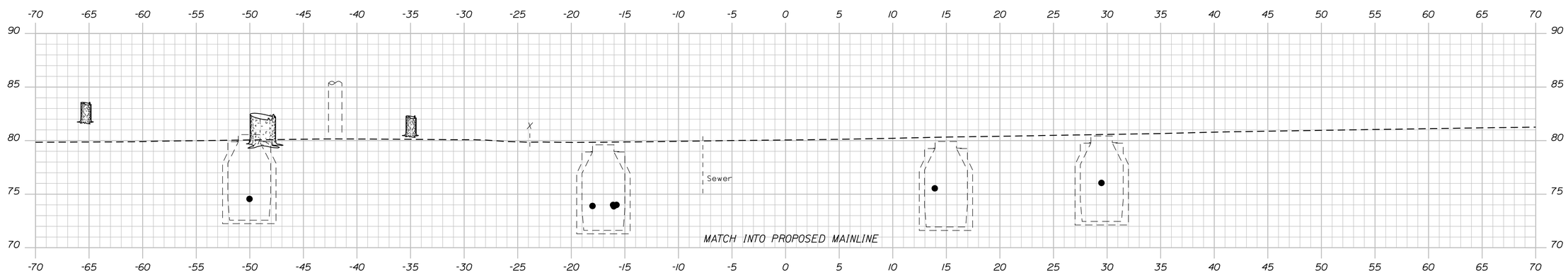
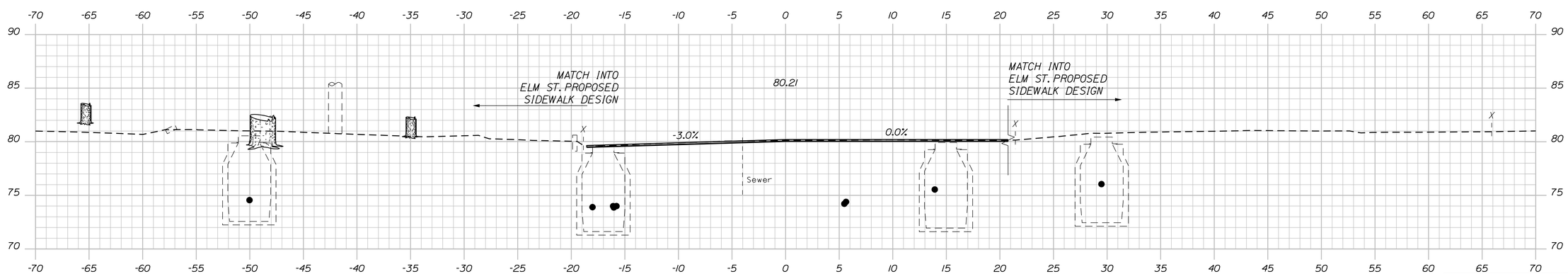
TYLin

Sta. 401+25.00 to Sta. 401+50.00

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



401+83.27



401+75.00

Sta. 401+75.00 to Sta. 401+83.27

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

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	BY	DATE
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FIELD CHANGES		

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ELM STREET

CROSS SECTIONS

SHEET NUMBER

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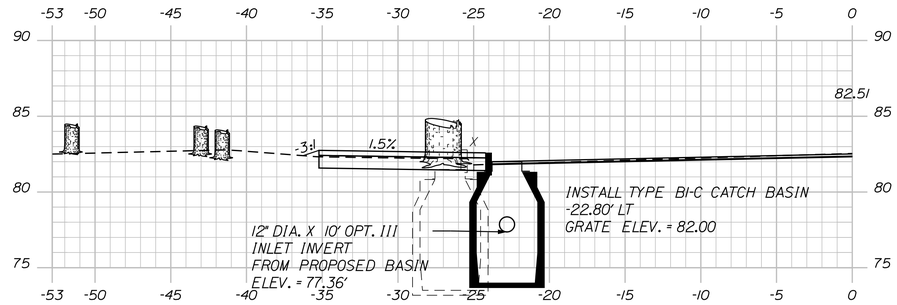
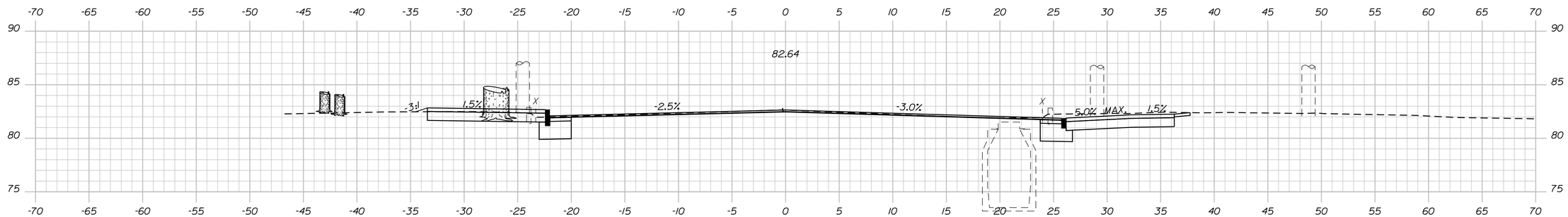
OF 71

