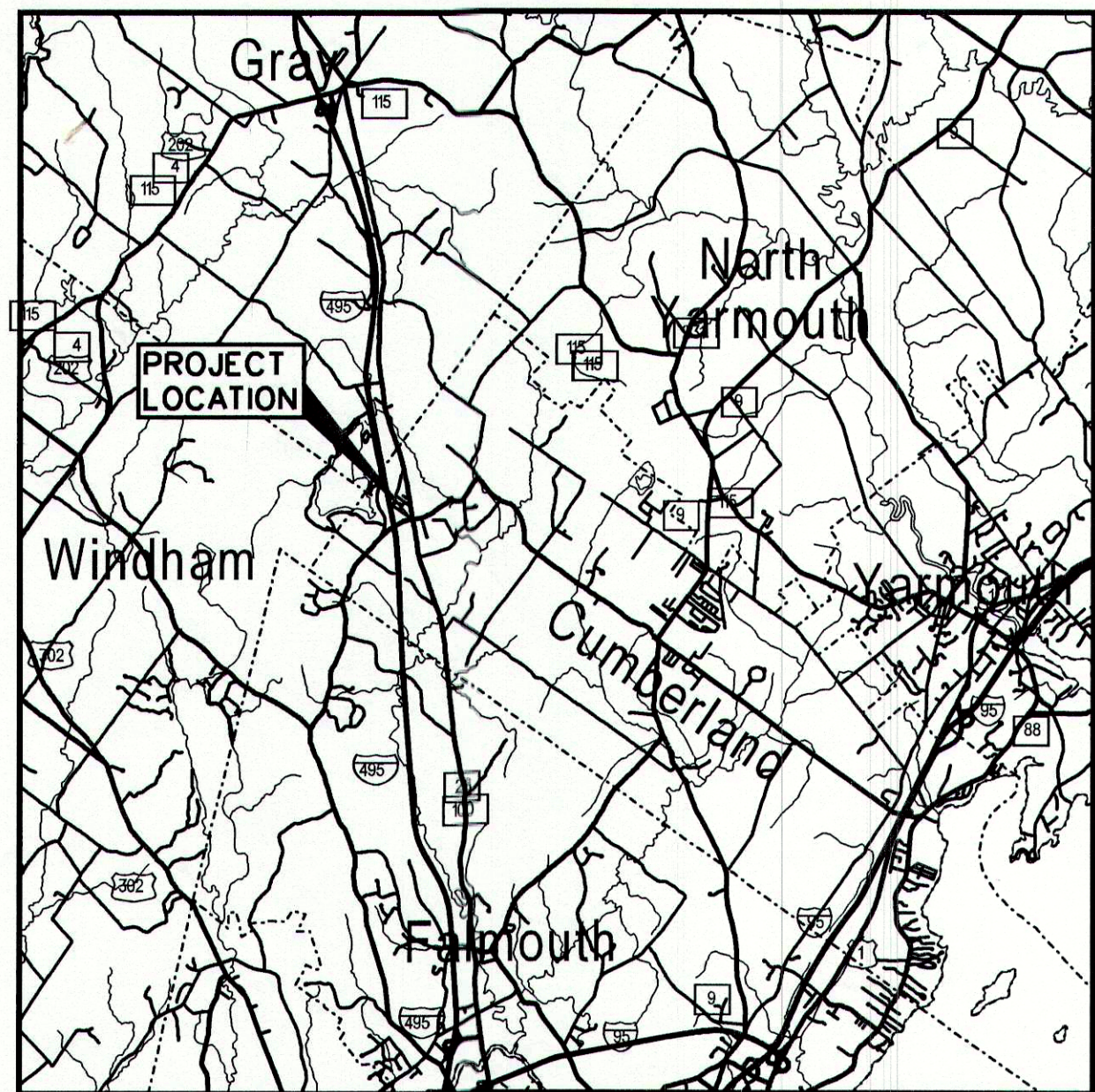


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION



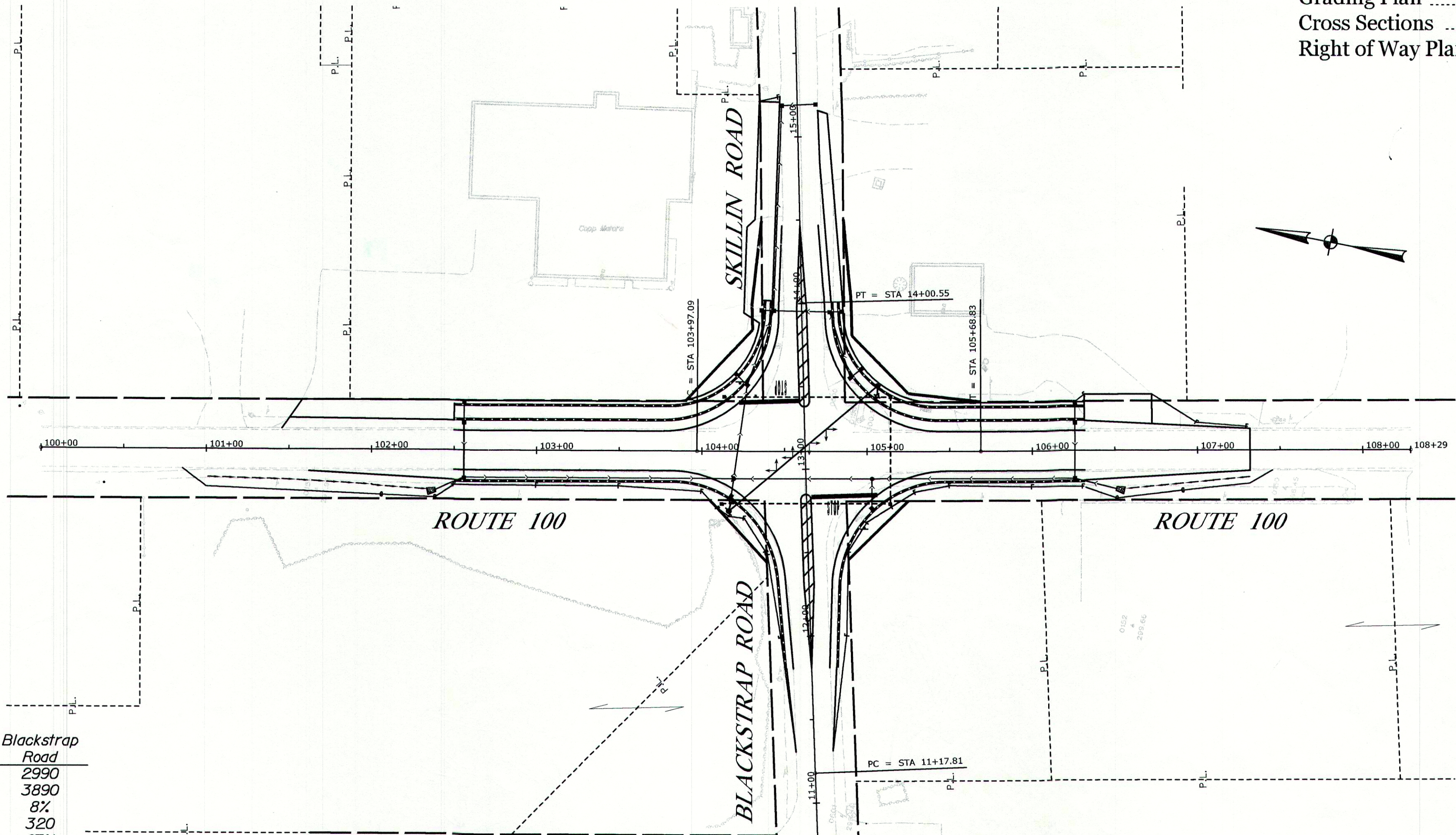
CUMBERLAND
BLACKSTRAP ROAD/SKILLIN ROAD
STP-1118(300)X
INTERSECTION IMPROVEMENTS



LOCATION MAP

INDEX OF SHEETS

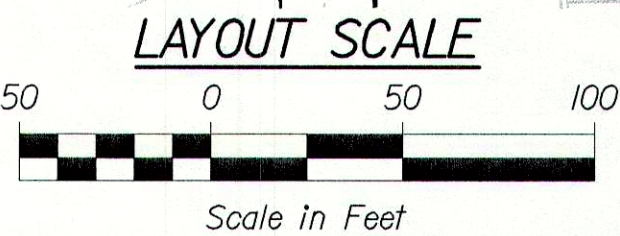
Description	Sheet No.
Title Sheet	1
Typical Sections & General Notes	2
Quantities Sheet (Not Included)	3
Geometric Plan	4
Geometric Curb Layout	5
Flashing Beacon Plan	6
Actuated Sign Plan	7
Striping Plan (Not Included)	8
Grading Plan	9
Cross Sections	10-16
Right of Way Plan (Not Included)	17



Per
drawn & S. 1/1s.
Call re: Drange
R.O.W. - e Blackstrap Rd.

TRAFFIC DATA

	Route 100 North	Skillin Road	Route 100 South	Blackstrap Road
Current (2004) AADT	7300	2590	7480	2990
Future (2024) AADT	9490	3370	9720	3890
DHV - % of AADT	9%	9%	9%	8%
Design Hour Volume	821	311	864	320
% Heavy Trucks (AADT)	10%	19%	12%	27%
% Heavy Trucks (DHV)	4%	5%	5%	11%
Directional Distribution (DHV)	72%	56%	74%	55%
18 kip Equivalent P 2.0	288	170	329	272
18 kip Equivalent P 2.5	283	166	323	266
Design Speed (mph)	35	35	35	40



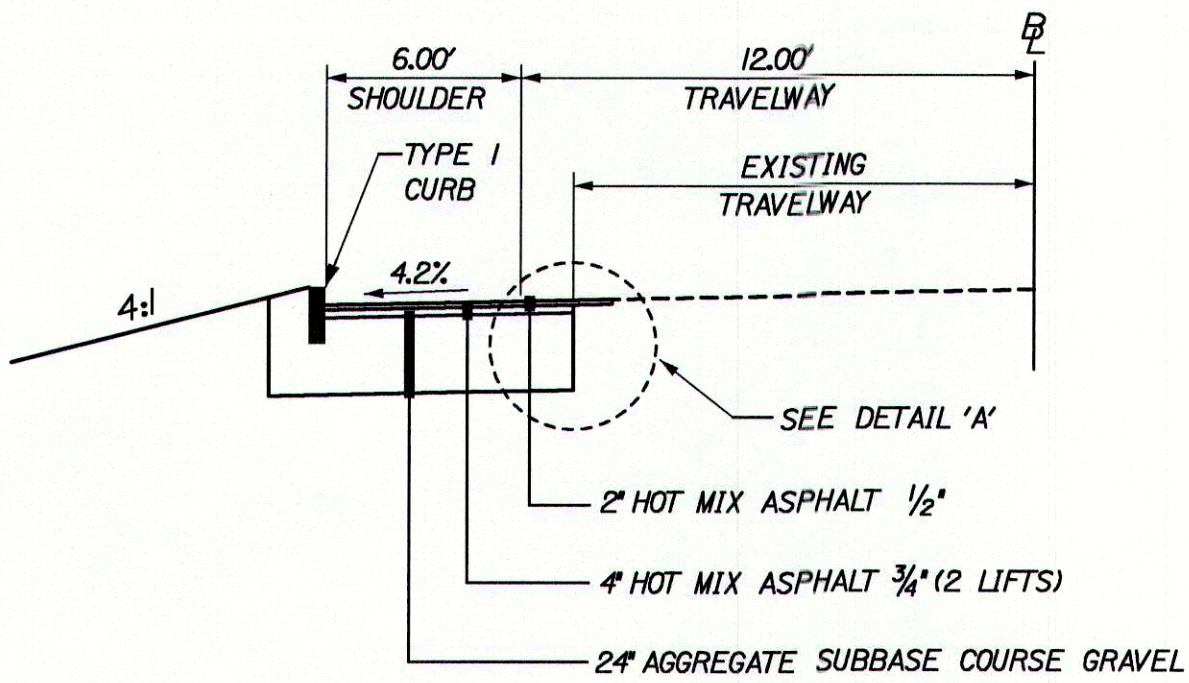
GP Gorrell-Palmer Consulting Engineers, Inc.
PO Box 1237 Traffic and Civil Engineering Services 207-657-6910
15 Shaker Road Gray, ME 04039 FAX: 207-657-6912
E-Mail: mailbox@gorrellpalmer.com