TYLin

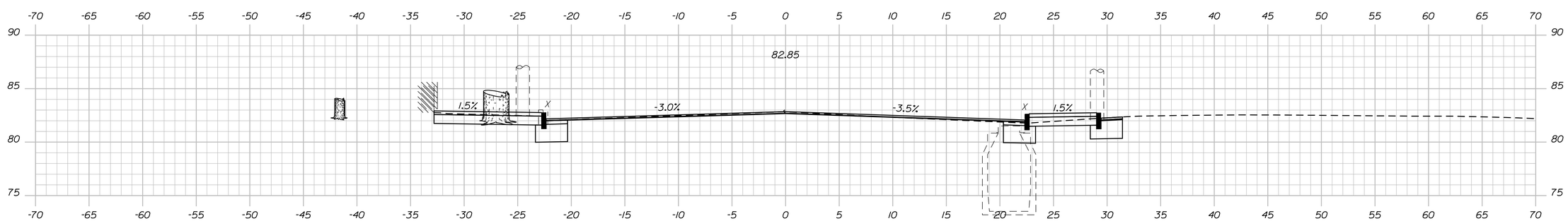
Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



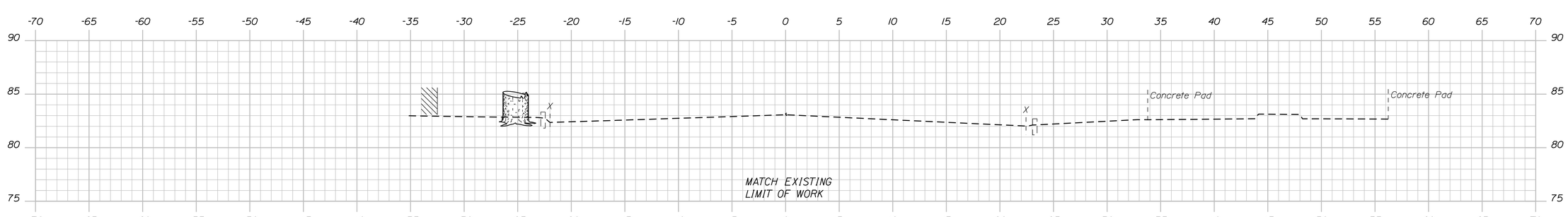
501+67.39



501+50.00



501+25.00



501+00.00

TYLin

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

BIDDEFORD
ELM STREET

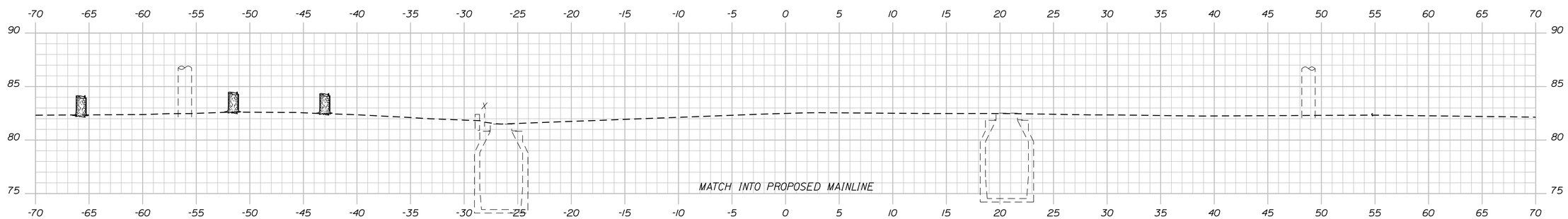
CROSS SECTIONS

SHEET NUMBER
65
OF 71

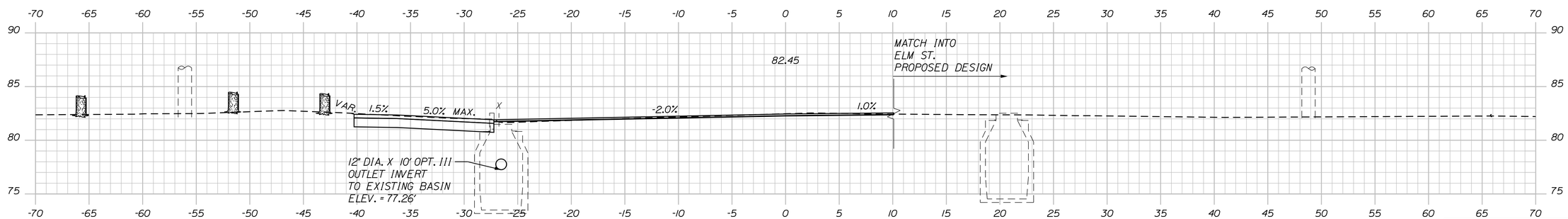
Sta. 501+00.00 to Sta. 501+67.39

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



501+77.88



501+75.00

TYLin

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

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

BIDDEFORD
ELM STREET

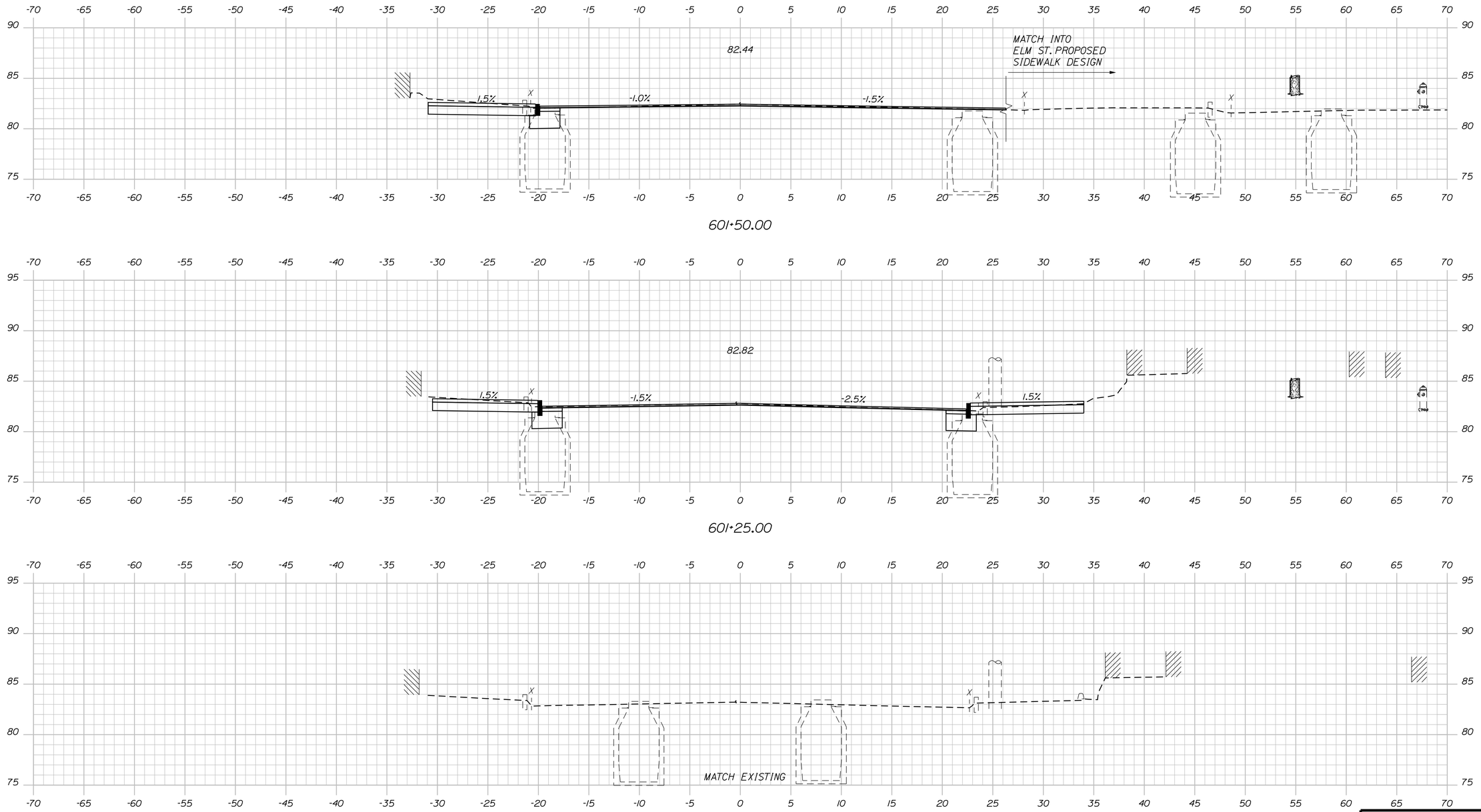
CROSS SECTIONS

SHEET NUMBER

66

OF 71

Sta. 501+75.00 to Sta. 501+77.88



Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

SIGNATURE
P.E. NUMBER
DATE

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

BIDDEFORD
ELM STREET

CROSS SECTIONS

SHEET NUMBER

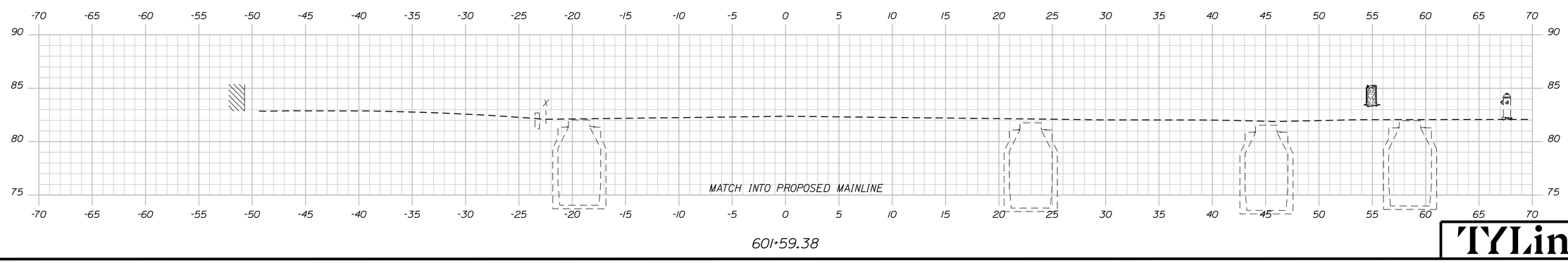
67

OF 71

TYLin

Sta. 601+00.00 to Sta. 601+50.00

Filename: ...\00\HIGHWAY\MSTA\xxx_Xsect.dgn Division: HIGHWAY Username: Date:9/25/2026



601+59.38

TYLin

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

SIGNATURE

P.E. NUMBER

DATE

STATE OF MAINE
DEPARTMENT OF TRANSPORTATION

2565300

WIN
25653.00

BIDDEFORD
ELM STREET

CROSS SECTIONS

SHEET NUMBER
68
OF 71

Sta. 601+59.38 to Sta. 601+59.38

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer (Existing / Proposed)	Traveled Way (Existing / Proposed)
Approx. Property Lines — P.L.	Building — Clearing Limit Line	Telephone Line	Ditch
Existing Right of Way	Trees — Conifer — Deciduous	Electric Line	Catch Basin
Limits of Wrought Portion — L.O.W.P.	Tree Line — Bush Line	Water Line	Manhole
Control Of Access — C.O.A.	Water Edge	Underdrain Line	Sewer Manhole
New Right of Way	Ledge — Rock/Boulder — Flag Pole	Gas Line	Utility Pole
New Easement	Fence — CHAIN LINK — BARB WIRE — STOCKADE	Guardrail	Fire Hydrant
New Temporary Rights	Sign — Well — BELL — Mailbox	Culvert	Curbing
New R/W Within Existing R/W			