STATE OF MAINE	DEPARTMENT OF TRANSPORTATION	APPROVED	DATE
		COMMISSIONER:	CHIEF ENGINEER:

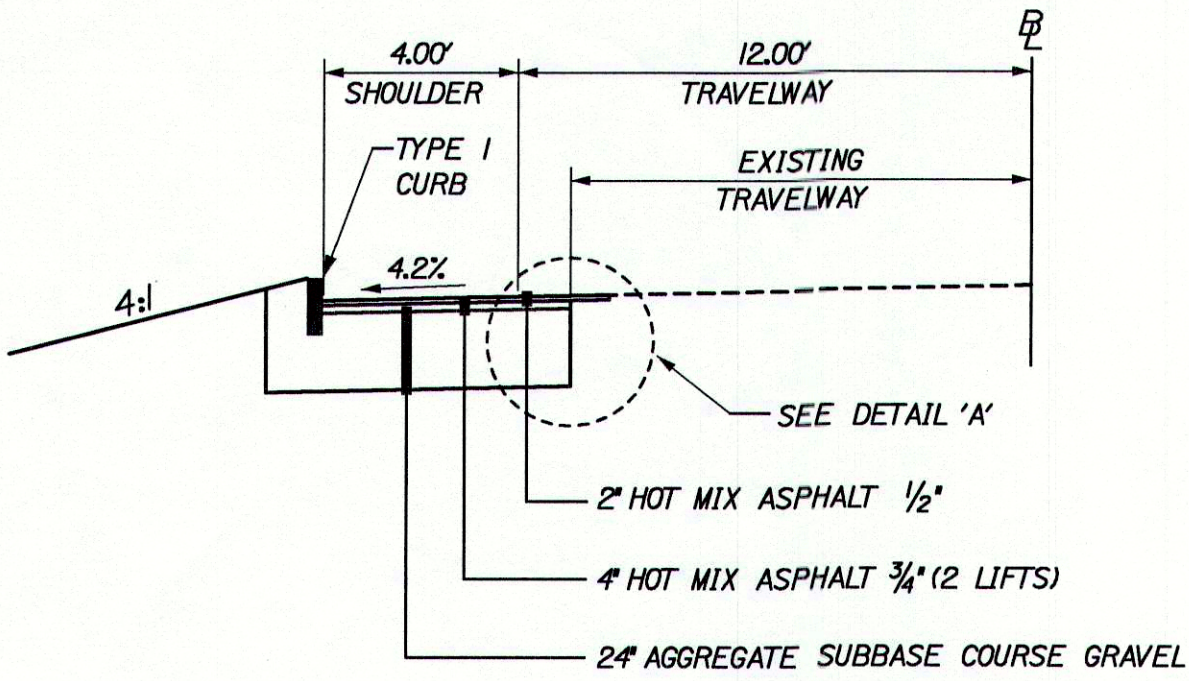
PROJECT INFORMATION	PROGRAM	PROJECT MANAGER	DESIGNER	CONSULTANT	PROJECT RESIDENT	CONTRACTOR	PROJECT COMPLETION DATE
		JIM MANSIR	R. NORWOOD	GORRILL PALMER			
		SIGNATURE	P.E. NUMBER	DATE			

CUMBERLAND BLACKSTRAP/SKILLIN	TITLE SHEET
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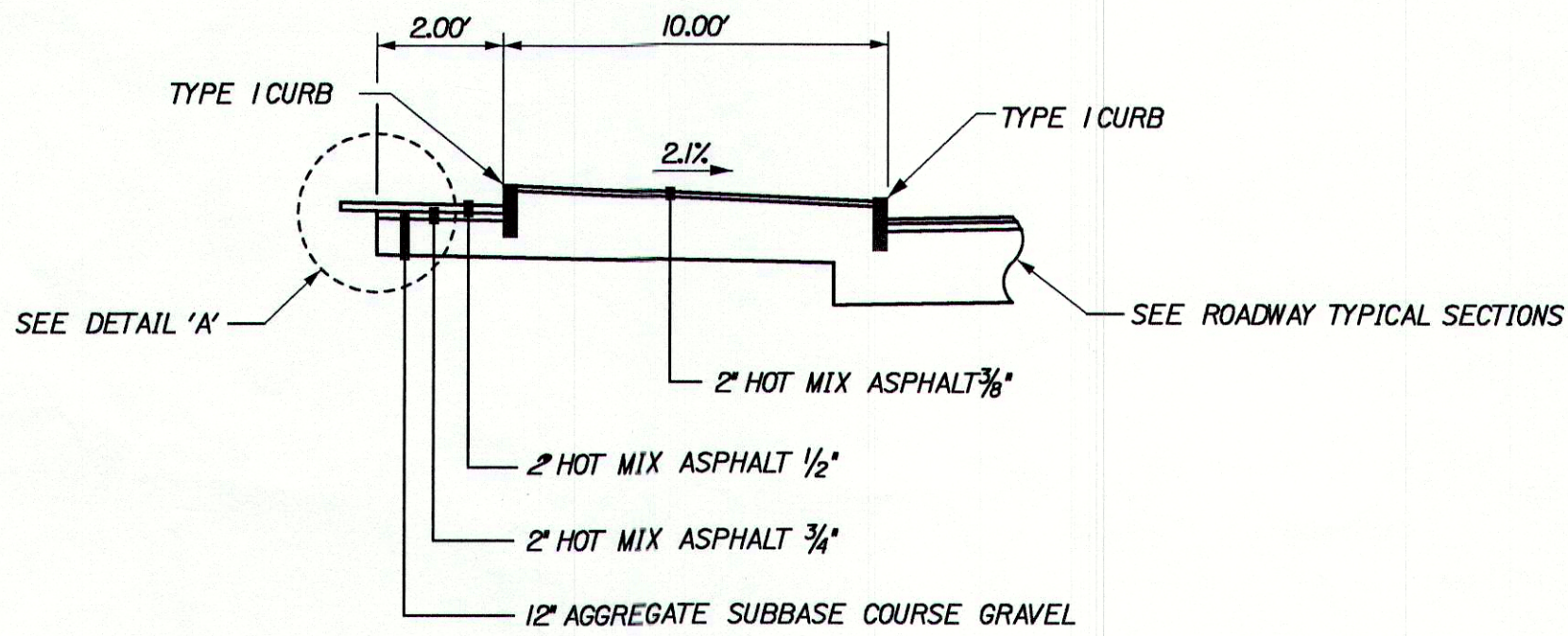
SHEET NUMBER	1
OF 17	



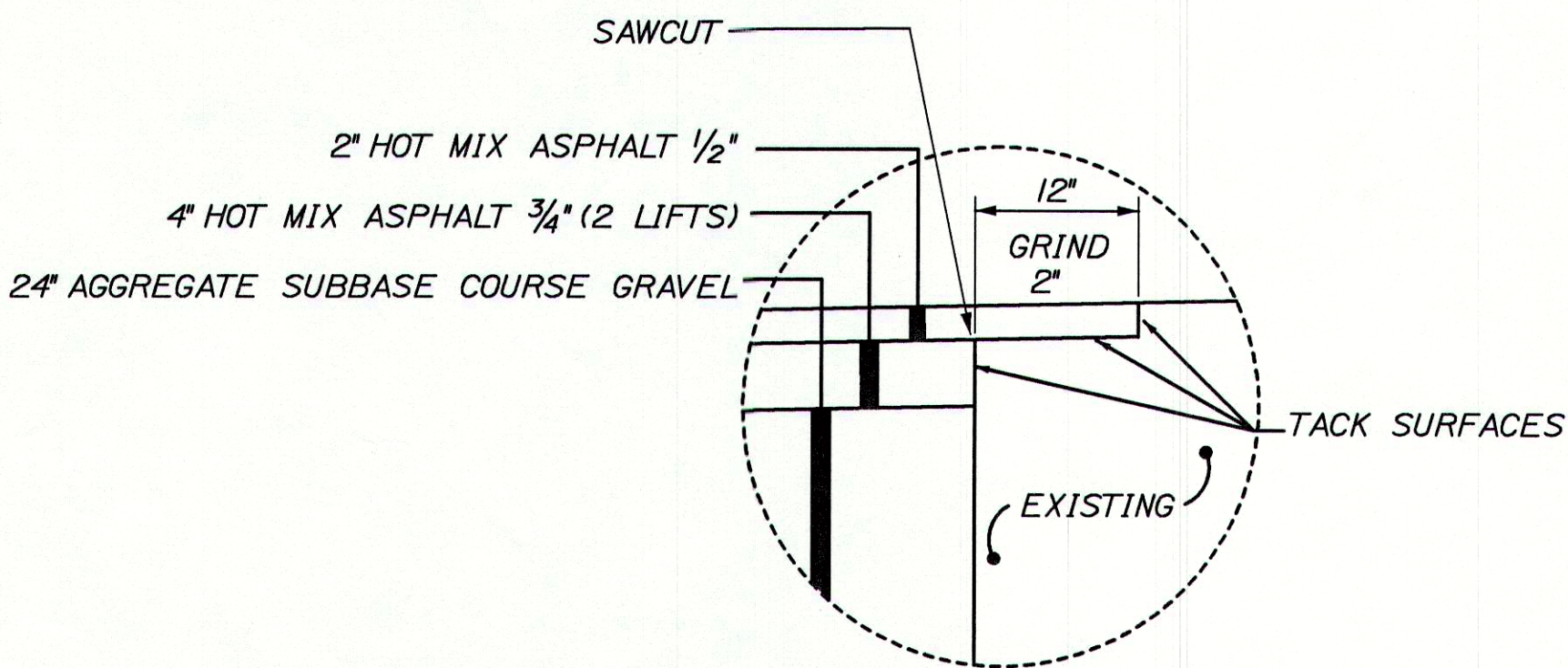
TYPICAL SECTION
ROUTE 100



TYPICAL SECTION
BLACKSTRAP RD/SKILLINS RD



RAISED ISLAND DETAIL



DETAIL 'A'

NOTES:

- 1.NO EXISTING DRAINAGE SHALL BE ABANDONED REMOVED OR PLUGGED WITHOUT PRIOR APPROVAL OF THE RESIDENT ENGINEER.
- 2.BARK MULCH SHALL BE APPLIED WHERE SO DIRECTED BY THE RESIDENT ENGINEER.
- 3.ANY DAMAGE TO THE SLOPES CAUSED BY THE CONTRACTOR'S EQUIPMENT, PERSONNEL OR OPERATION SHALL BE REPAIRED TO THE SATISFACTION OF THE RESIDENT ENGINEER. ALL WORK, EQUIPMENT AND MATERIALS REQUIRED TO MAKE REPAIRS SHALL BE AT THE CONTRACTOR'S EXPENSE.
- 4.EXCAVATIONS ACCOMPLISHED AS PART OF THIS PROJECT SHALL BE CONSTRUCTED IN ACCORDANCE WITH SUBPART P OF 29 CFR PART 1926.650-652 [CONSTRUCTION STANDARD FOR EXCAVATIONS].
- 5.WHERE PAVEMENT UNDER THIS CONTRACT JOINS EXISTING PAVEMENT OR CONCRETE THE EXISTING PAVEMENT OR CONCRETE SHALL BE SAW CUT ALONG A SMOOTH LINE TO A NEAT, EVEN, VERTICAL JOINT, AS DIRECTED BY THE RESIDENT ENGINEER. BROKEN OR RAVELED EDGES WILL NOT BE PERMITTED. ALL WORK NECESSARY FOR THE PREPARATION OF THIS JOINT WILL BE CONSIDERED INCIDENTAL TO THE RELATED CONTRACT ITEMS.
- 6.NO SEPARATE PAYMENT FOR SUPERINTENDENT OR FOREMAN WILL BE MADE FOR THE SUPERVISION OF EQUIPMENT BEING PAID FOR UNDER THE EQUIPMENT RENTAL ITEMS.
- 7.THE CONTRACTOR MUST USE THE BEST MANAGEMENT PRACTICES FOR EROSION AND SEDIMENT CONTROL AS A MINIMUM STANDARD.
- 8.THE CONTRACTOR IS SPECIFICALLY CAUTIONED THAT THE LOCATION AND/OR THE ELEVATION OF THE EXISTING UTILITIES AS SHOWN ON THESE PLANS IS BASED ON RECORDS OF THE VARIOUS UTILITY COMPANIES AND WHERE POSSIBLE MEASUREMENTS TAKEN IN THE FIELD. THIS INFORMATION IS NOT TO BE RELIED ON AS BEING EXACT OR COMPLETE. THE CONTRACTOR MUST CALL THE APPROPRIATE UTILITY COMPANY AND DIG SAFE AT LEAST 72 HOURS PRIOR TO ANY EXCAVATION TO REQUEST EXACT FIELD LOCATION OF UTILITIES.
- 9.ALL MATERIAL SCHEDULES SHOWN ON THE PLANS ARE FOR GENERAL INFORMATION ONLY. THE CONTRACTOR SHALL PREPARE HIS OWN MATERIAL SCHEDULES BASED UPON HIS PLAN REVIEW. ALL SCHEDULES SHALL BE VERIFIED IN THE FIELD BY THE CONTRACTOR PRIOR TO ORDERING MATERIALS OR PERFORMING WORK.
- 10.ALL MATERIALS AND CONSTRUCTION METHODS SHALL CONFORM TO MAINE DEPARTMENT OF TRANSPORTATION SPECIFICATIONS AND SPECIFICATIONS WITHIN THE CONTRACT DOCUMENTS.
- 11.ALL SIGNS SHALL MEET ALL REQUIREMENTS & STANDARDS OF THE MAINE DEPARTMENT OF TRANSPORTATION & THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- 12.THE CONTRACTOR SHALL ANTICIPATE THAT GROUNDWATER WILL BE ENCOUNTERED DURING CONSTRUCTION AND SHALL INCLUDE SUFFICIENT COSTS WITHIN THEIR BID TO PROVIDE DEWATERING AS NECESSARY. NO SEPARATE PAYMENT SHALL BE MADE TO THE CONTRACTOR FOR DEWATERING.
- 13.LAND DISTURBING ACTIVITIES SHALL BE ACCOMPLISHED IN A MANNER AND SEQUENCE THAT CAUSES THE LEAST PRACTICAL DISTURBANCE.
- 14.SILT REMOVED FROM AROUND INLETS AND BEHIND THE SILT FENCES SHALL BE PLACED ON A TOPSOIL STOCKPILE AND MIXED INTO IT FOR LATER USE.
- 15.REMOVAL AND RESETTING OF SIGNS SHALL BE INCIDENTAL TO THE OTHER CONTRACT ITEMS. SIGNS SHALL BE RESET TO 6-FT. BEYOND THE EDGE OF SHOULDER OR 2-FT. BEHIND CURB/GUARDRAIL.
- 16.ALL WASTE MATERIAL NOT USED ON THE PROJECT SHALL BE DISPOSED OF OFF THE PROJECT IN WASTE AREAS APPROVED BY THE RESIDENT ENGINEER.
- 17.THE GRUBBING DEPTH IS ASSUMED TO BE 6\".
- 18.RIGHT OF WAY SHOWN IS APPROXIMATE ONLY.
- 19.EXISTING PAVEMENT MARKINGS WHICH CONFLICT WITH THE PROPOSED SHALL BE REMOVED.
- 20.TWO-WAY TRAFFIC SHALL BE MAINTAINED AT ALL TIMES.
21. IF FOUNDATION MATERIAL IS REQUIRED UNDER CULVERTS, IT SHALL MEET THE REQUIREMENTS FOR GRANULAR BORROW - UNDERWATER BACKFILL AND WILL BE PAID FOR AS GRANULAR BORROW.
22. ALL DRIVES AND ENTRANCES SHALL BE CONSTRUCTED WITH 3\" HOT BITUMINOUS PAVEMENT AND 12\" AGGREGATE SUBBASE COURSE - GRAVEL
23. ACCESS TO ALL BUSINESSES SHALL BE MAINTAINED AT ALL TIMES. ANY COST FOR THIS WILL BE INCIDENTAL TO THE CONTRACT.
24. OFFSETS TO CATCH BASINS AND MANHOLES ARE TO THE CENTER OF THE FRAME.
25. PROPERTY LINE AND R.O.W. MONUMENTS SHALL NOT BE DISTURBED BY CONSTRUCTION. IF DISTURBED, THEY SHALL BE RESET TO THEIR ORIGINAL LOCATIONS AT THE CONTRACTOR'S EXPENSE, BY A MAINE REGISTERED LAND SURVEYOR.
26. TOPSOIL STRIPPED IN AREAS OF CONSTRUCTION THAT IS SUITABLE FOR REUSE AS LOAM SHALL BE STOCKPILED ON SITE AT A LOCATION TO BE DESIGNATED BY THE OWNER. UNSUITABLE SOIL SHALL BE SEPARATED, REMOVED AND DISPOSED OF AT AN APPROVED DISPOSAL LOCATION OFF SITE.
27. PRIOR TO PAVING, THE CONTRACTOR SHALL FLUSH SILT FROM ALL STORM DRAIN LINES. SILT SHALL NOT BE FLUSHED INTO THE ADJACENT WETLANDS OR WATER COURSES.
28. PROTECT ALL TREES AND LANDSCAPING NOT SCHEDULED TO BE REMOVED.
29. THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) HAS REPORTED SPILLS AND RELEASES INVOLVING PETROLEUM PRODUCTS ADJACENT TO THE PROJECT. BASED ON THE SCOPE OF WORK PRESENTED, AVAILABLE DATA SUGGESTS THAT THIS CONTAMINATION MAY ONLY BE ADJACENT TO THE IMMEDIATE AREAS OF ANY EXCAVATION PROPOSED BY THE MAINE DEPARTMENT OF TRANSPORTATION (MDOT). HOWEVER, IN LIGHT OF MDEP'S FINDINGS, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM-IMPACTED SOILS. FURTHERMORE, THE CONTRACTOR SHALL REMAIN ALERT FOR ANY ADDITIONAL EVIDENCE OF CONTAMINATION. IF THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA, AND IMMEDIATELY NOTIFY THE ENGINEER. THE ENGINEER SHALL CONTACT THE HYDROGEOLOGIST IN MDOT'S ENVIRONMENTAL OFFICE AT 207-624-3100 AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE ENGINEER.

STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1118(300)X		PIN 11183.00		HIGHWAY PLANS	
CUMBERLAND		RTE 100/BLACKSTRAP/SKILLIN		CUMBERLAND		TYPICAL SECTIONS & GENERAL NOTES		SHEET NUMBER	
2		OF 17							

CATCH BASIN SCHEDULE					
STRUCTURE	SIZE	RIM	IN/IN/SIZE(FROM)	IN/OUT/SIZE(To)	STATION, OFFSET
CB1	TYPE F	298.51	-	294.04/12" (CB2)	102+56.00, 29.00' LT
CB2	4' DIA.	298.38	293.99/12" (CB1)	293.89/12" (CB3)	102+56.00, 17.00' LT
CB3	4' DIA.	297.99	293.74/12" (CB2) 293.74/12" (INLET)	293.64/12" (DMH1)	102+56.00, 17.00' RT
CB4	4' DIA.	298.00	-	293.75/12" (DMH1)	104+17.86, 27.17' RT
CB5	TYPE F	297.60	292.71/18" (DMH1) 293.35/12" (CB5A)	292.61/18" (CB6)	13+51.86, 34.03' LT
CB5A	4' DIA.	298.50	-	293.55/12" (CB5)	13+58.48, 40.62' LT
CB6	4' DIA.	298.00	292.48/18" (CB5) 293.75/12" (CB7) 292.86/12" (CB8)	292.38/18" (CB16)	13+96.14, 17.03' LT
CB7	TYPE F	298.50	-	294.25/12" (CB6)	13+96.56, 24.02' LT
CB8	4' DIA.	297.92	293.67/12" (CB9) 293.05/12" (CB10)	292.95/12" (CB6)	13+94.50, 16.93' RT
CB9	TYPE F	298.40	-	293.87/12" (CB8)	13+94.65, 23.93' RT
CB10	4' DIA.	297.60	293.35/12" (CB11)	293.25/12" (CB8)	13+54.67, 28.45' RT
CB11	TYPE F	298.50	-	293.55/12" (CB10)	13+60.03, 35.54' RT
CB12	4' DIA.	297.40	-	293.15/12" (DMH2)	105+03.03, 34.60' RT
CB13	4' DIA.	298.80	294.55/12" (CB14) 294.55/12" (INLET)	294.45/12" (DMH2)	106+25.76, 17.00' RT
CB14	4' DIA.	298.87	294.74/12" (CB14A)	294.64/12" (CB13)	106+25.76, 17.00' LT
CB14A	TYPE F	298.87	-	294.77/12" (CB14)	106+25.76, 29.00' LT
CB15	4' DIA.	298.25	-	294.00/12" (CB16)	15+19.21, 10.93' RT
CB16	4' DIA.	298.25	292.02/18" (CB6) 293.31/12" (CB15)	291.92/18" (EXISTING)	15+18.87, 9.19' LT
DMH1	4' DIA.	298.44	293.16/12" (CB3) 293.67/12" (CB4) 292.87/12" (DMH2)	292.87/18" (CB5)	104+19.34, 16.67' RT
DMH3	4' DIA.	298.38	293.11/12" (CB12) 294.09/12" (CB13)	293.11/12" (DMH1)	105+03.03, 16.56' RT

NOTE:

THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION (MDEP) HAS REPORTED SPILLS AND RELEASES INVOLVING PETROLEUM PRODUCTS ADJACENT TO THE PROJECT. BASED ON THE SCOPE OF WORK PRESENTED, AVAILABLE DATA SUGGESTS THAT THIS CONTAMINATION MAY ONLY BE ADJACENT TO THE IMMEDIATE AREAS OF ANY EXCAVATION PROPOSED BY THE MAINE DEPARTMENT OF TRANSPORTATION (MDOT). HOWEVER, IN LIGHT OF MDEP'S FINDINGS, THE CONTRACTOR SHALL EMPLOY APPROPRIATE HEALTH AND SAFETY MEASURES TO PROTECT ITS WORKERS AGAINST HAZARDS ASSOCIATED WITH WORKING NEAR PETROLEUM-IMPACTED SOILS. FURTHERMORE, THE CONTRACTOR SHALL REMAIN ALERT FOR ANY ADDITIONAL EVIDENCE OF CONTAMINATION. IF THE CONTRACTOR ENCOUNTERS EVIDENCE OF SOIL OR GROUNDWATER CONTAMINATION, THE CONTRACTOR SHALL SECURE THE EXCAVATION, STOP WORK IN THE CONTAMINATED AREA, AND IMMEDIATELY NOTIFY THE ENGINEER. THE ENGINEER SHALL CONTACT THE HYDROGEOLOGIST IN MDOT'S ENVIRONMENTAL OFFICE AT 207-624-3100 AND THE MAINE DEPARTMENT OF ENVIRONMENTAL PROTECTION AT 800-482-0777. WORK MAY ONLY CONTINUE WITH AUTHORIZATION FROM THE ENGINEER.