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

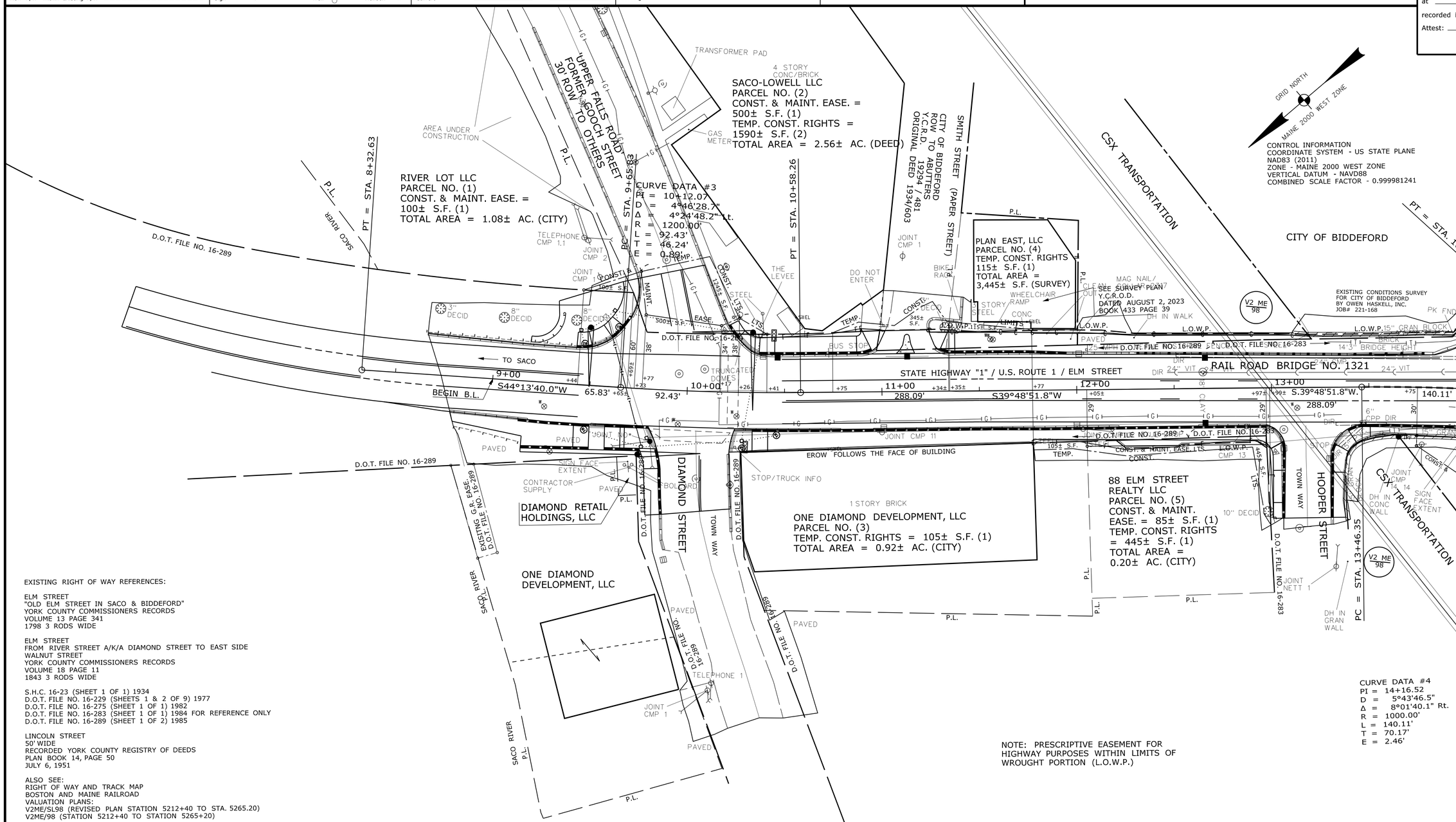
THIS PLAN WAS PREPARED IN CONNECTION WITH THE DEPARTMENT'S ACQUISITION OF REAL PROPERTY FOR TRANSPORTATION PURPOSES. IT CANNOT BE USED TO ESTABLISH LEGAL BOUNDARIES BETWEEN ABUTTING PROPERTY OWNERS.

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at _____h_____m_____M and
recorded in Plan Bk _____, Pg. _____
Attest: _____
REGISTER

PRELIMINARY PLAN



EXISTING RIGHT OF WAY REFERENCES:

ELM STREET
"OLD ELM STREET IN SACO & BIDDEFORD"
YORK COUNTY COMMISSIONERS RECORDS
VOLUME 13 PAGE 341
1798 3 RODS WIDE

ELM STREET
FROM RIVER STREET A/K/A DIAMOND STREET TO EAST SIDE WALNUT STREET
YORK COUNTY COMMISSIONERS RECORDS
VOLUME 18 PAGE 11
1843 3 RODS WIDE

S.H.C. 16-23 (SHEET 1 OF 1) 1934
D.O.T. FILE NO. 16-229 (SHEETS 1 & 2 OF 9) 1977
D.O.T. FILE NO. 16-275 (SHEET 1 OF 1) 1982
D.O.T. FILE NO. 16-283 (SHEET 1 OF 1) 1984 FOR REFERENCE ONLY
D.O.T. FILE NO. 16-289 (SHEET 1 OF 2) 1985

LINCOLN STREET
50' WIDE
RECORDED YORK COUNTY REGISTRY OF DEEDS
PLAN BOOK 14, PAGE 50
JULY 6, 1951

ALSO SEE:
RIGHT OF WAY AND TRACK MAP
BOSTON AND MAINE RAILROAD
VALUATION PLANS:
V2ME/SL98 (REVISED PLAN STATION 5212+40 TO STA. 5265.20)
V2ME/98 (STATION 5212+40 TO STATION 5265+20)

ITEM	CHECKED	TECH
EXISTING CONDITION PLAN	$RWEXISTCHK$	TYLIN
FINAL RIGHT OF WAY	$RWPROPCHK$	TYLIN
AREAS	$RWAREASCHK$	TYLIN

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

Filename: ...\00\ROW\MSTA\001_RWPLAN1.dgn Division: HIGHWAY Username: Date:9/25/2026

REVISIONS

NO.	DATE	DESCRIPTION	BY

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

STATE HIGHWAY "1"
U.S. ROUTE 1 / ELM STREET
BIDDEFORD YORK COUNTY
WORK IDENTIFICATION NO. 025653.00

JULY 2026	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 16-571
SCALE 1" = 25'	SHEET 1 OF 3	

SHEET NUMBER
69
OF 71

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer	Traveled Way
Approx. Property Lines — P.L. —	Building / Clearing Limit Line	Telephone Line	Ditch
Existing Right of Way	Trees / Conifer / Deciduous	Electric Line	Catch Basin
Limits of Wrought Portion — L.O.W.P. —	Tree Line / Bush Line	Water Line	Manhole
Control Of Access — C.O.A. —	Water Edge	Underdrain Line	Sewer Manhole
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Gas Line	Utility Pole
New Easement	Fence: CHAIN LINK, BARB WIRE, STOCKADE	Guardrail	Fire Hydrant
New Temporary Rights	Sign / Well / BELL Mailbox	Culvert	Curbing
New R/W Within Existing R/W			

Existing / Proposed

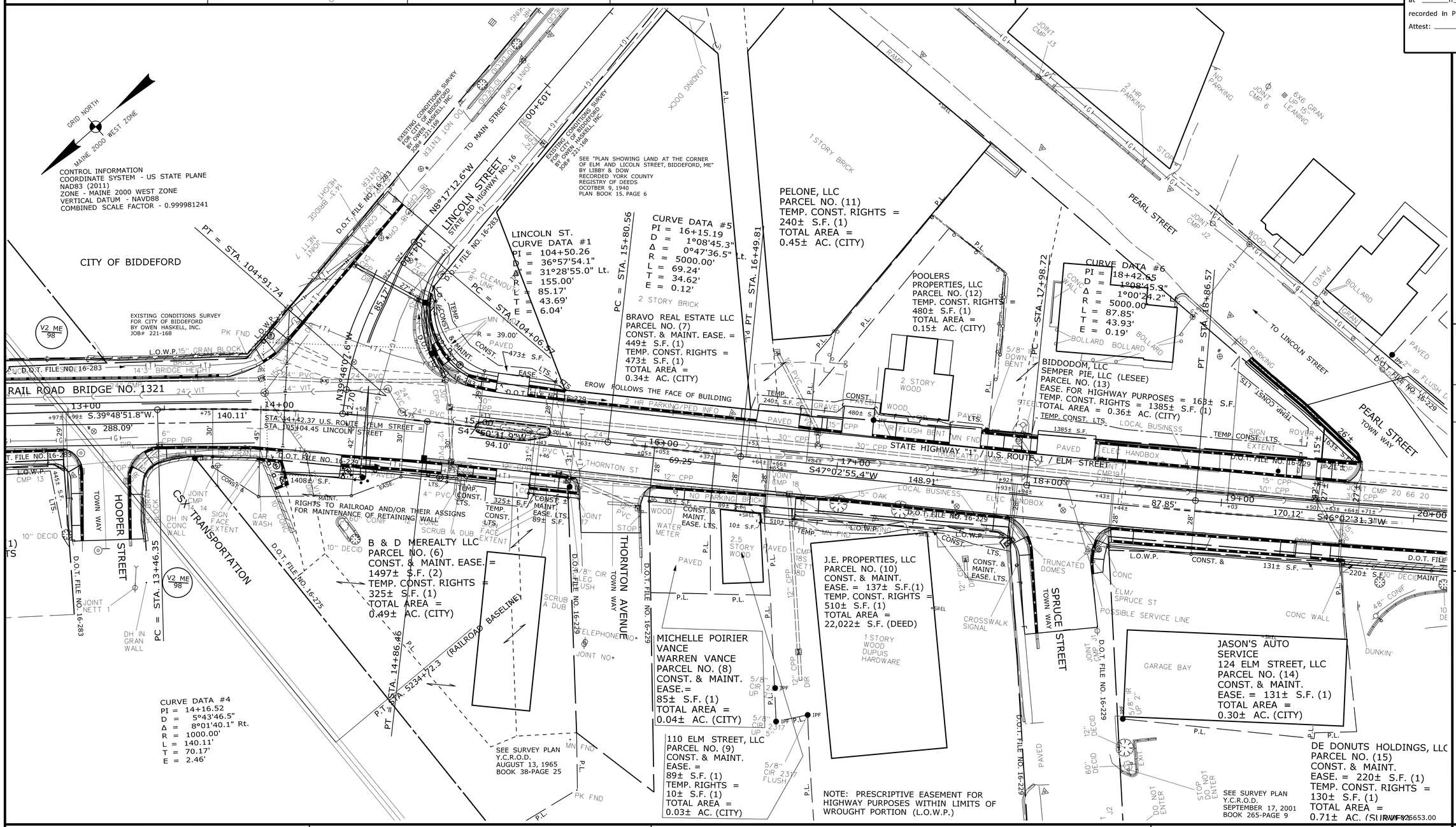
Cut Line — Fill Line
Stonewall — Retaining Wall
Baseline
Monument — Traverse Point
Iron Rod Found ● IRF — Pipe Found ● IPF
Replacement Pin Set