CURVE DATA

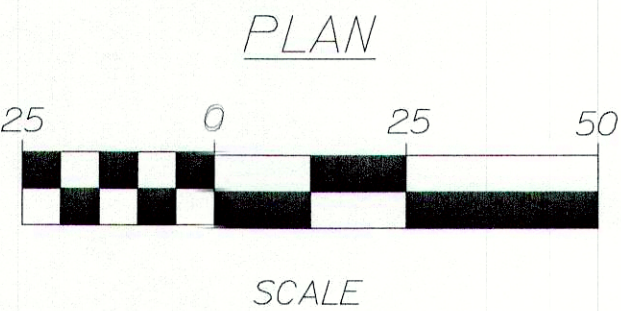
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Δ = 00° - 29' - 31.2" Lt.
R = 20000.00'
L = 171.74'
T = 85.87'
E = 0.18'

CURVE DATA

PI = 12+59.18
D = 00° - 17' - 11.3"
Δ = 00° - 48' - 36.0" Rt.
R = 20000.00'
L = 282.74'
T = 141.37'
E = 0.50'

REMOVE CATCH BASIN
STA 12+83.2, 42.0' LT
STA 12+83.3, 28.6' RT
STA 13+75.1, 14.9' LT
STA 13+73.4, 14.4' RT

RELOCATE UTILITY POLE
STA 102+58.6, 19.6' LT
STA 103+85.8, 19.7' LT
STA 104+95.2, 18.7' LT
STA 104+97.1, 19.6' LT
STA 106+22.0, 18.4' LT
STA 12+54.6, 19.4' RT
STA 14+01.3, 18.4' LT



STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
PROJECT NO. STP-1118(300)X
PIN 11183.00
HIGHWAY PLANS

BLACKSTRAP/SKILLIN ROAD
ROUTE 100, CUMBERLAND
GEOMETRIC PLAN

SHEET NUMBER
4
OF 17

PROJ. MANAGER	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
J. MANISIR	J. MANISIR	DEC 2004			
DESIGN-DETAILED	BY	DATE			
CHECKED-REVIEWED	BY	DATE			
DESIGN-DETAILED	BY	DATE			
REVISIONS 1					
REVISIONS 2					
REVISIONS 3					
REVISIONS 4					
FIELD CHANGES					

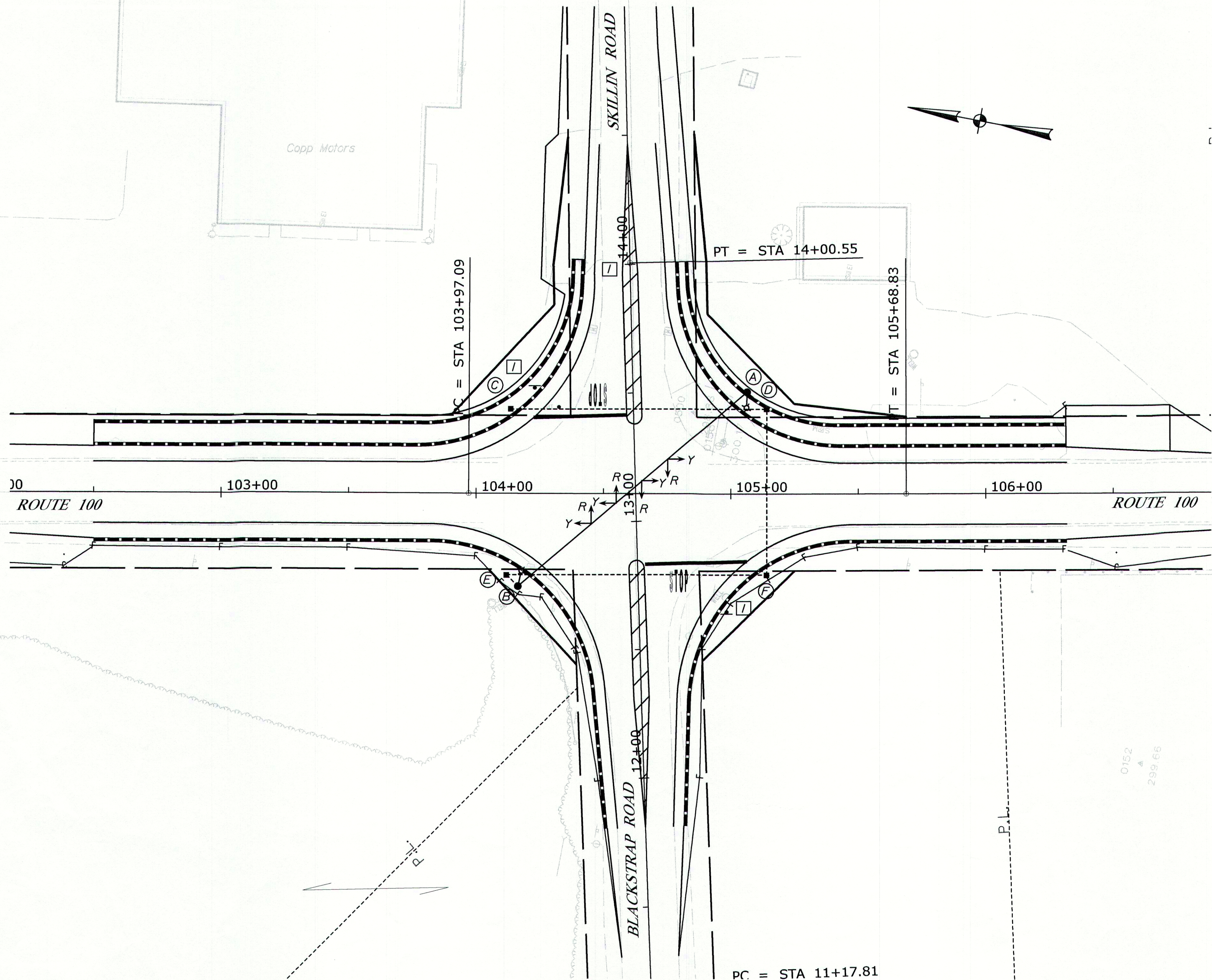
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E1	102+50.00, 18.00' RT	E2	102+54.00, 18.00' RT	4.00	-	TC
E2	102+54.00, 18.00' RT	E3	102+58.00, 18.00' RT	4.00	-	HS
E3	102+58.00, 18.00' RT	E4	103+92.30, 18.00' RT	124.30	-	I
E4	103+92.30, 18.00' RT	E5	104+15.52, 27.15' RT	34.89	65.00	I
E5	104+15.52, 27.15' RT	E6	104+18.88, 29.31' RT	4.00	65.00	HS
E6	104+18.88, 29.31' RT	E7	12+34.68, 18.26' LT	56.85	65.00	I
E7	12+34.68, 18.26' LT	E8	11+84.91, 15.26' LT	49.90	-	I
E8	11+84.91, 15.26' LT	E9	11+90.92, 15.03' LT	4.00	-	TC

CURB LOCATIONS						
PT	START STATION	PT	END STATION	LENGTH	RADIUS	TYPE
F1	11+80.89, 15.03' RT	F2	11+84.89, 15.27' RT	4.00	-	TC
F2	11+84.89, 15.27' RT	F3	12+28.99, 17.90' RT	44.14	-	I
F3	12+28.99, 17.90' RT	F4	12+72.96, 38.56' RT	49.73	65.00	I
F4	12+72.96, 38.56' RT	F5	12+75.60, 41.57' RT	4.00	65.00	HS
F5	12+75.60, 41.57' RT	F6	105+47.70, 18.00' RT	46.47	65.00	I
F6	105+47.70, 18.00' RT	F7	106+23.76, 18.00' RT	76.08	65.00	I
F7	106+23.76, 18.00' RT	F8	106+27.76, 18.00' RT	4.00	-	HS
F8	106+27.76, 18.00' RT	F9	106+31.76, 18.00' RT	4.00	-	TC

PI = 104+82.96
D = 00° - 17' - 11.3"
Δ = 00° - 29' - 31.2" Lt.
R = 20000.00'
L = 171.74'
T = 85.87'
E = 0.18'

PI = 12+59.18
D = 00° - 17' - 11.3"
Δ = 00° - 48' - 36.0" Rt.
R = 20000.00'
L = 282.74'
T = 141.37'
E = 0.50'





NOTES:

1. MAST POLES SHALL BE HOT DIPPED AND GALVANIZED. THEY SHALL BE DESIGNED TO ACCOMMODATE A FUTURE TRAFFIC SIGNAL.

2. ALL MAST POLES SHALL BE ON A 36 INCH DIAMETER FOUNDATION AND EXTEND 10 FEET BELOW EXISTING GRADE AS A MINIMUM.

3. ALL SIGNAL SECTIONS SHALL HAVE LED LENSES 12 INCHES IN DIAMETER WITH BACK PLATES.

4. THE CONTRACTOR MUST MEET ALL UTILITY REQUIREMENTS FOR THE SERVICE CONNECTIONS.

5. THE BOTTOM OF THE HOUSING OF THE SIGNAL FACE SHALL BE AT LEAST 16 FEET BUT NOT MORE THAN 19 FEET ABOVE THE PAVEMENT GRADE AT THE CENTER OF THE ROADWAY.

6. CONTRACTOR SHALL PROVIDE AND INSTALL ALL NECESSARY JUNCTION BOXES, ASSOCIATED CONDUIT AND WIRING.

7. UTILITY LOCATIONS SHOWN ARE APPROXIMATE ONLY AND THE CONTRACTOR IS RESPONSIBLE FOR FINDING EXACT LOCATIONS OF UTILITIES PRIOR TO CONSTRUCTION.

8. CONTRACTOR SHALL CONTACT UTILITIES UPON AWARD OF THE CONTRACT. CONTRACTOR SHALL BE RESPONSIBLE FOR CONTACTING DIG SAFE PRIOR TO ANY CONSTRUCTION.