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

25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at ____h____m____M and
recorded in Plan Bk ____, Pg. ____
Attest: _____
REGISTER



Date:9/25/2026
Filename: ...\00\ROW\MSTA\002_RWPLAN2.dgn Division: HIGHWAY Username:

REVISIONS			
NO.	DATE	DESCRIPTION	BY

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

STATE HIGHWAY "1"
U.S. ROUTE 1 / ELM STREET
BIDDEFORD — YORK COUNTY
WORK IDENTIFICATION NO. 025653.00

JULY 2026	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 16-571
SCALE 1" = 25'	SHEET 2 OF 3	

SHEET NUMBER
70
OF 71

PLAN LEGEND

Town, County, State	New R/W Along Existing R/W	Sanitary Sewer	Traveled Way
Approx. Property Lines — P.L. —	Building / Clearing Limit Line	Telephone Line	Ditch
Existing Right of Way	Trees: Conifer / Deciduous	Electric Line	Catch Basin
Limits of Wrought Portion — L.O.W.P. —	Tree Line / Bush Line	Water Line	Manhole
Control Of Access — C.O.A. —	Water Edge	Underdrain Line	Sewer Manhole
New Right of Way	Ledge / Rock/Boulder / Flag Pole	Gas Line	Utility Pole
New Easement	Fence: CHAIN LINK / BARB WIRE / STOCKADE	Guardrail	Fire Hydrant
New Temporary Rights	Sign / Well / BELL Mailbox	Culvert	Curbing
New R/W Within Existing R/W			

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

	Existing	Proposed
Traveled Way		
Ditch		
Catch Basin		■
Manhole	○	●
Sewer Manhole	◎	●
Utility Pole		●
Fire Hydrant		
Curbing		