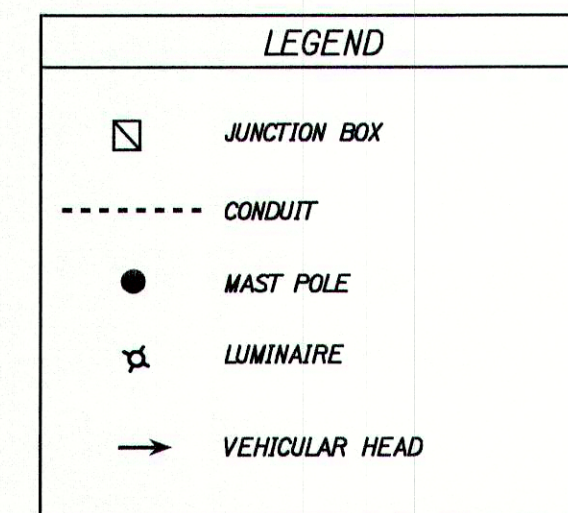
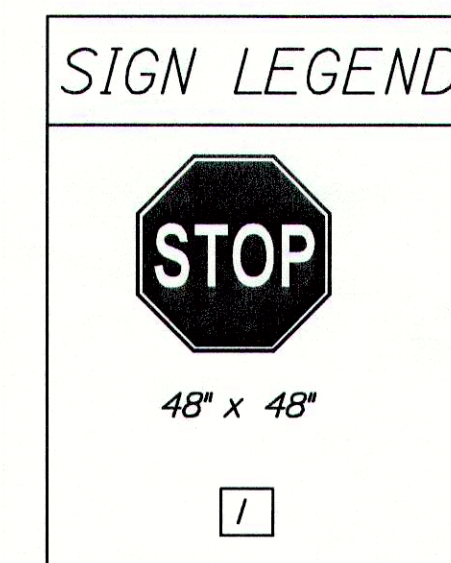
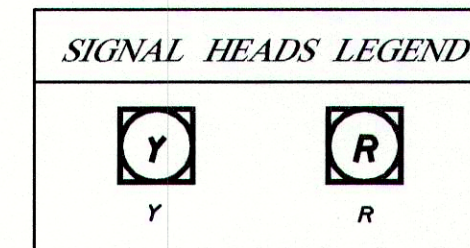
9. TRAFFIC SIGNAL HEADS SHALL BE BAGGED UNTIL THEY BECOME OPERATIONAL.

10. ALL WORK AND MATERIAL COMPLETED UNDER THIS CONTRACT SHALL CONFORM TO THE MDOT STANDARD SPECIFICATIONS, SUPPLEMENT SPECIFICATIONS AND STANDARD DETAILS AND WITH THE FEDERAL HIGHWAY ADMINISTRATION "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES".

11. CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING MDOT AND TOWN OF CUMBERLAND STREET OPENING PERMITS IF NECESSARY.

12. THE ENGINEER SHALL APPROVE THE LAYOUT OF ALL TRAFFIC SIGNAL POLES AND APPURTENANCES PRIOR TO CONSTRUCTION.

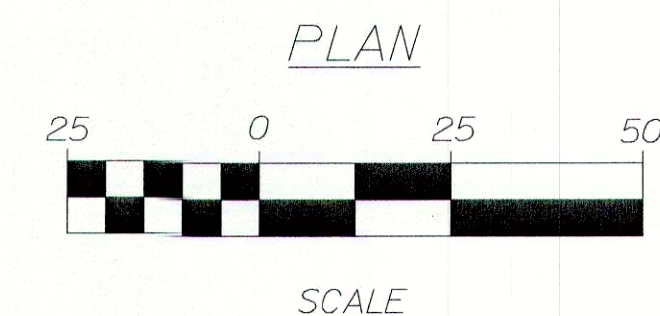
13. LED LENSES SHALL BE GELCORE EXPANDED LENSES OR APPROVED EQUIVALENT.



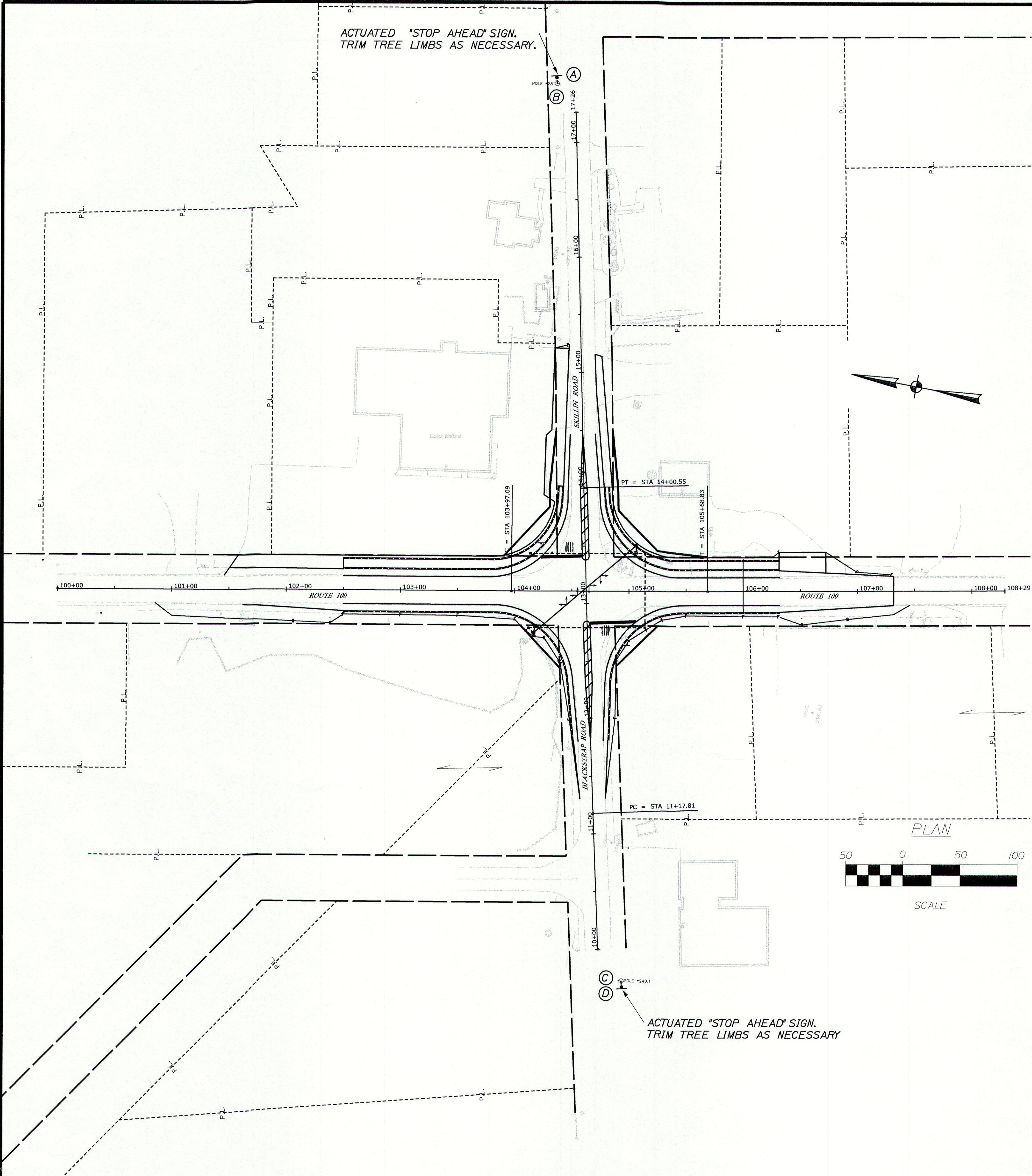
EQUIPMENT SCHEDULE			
DESIGNATION	ITEM	CATEGORY	DESCRIPTION
A	30' MAST POLE	III	SPANWIRE AND LOWER TETHER WITH DUAL FLASHING BEACONS, FLASHER CONTROLLER, CABINET, METER AND MONGOOSE LIGHT WITH 250W LUMINAIRE
B	30' MAST POLE	III	SPANWIRE AND LOWER TETHER WITH DUAL FLASHING BEACONS AND MONGOOSE LIGHT WITH 250W LUMINAIRE
C, D, E, F	JUNCTION BOX		CONCRETE

CONDUIT SCHEDULE		
RUN	CENTER TO CENTER (LINEAR FEET)	COMMENTS
B-E	6 FT	3 IN PVC
E-F	102 FT	3 IN PVC
F-D	65 FT	3 IN PVC
C-D	100 FT	3 IN PVC
D-A	10 FT	3 IN PVC

ALL CONDUIT SHALL BE SCHEDULE 80



PROJ. MANAGER	J. WANSIR	BY	DATE	SIGNATURE
DESIGN-DETAILED	R. NORWOOD	NEWHOUSE	DEC 2004	
CHECKED-REVIEWED	R. NORWOOD			
DESIGN-DETAILED				
REVISIONS 1				
REVISIONS 2				
REVISIONS 3				
REVISIONS 4				
FIELD CHANGES				



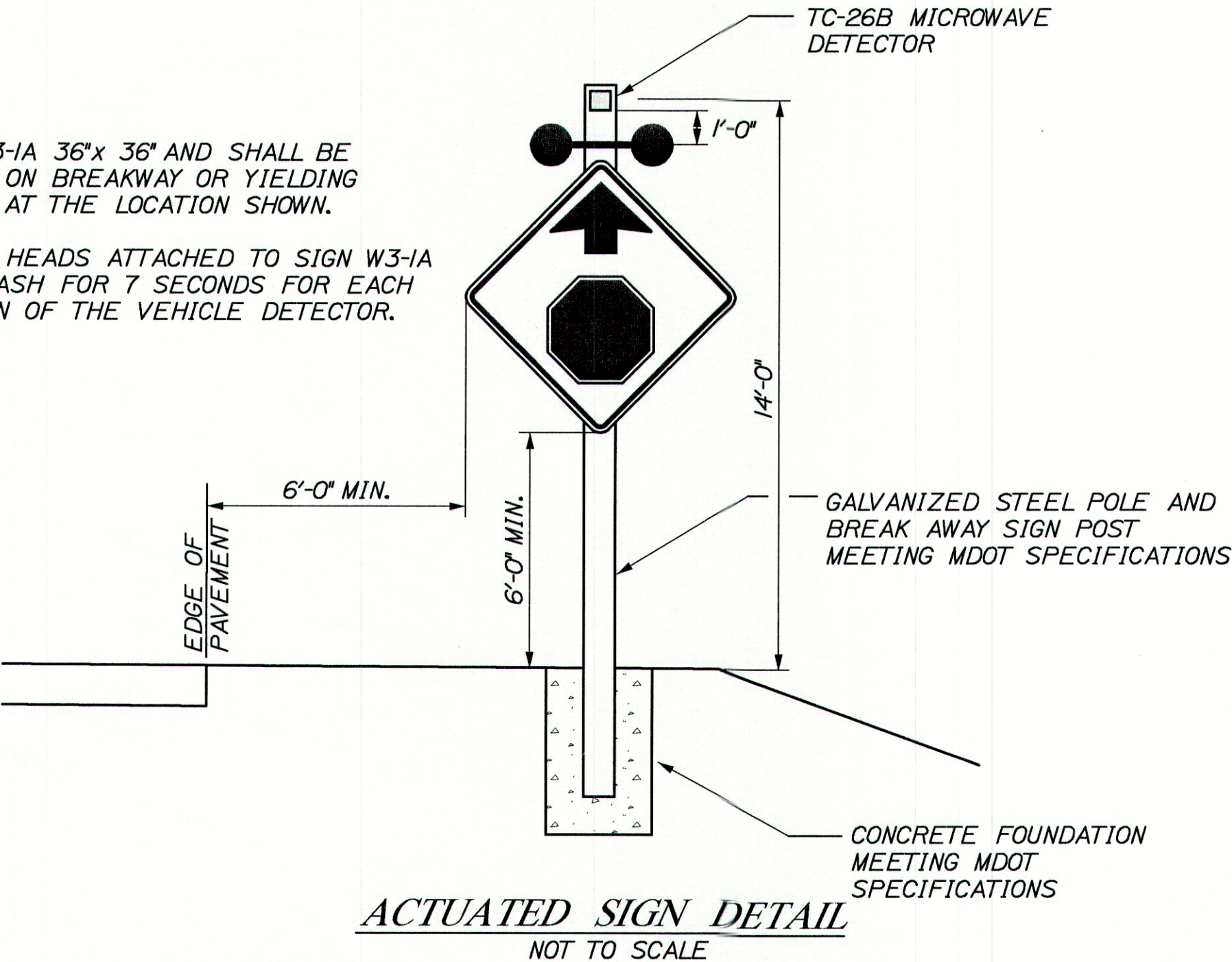
GENERAL NOTES:

1. THE CONTRACTOR MUST MEET ALL UTILITY REQUIREMENTS FOR THE SERVICE CONNECTION.
2. ALL SPLICES WILL BE MADE IN THE CABINETS MEETING MDOT SPECIFICATIONS.
3. ALL MATERIALS AND WORK COMPLETED UNDER THIS CONTRACT SHALL CONFORM TO THE MDOT STANDARD SPECIFICATION, SUPPLEMENTAL SPECIFICATIONS AND STANDARD DETAILS AND WITH FEDERAL HIGHWAY ADMINISTRATIONS "MANUAL FOR UNIFORM TRAFFIC CONTROL DEVICES".
4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ALL TRENCHING, AGGREGATE BACKFILL AND TRENCH CAPS.
5. METER PEDESTALS WITH A DISCONNECT SHALL BE CONSTRUCTED BETWEEN THE UTILITY POLES AND THE SIGNS.
6. THE CONTRACTOR SHALL CONTACT UTILITIES UPON AWARD OF THE CONTRACT. THE CONTRACTOR SHALL CONTACT DIG-SAFE PRIOR TO ANY CONSTRUCTION.
7. ALL SIGNAL SECTIONS SHALL BE LED LENSES 12" IN DIAMETER WITH BACKPLATES.
8. LED LENSES SHALL BE GELCORE EXPANDED VIEW LENSES OR APPROVED EQUIVALENT.
9. THE MICROWAVE DETECTORS SHALL BE PROGRAMMED TO ACTUATE THE SIGN WHEN A VEHICLE IS A MINIMUM OF 200' IN ADVANCE OF THE SIGN.

CONDUIT SCHEDULE		
RUN	CENTER TO CENTER (LINEAR FEET)	COMMENTS
A-B	10	GALVANIZED STEEL
C-D	10	GALVANIZED STEEL

NOTES:

1. SIGN W3-1A 36"x 36" AND SHALL BE MOUNTED ON BREAKWAY OR YIELDING SUPPORT AT THE LOCATION SHOWN.
2. SIGNAL HEADS ATTACHED TO SIGN W3-1A SHALL FLASH FOR 7 SECONDS FOR EACH ACTUATION OF THE VEHICLE DETECTOR.

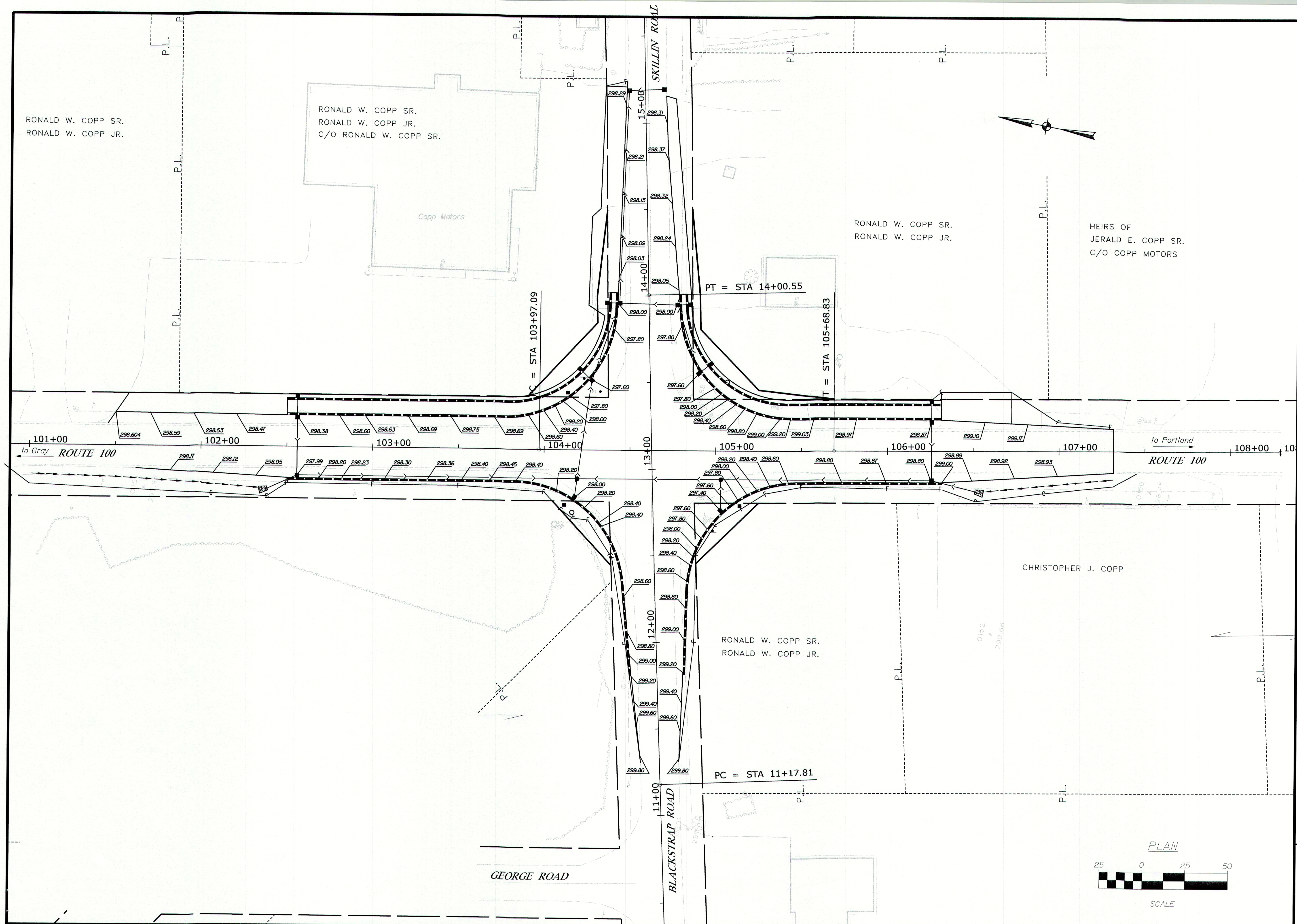


STATE OF MAINE	
DEPARTMENT OF TRANSPORTATION	
PROJECT NO. STP-1118(300)X	
PIN 11183.00	HIGHWAY PLANS

PROJ. MANAGER	J. MANSUR	BY	DATE	SIGNATURE	P.E. NUMBER	DATE
DESIGN-DETAILED	R. NORWOOD	NEWHOUSE	DEC 2004			
CHECKED-REVIEWED	R. NORWOOD					
DESIGN2-DETAILED						
DESIGN3-DETAILED						
REVISIONS 1						
REVISIONS 2						
REVISIONS 3						
REVISIONS 4						
FIELD CHANGES						

BLACKSTRAP/SKILLIN ROAD ROUTE 100, CUMBERLAND	ACTUATED SIGN PLAN
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SHEET NUMBER	7
OF 17	



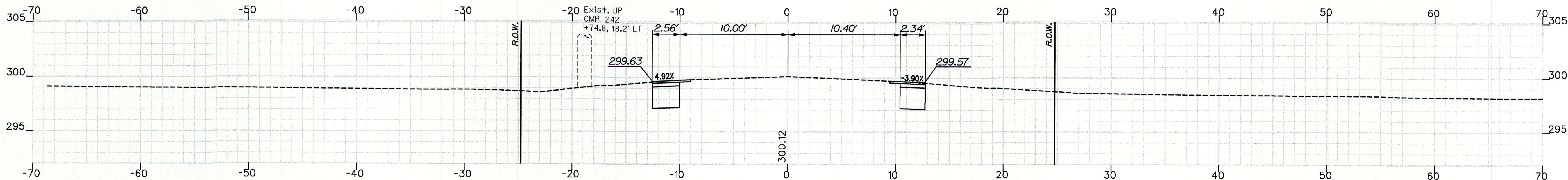
BLACKSTRAP/SKILLIN ROAD ROUTE 100, CUMBERLAND		PROJ. MANAGER		J. MANSIR	BY	DATE	STATE OF MAINE DEPARTMENT OF TRANSPORTATION PROJECT NO. STP-1118(300)X
		DESIGN-DETAILED		R. NORWOOD	NEWHOUSE	DEC 2004	
		CHECKED-REVIEWED		R. NORWOOD			
		DESIGN3-DETAILED02				SIGNATURE	
		DESIGN3-DETAILED03					PROJECT NO. STP-1118(300)X
		REVISIONS 1				P.E. NUMBER	
		REVISIONS 2					
		REVISIONS 3					
		REVISIONS 4				DATE	PIN 11183.00 HIGHWAY PLANS
		FIELD CHANGES					

Date: 8/23/2005

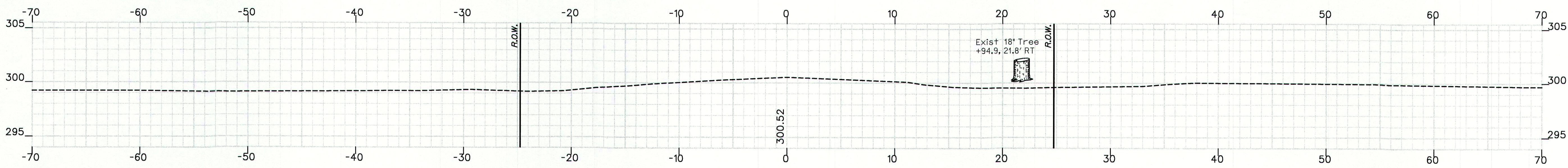
Username: dburgess

Division: HIGHWAY

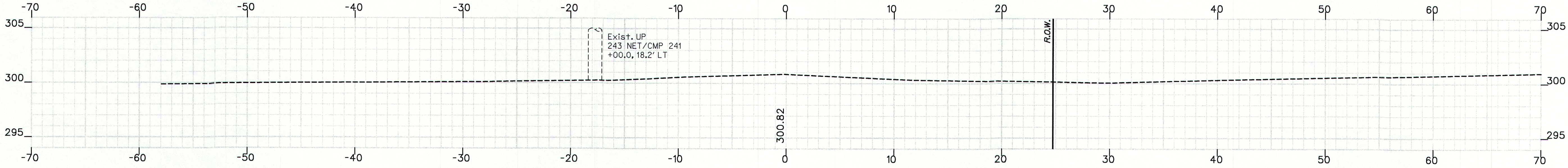
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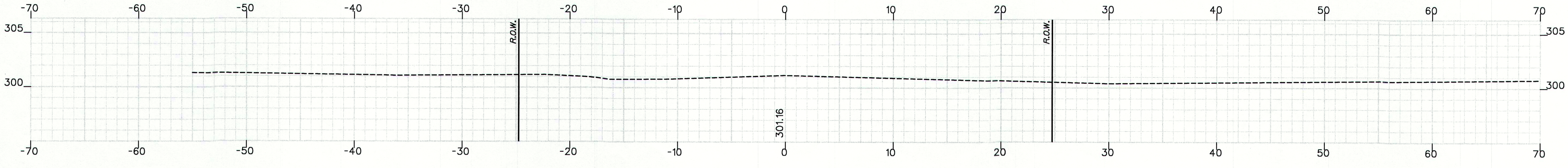
11+50.00