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

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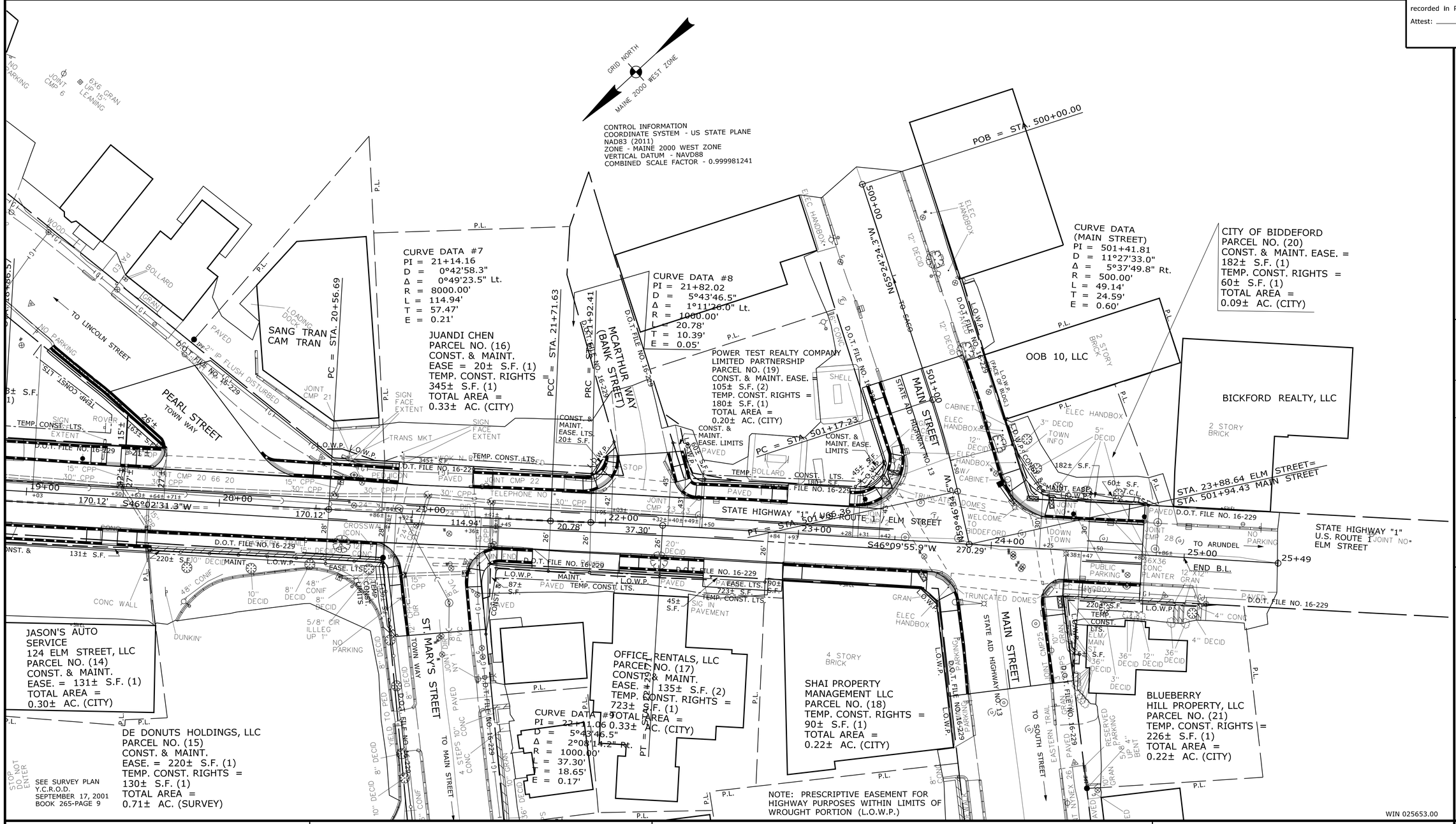
25 0 25 50 75 100
Scale of Feet

STATE OF MAINE
REGISTRY OF DEEDS

COUNTY _____
RECEIVED _____, _____
at ____h____m____M and
recorded in Plan Bk ____, Pg.____
Attest: _____
REGISTER

PRELIMINARY PLAN



ITEM	TECH	CHECKED
EXISTING CONDITION PLAN	TYLIN	$RWEXISTCHK$
FINAL RIGHT OF WAY	TYLIN	$RWPROPCHK$
AREAS	TYLIN	$RWAREASCHK$

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

REVISIONS

NO.	DATE	DESCRIPTION	BY

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

DALE F. DOUGHTY
COMMISSIONER
WILLIAM A. PULVER
CHIEF ENGINEER
DATE

STATE HIGHWAY "1"
U.S. ROUTE 1 / ELM STREET
BIDDEFORD — YORK COUNTY
WORK IDENTIFICATION NO. 025653.00

JULY 2026	RIGHT-OF-WAY MAP	D.O.T. FILE NO. 16-571
SCALE 1" = 25'	SHEET 3 OF 3	

SHEET NUMBER
71
OF 71

Date:9/25/2026
Username:
Filename: ...\00\ROW\MSTA\003_RWPLAN3.dgn Division: HIGHWAY