11+00.00



10+50.00



10+00.00

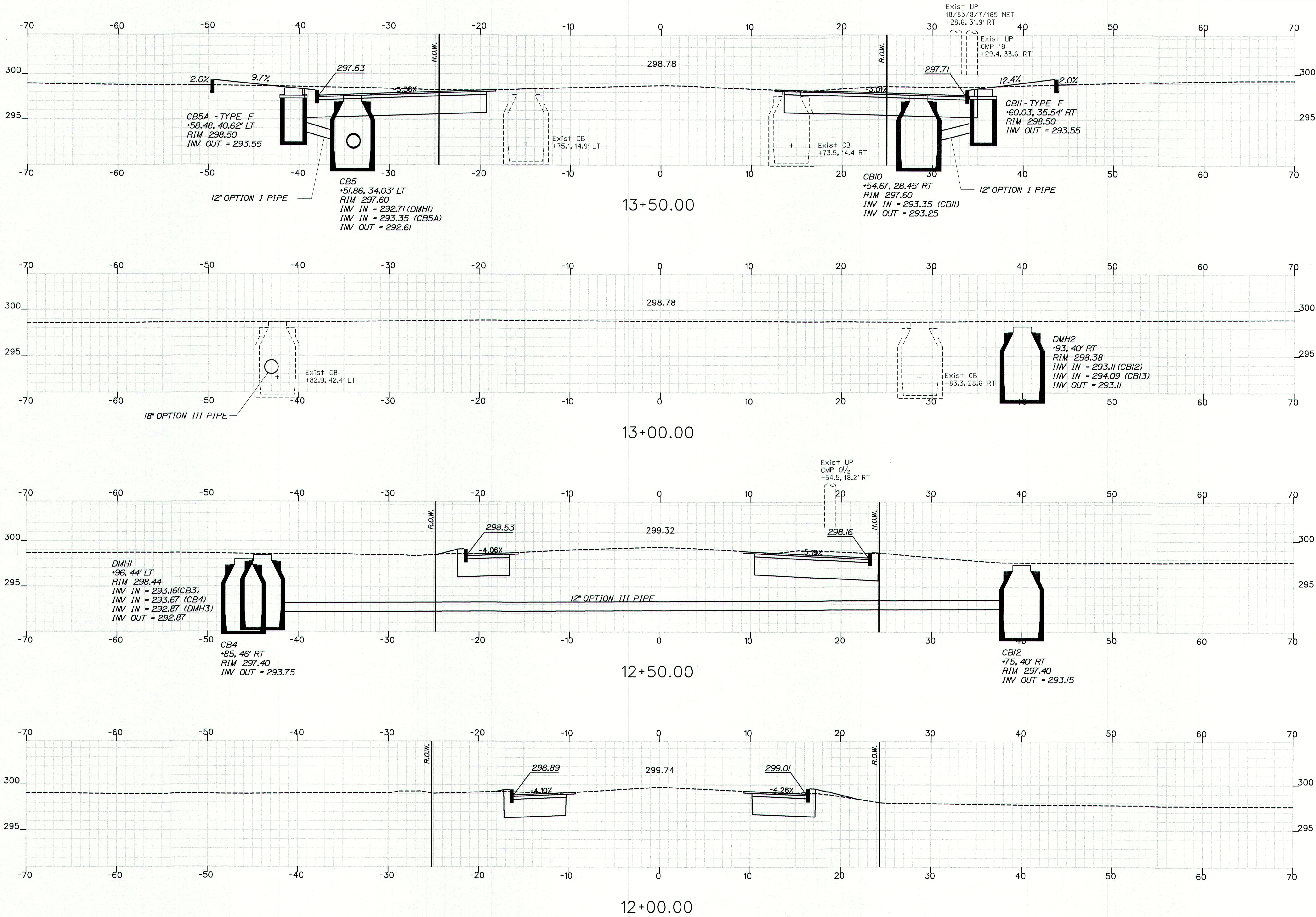
PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED2	DESIGN-DETAILED3	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
J. MAIRIS	R. NORWOOD	R. NORWOOD	R. NORWOOD	R. NORWOOD					
BY	DATE	SIGNATURE	P.E. NUMBER	DATE					
	DEC 2004								

Date: 8/23/2005

Username: dburgess

Division: HIGHWAY

Filename: ... \dgn\11_XSMC10_dr_002.dgn

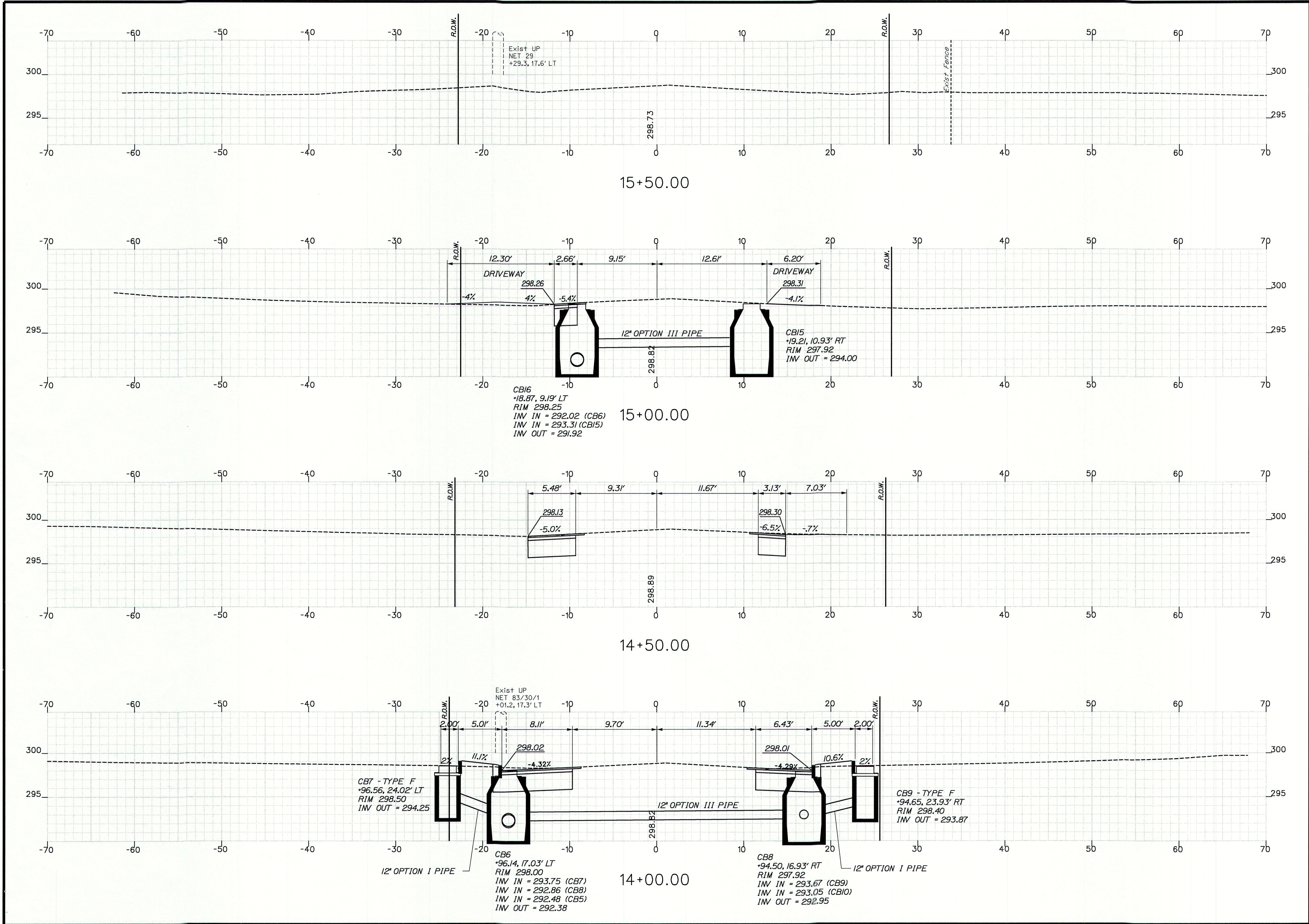


STATE OF MAINE
DEPARTMENT OF TRANSPORTATION
STP-1118(300)X
PIN 11183.00
HIGHWAY PLANS

PROJ. MANAGER	DESIGN-DETAILED	CHECKED-REVIEWED	DESIGN-DETAILED	REVISIONS 1	REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES
J. MANSIR	R. NORWOOD	L. NEWHOUSE	DEC 2004					
BY	DATE	SIGNATURE	P.E. NUMBER	DATE				

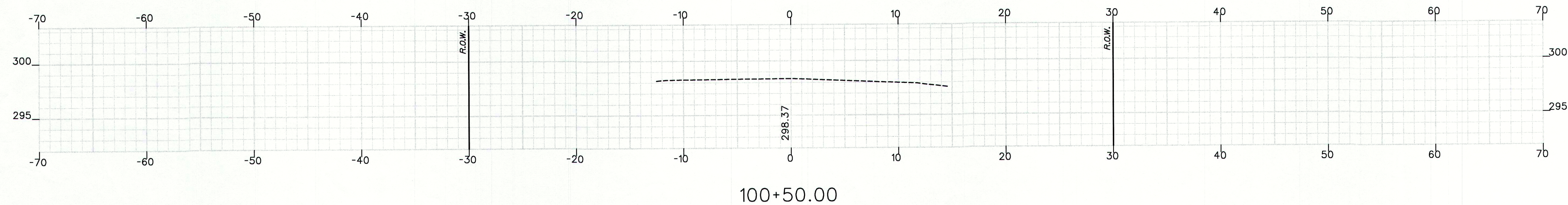
CUMBERLAND
BLACKSTRAP RD/SKILLIN RD
12+00.00 CROSS SECTIONS 13+50.00

SHEET NUMBER
11
OF 17

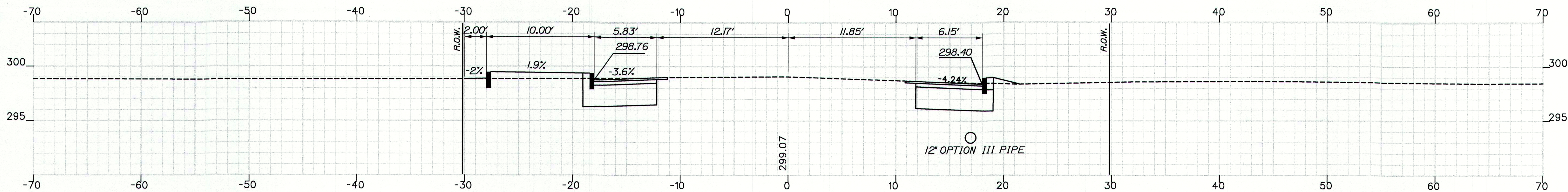


CUMBERLAND										STATE OF MAINE										DEPARTMENT OF TRANSPORTATION										STP-1118(300)X										PIN 11183.00										HIGHWAY 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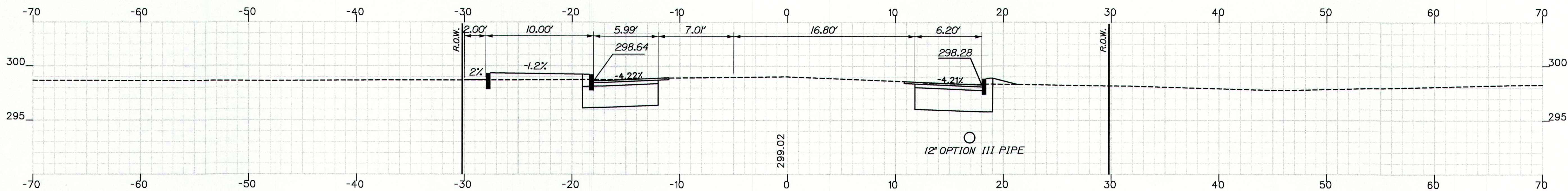
Date: 8/23/2005



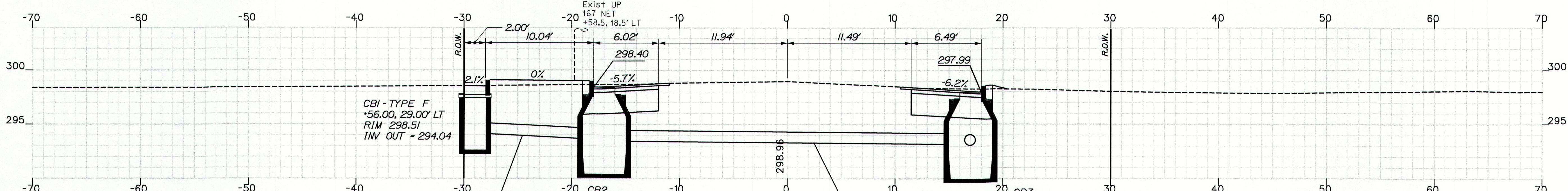
13		SHEET NUMBER	
CUMBERLAND ROUTE 100		PROJ. MANAGER	J. MANSIR
100+00.00 CROSS SECTIONS 101+50.00		DESIGN-DETAILED	R. NORWOOD
		CHECKED-REVIEWED	R. NORWOOD
		DESIGN2-DETAILED2	
		DESIGN3-DETAILED3	
		REVISIONS 1	
		REVISIONS 2	
		REVISIONS 3	
		REVISIONS 4	
		FIELD CHANGES	
		DATE	
		P.E. NUMBER	
		SIGNATURE	
		DATE	
		STATE OF MAINE	
		DEPARTMENT OF TRANSPORTATION	
		STP-1118(300)X	
		PIN	
		11183.00	
		HIGHWAY PLANS	



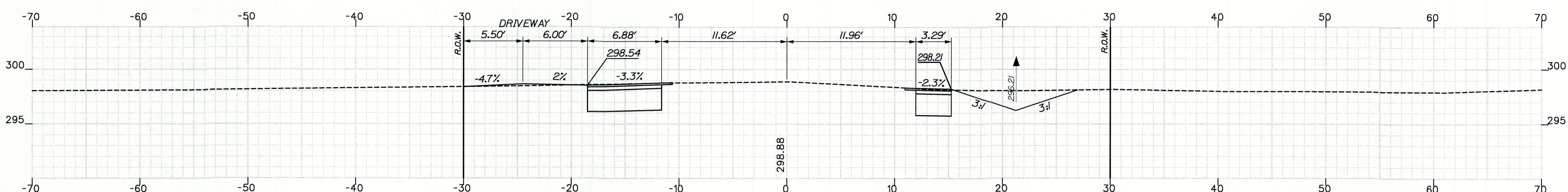
103+50.00



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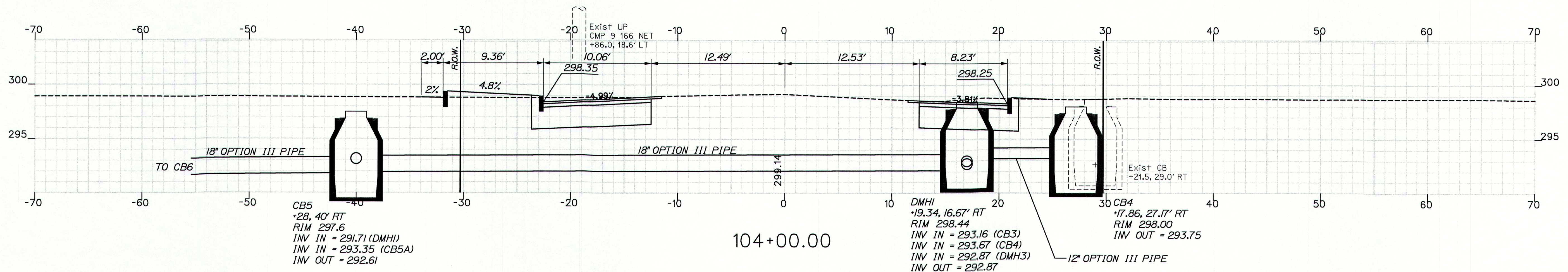


102+50.00

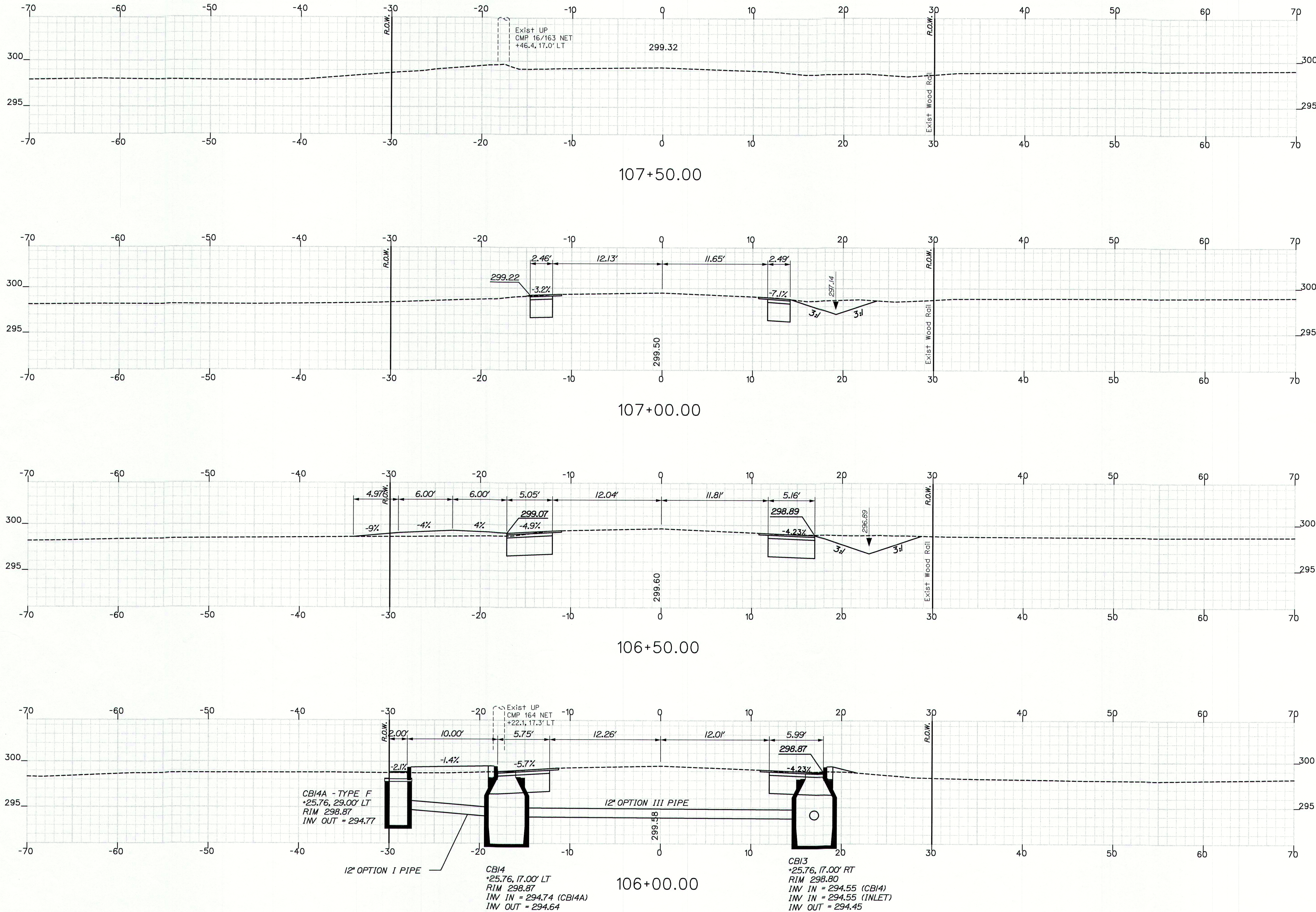


102+00.00

STATE OF MAINE DEPARTMENT OF TRANSPORTATION		STP-1118(300)X		PIN 11183.00		HIGHWAY PLANS	
CUMBERLAND ROUTE 100		102+00.00 CROSS SECTIONS 103+50.00		SHEET NUMBER 14		OF 17	
PROJ. MANAGER J. MANSIR	CHECKED-REVIEWED R. NORWOOD	DATE DEC 2004	SIGNATURE	P.E. NUMBER	DATE		
DESIGN-DETAILED R. NORWOOD		DESIGN-DETAILED R. NORWOOD	DESIGN-DETAILED R. NORWOOD	DESIGN-DETAILED R. NORWOOD	DESIGN-DETAILED R. NORWOOD		
REVISIONS 1		REVISIONS 2	REVISIONS 3	REVISIONS 4	FIELD CHANGES		



SHEET NUMBER
15
OF 17



STATE OF MAINE		DEPARTMENT OF TRANSPORTATION		STP-1118(300)X		PIN 11183.00		HIGHWAY PLANS	
CUMBERLAND		ROUTE 100		106+00.00 CROSS SECTIONS 107+50.00		SHEET NUMBER		16	
PROJ. MANAGER		BY		DATE		SIGNATURE		P.E. NUMBER	
DESIGN-DETAILED		R NORWOOD		NEWHOUSE DEC 2004					
CHECKED-REVIEWED		R NORWOOD							
DESIGN-DETAILED2									
DESIGN-DETAILED3									
REVISIONS 1									
REVISIONS 2									
REVISIONS 3									
REVISIONS 4									
FIELD CHANGES									